

**TRANSPORTATION IMPROVEMENT
PROGRAM**

**FOR
SPOKANE COUNTY**

FY 2007-2010

**Prepared by:
Spokane Regional Transportation Council
221 W. First Avenue, Suite 310
Spokane, WA 99201-3613**

SRTC

**Approved by SRTC Board
October 12, 2006**

Resolution of the SRTC Board

A RESOLUTION of the Spokane Regional Transportation Council Board affirming conformity of the 2003 Metropolitan Transportation Plan and the 2007-2010 Regional Transportation Improvement Program, with the Clean Air Act Amendments of 1990

WHEREAS, SRTC serves as the designated Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Area; and

WHEREAS, SRTC's Regional Transportation Improvement Program, hereafter referred to as the TIP is the basis for distributing Federal transportation funds in the Spokane Metropolitan area; and

WHEREAS, the Metropolitan Transportation Plan elements has been adopted by SRTC providing the long range development of regional transportation system in the Spokane Metropolitan Statistical Area (MSA); and

WHEREAS, transportation deficiencies have been identified in the Metropolitan Transportation Plan; and

WHEREAS, the Federal Clean Air Act Amendments of 1990 require the Spokane Regional Transportation Council as the MPO, and the U.S. Department of Transportation to determine the Metropolitan Transportation Plan and the 2007 TIP conform to the CAAA of 1990 using the emission budget in the accepted Washington State Maintenance Plan for Air Quality, hereafter referred to as the MP, and support the MP's intent to maintain the National Ambient Air Quality Standards; and

WHEREAS, a conformity review of the Metropolitan Transportation Plan has been conducted by the SRTC; and

WHEREAS, the Metropolitan Transportation Plan has been found to be in conformance with the Air Quality Conformity Regulations; and

WHEREAS, The Federal Clean Air Act Amendments of 1990 also require that the goals, policies, programs, and projects embodied in the 2007-2010 TIP not contradict or adversely impact implementation of transportation control measures; and

WHEREAS, SRTC has assessed mobile source emissions as set forth in the Transportation Improvement Program and Metropolitan Transportation Plan which fully complies with current federal statutes and regulations; and

WHEREAS, in preparing the assessment, SRTC used recent estimates consistent with the MP of existing and future population, employment, travel demand characteristics, system capacities on the modeled transportation system, as well as mobile source emission factors provided by the Washington State Department of Ecology; and

WHEREAS, the SRTC conducted a telephone coordination meeting with WSDOE, WSDOT, Spokane County Air Pollution Control Authority in November 2005 and held a public meeting on October 21, 2005 to allow public input and comment on the planning assumptions used in conducting the air quality conformity analysis and development of the TIP; and

WHEREAS, Chapter I, Determination of Conformity with CAAA of 1990, demonstrates the following regarding the 2007-2009 TIP;

1. The 2007 TIP conforms to the CO emission budget in 2007 through 2030. The CO budget was established in the Spokane CO Nonattainment Area Maintenance Plan, which became effective February 14, 2005.
2. Capacity improvements contained in the TIP are part of the existing CMS program and Metropolitan Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED the Spokane Regional Transportation Council Boards finds the 2007-2010 TIP satisfactorily meets the requirements of the Federal Clean Air Act Amendments of 1990 regarding conformity of the Regional Transportation Improvement Program using the CO emissions budget in the Spokane CO Non-Attainment Area Maintenance Plan.

BE IT FURTHER RESOLVED the Spokane Regional Transportation Council Board reaffirms the Metropolitan Transportation Plan conforms to air quality conformity review requirements using the CO emissions budget in the Spokane CO Non-Attainment Area Maintenance Plan.

BE IT FURTHER RESOLVED the Spokane Regional Transportation Council Board requests the U.S. Department of Transportation and the Environmental Protection Agency, concur with this conformity review, and formally act on that concurrence prior to January 1, 2007.

Adopted by the Spokane Regional Transportation Council Board this 12th day of October 2006.

original signed

Gary Schimmels, Chair
Spokane Regional Transportation Council

Attest:

original signed

Glenn F. Miles
Transportation Manager

Approved as to form:

original signed

Pat Dalton
SRTC Attorney

Resolution of the SRTC Board

**ADOPTION OF 2007-2010
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE SPOKANE TRANSPORTATION MANAGEMENT AREA (TMA)**

WHEREAS, the Spokane Regional Transportation Council (SRTC) has the responsibility for coordinating the regional transportation planning process as set forth in Title 23 U.S.C. Section 134 and 49 U.S.C. Section 5303 (Formerly Section 8) of the Federal Transit Act; and

WHEREAS, the SRTC has been certified by the USDOT and WSDOT as fulfilling the requirements necessary to conduct the regional transportation planning program; and

WHEREAS, SRTC must review, prioritize, and select Surface Transportation Program projects, as a Metropolitan Planning Organization (MPO) within a Transportation Management Area; and

WHEREAS, local jurisdictions and State agencies have submitted projects for inclusion in the 2007-2010 Transportation Improvement Program, which are based on known and available financial resources at the Federal, State, and local level; and

WHEREAS, the 2007-2010 TIP programs approximately \$135 million dollars in Federal funds allocated to Spokane TMA and State-wide Programs; and

WHEREAS, a public open house and public meeting was held on September 19, 2006 to receive public input on the TIP and the Air Quality Conformity Review; and

WHEREAS, a public comment period for review of the proposed 2007-2010 TIP was held from September 6, 2006 until October 9, 2006.

NOW, THEREFORE, BE IT RESOLVED, that the Spokane Regional Transportation Council Board selects the projects identified herein and adopts the 2007-2010 Transportation Improvement Program, which includes the Air Quality Conformity Analysis, which finds the 2007-2010 Transportation Improvement Program in conformance with the CAAA of 1990.

BE IT FURTHER RESOLVED, that the 2007-2010 Transportation Improvement Program be transmitted to the appropriate State and Federal agencies for review and approval prior to the effective date of the TIP, which will be January 1, 2007.

Signed this **12th** day of **October 2006**.

original signed

Gary Schimmels, Chair
Spokane Regional Transportation Council

Attest:

original signed

Glenn F. Miles
Transportation Manager

Approved as to form:

original signed

Pat Dalton
SRTC Attorney

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

SRTC BOARD OF DIRECTORS

Bob Apple	City of Spokane Council Member
William Brannon (Alternate)	Private Sector Representative
Jerry Lenzi	WA St. Dept. of Transportation
Todd Mielke	Spokane County Commissioner
Brenda Redell.....	Small Towns Representative
Mark Richard	Spokane County Commissioner
Brian A. Sayrs.....	STA Representative
Gary Schimmels (Chair)	City of Spokane Valley Council Member
Joe Shogan (Vice-Chair)	City of Spokane Council Member
Dale Stedman.....	WA St. Transportation Commission

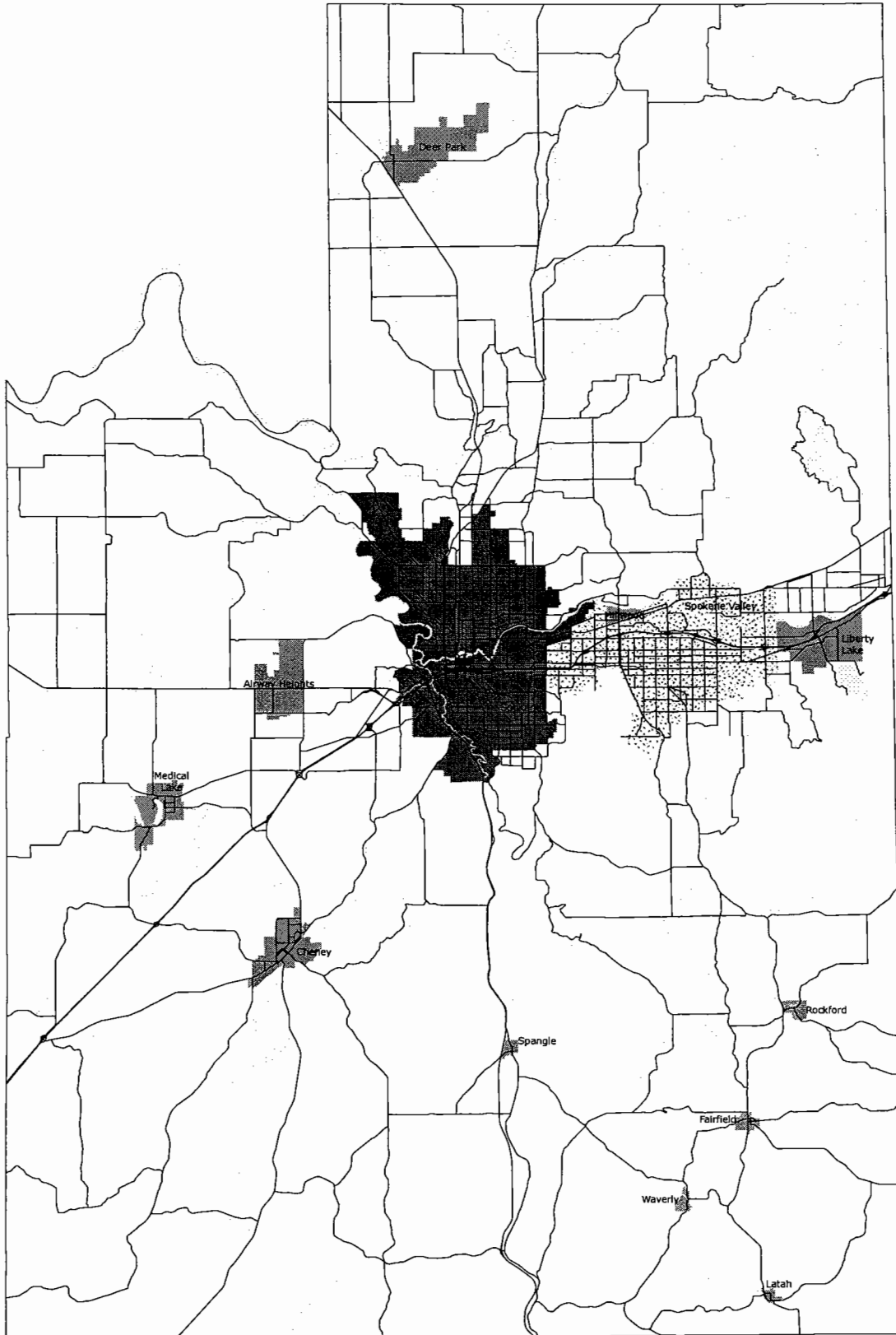
SRTC MEMBER JURISDICTION & AGENCIES

City of Spokane	City of Medical Lake
Spokane County	Town of Millwood
City of Spokane Valley	Town of Rockford
City of Airway Heights	Town of Spangle
City of Cheney	Town of Waverly
City of Deer Park	Spokane Transit Authority
Town of Fairfield	Town of Latah
City of Liberty Lake	
Washington State Department of Transportation	
Washington State Transportation Commission	

TRANSPORTATION TECHNICAL COMMITTEE

Tom Arnold (Vice-Chair)	City of Spokane Engineering
Bob Brueggeman	Spokane County Engineering
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Mike Frucci	WSDOT, Eastern Region
Mike Gribner	WSDOT, Eastern Region
Gordon Howell	Spokane Transit Authority
Ross Kelley	Spokane County Engineering
Roger Krieger	City of Deer Park
Don MacDonald (Chair)	City of Cheney
John Mercer	City of Spokane Engineering
Susan Meyer	Spokane Transit Authority
Katherine Miller	City of Spokane Capital Pgms. Dept
Inga Note	City of Spokane Valley
John Pederson	Spokane County Planning
Amy Schroeder (Ex-officio Representative)	Idaho Transportation Department
Harold White	WSDOT, Eastern Region
Steve Worley	City of Spokane Valley
Todd Woodard	Spokane International Airport

SPOKANE METROPOLITAN AREA






SPOKANE METROPOLITAN AREA

x

Spokane County, Washington

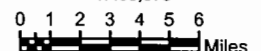
*Data based on best available information. *Data for illustrative purposes only.

Political Boundaries

-  Small Towns
-  City of Spokane
-  City of Spokane Valley



1:409,678



SRTC

Spokane Regional Transportation Council
September 2006 tipmetroareab&w06.mxd

CHAPTER I

INTRODUCTION

BACKGROUND AND PURPOSE

The Transportation Improvement Program (TIP) is a list of all transportation projects in Spokane County to be funded under U.S.C. Title 23, Title 49, State and Local funds. The TIP includes a priority list of projects to be carried out in each of the next four years and a financial plan that demonstrates how it can be implemented.

A TIP must be developed for each metropolitan area by the MPO in cooperation with the State and transit operators. The TIP must be updated at least every two years. The TIP must be consistent with the Metropolitan Transportation Plan and an opportunity for the general public to review and comment on the program of projects prior to approval by the SRTC Board.

TIP DEVELOPMENT

Process

The Spokane Regional TIP is a product of the regional transportation planning process, which is conducted cooperatively by SRTC, the Washington State Department of Transportation, local general-purpose governments, and Spokane Transit Authority.

The overall TIP development process approach is founded in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Metropolitan Transportation Plan is utilized as the framework and policy plan, where system needs are analyzed, projects are evaluated and prioritized against a set of criteria, and funding resources are identified to meet long-range project needs.

The selection criteria are intermodal/multimodal and addresses project funding across all SAFETEA-LU funding categories. The wider range of criteria includes Congestion Management, Reduction of Single-Occupant Vehicles, Air Quality, Preservation, Cost Participation, Safety, and Intermodal Management/Connectivity.

Coordination with Adjacent MPOs

Spokane County, Washington forms the Spokane Metropolitan Area. Coordination and cooperation in transportation planning activities are afforded by coordination in the development of the Metropolitan Transportation Plan, corridor studies, Transportation Improvement Program, and the Unified Planning Work Program. Kootenai County was designated a Federal Urban Area in 2002 and was formally designated as an MPO area by Idaho Governor Dirk Kempthorne in February 2003. The Kootenai Metropolitan Planning Organization (KMPO) is the MPO for Kootenai County. KMPO has contracted with SRTC to staff the MPO through April 2007 providing management, transportation planning and coordination responsibilities for the 10 member KMPO Board. This provides a unique opportunity to ensure close coordination in work program activities, while remaining separate and distinct MPO areas.

Public Involvement Process

Participating agencies and the general public are provided an opportunity to comment on the TIP through a variety of means. Public meetings are held jointly by SRTC in cooperation with WSDOT and local general-purpose governments for the purpose of answering specific questions about projects contained in the program. A notice of the public meeting is advertised in the Spokesman-Review prior to the meeting, and notices are sent directly to a mailing list of interested parties. In addition, the SRTC places the TIP on the SRTC website at www.srtc.org in order to provide the public an opportunity to download elements of the document that are of relevance to them. This process is consistent with the Public Involvement Policy as updated in 2001.

A public meeting was held on September 19, 2006 with a public comment period lasting from September 6, 2006, until October 9, 2006.

Transportation Enhancement Process

Selection of transportation enhancement projects to proceed from the region for statewide competition is accomplished through the regional planning process. A general outline of the process includes the following steps: 1) Workshop to explain the transportation enhancement process 2) Applications received by deadline 3) Evaluation of projects by the TTC 4) SRTC Board approves prioritized list of projects forwarded for statewide competition.

TIP Amendment Process

Amendment of the Transportation Improvement Program (TIP) is accomplished through the following steps: 1) Local agency submits written request for amendment to SRTC; 2) SRTC staff evaluates request for amendment for financial feasibility, air quality, consistency with SRTC Plans, etc.; 3) The TTC reviews substantive amendments, which may affect the design, concept or scope of a project; 4) The SRTC Board takes action on substantive TIP amendments; 5) TIP amendments are forwarded to Washington State Department of Transportation.

CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN

SRTC updated the Metropolitan Transportation Plan in July 2003. This update incorporated findings of the transportation update process, as well as the original goals and policies, which were already consistent with TEA-21, and revised networks for the year 2010 and 2030. These networks identified the impacts of alternatives to the overall transportation system.

By using this strategy, SRTC was able to provide a quantitative analysis of the present plan and its overall conformity to the Maintenance Plan (MP). This

strategy also results in an analysis of a plan that is financially constrained pursuant to SAFETEA-LU. A final air quality conformity determination was conducted as part of the transportation plan update.

The Metropolitan Transportation Plan identifies and recommends highway, transit, non-motorized, and other transportation related improvements that will be necessary to ensure an adequate level of mobility exists for the traveling public. Projects included in the TIP are drawn directly from specific recommendations made in the Metropolitan Transportation Plan, or developed from a more general series of recommendations (e.g. preservation and maintenance of transportation facilities, traffic safety improvements). The transportation plan also contains specific land use recommendations that will be necessary to ensure public transportation has adequate densities along service corridors.

CONSISTENCY WITH CONGESTION MANAGEMENT SYSTEM

SRTC has an operational Congestion Management System (CMS) currently in place. The Plan design, originally prepared in 1994, provided the framework for development and implementation of a full Congestion Management System. Implementation began in March 1994 with ongoing data collection efforts being conducted annually. The CMS includes an operational carpool and vanpool program operated by Spokane Transit Authority, and assurance that SRTC will notify all local agencies that a Transportation Demand Management/Transportation System Management (TDM/TSM) alternative evaluation is required during the early project development stages and during the National Environmental Policy Act (NEPA) process for any project that increases the Single Occupancy Vehicle (SOV) capacity of a highway facility. In addition, SRTC has continued to support ITS deployment in support of Congestion Management efforts. An additional part of the CMS Plan has been the development of an Intelligent Transportation System (ITS) Architecture and Implementation Plan to identify and prioritize ITS deployment in Spokane and surrounding area. The ITS Plans were completed in 2000. On July 22, 2002, the Spokane Regional Traffic Management Center officially opened. This center is the foundation of a broader program designed to address congestion issues on a regional basis through the combined efforts of SRTC, WSDOT, STA, City of Spokane, City of Spokane Valley, and Spokane County.

DETERMINATION OF CONFORMITY WITH AIR QUALITY MAINTENANCE PLAN

Attainment Status

On August 29, 2005 the Environmental Protection Agency (EPA) redesignated the Spokane serious nonattainment area to an attainment area for carbon monoxide (CO) (70 FR 37269). And on August 30th EPA redesignated the Spokane nonattainment area to an attainment area for particulate matter-10 (PM-10) (70 FR 38029).

Maintenance Plans

On August 29, 2005 EPA approved the CO Maintenance Plan, Spokane CO Non-Attainment Area Maintenance Plan. For purposes of regional transportation conformity, the CO motor vehicle emissions budget (MVEB) 558,000 lbs/day approved in the Maintenance Plan will be used to evaluate transportation conformity for the CO Nonattainment Area, now referred to as the CO Boundary.

EPA redesignated the Spokane PM-10 nonattainment area to attainment and approved a Limited Maintenance Plan (LMP), which was effective August 30, 2005. The PM-10 Plan outlines the minimal risk that PM-10 from motor vehicles would contribute to a PM-10 violation. For this reason no motor vehicle emission budget or paved road dust budget is established in the new PM-10 Plan. For transportation conformity purposes, EPA does not cap emissions for the maintenance period and therefore a regional budget test is not necessary. However, PM-10 contingency measures are still in place.

Under a limited maintenance plan, motor vehicle emissions are essentially not restricted for the length of the LMP period because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards. The VMT projections (i.e., the growth projections) included in this TIP are in accordance with the VMT and PM-10 figures published in the LMP, therefore regional transportation conformity is presumed due to a limited potential for emission growth during the LMP period.

Projects in this TIP have been evaluated for their effect on CO emission levels using the regional travel demand model. Since the approval of the PM-10 Limited Maintenance Plan this TIP will not include a paved road dust budget analysis.

Emissions Estimates

Emission factors by speed and arterial (i.e., link) type were calculated by using Mobile 6.2. Both CO emission factors and vehicle miles of travel (VMT) forecasts were developed by SRTC. CO emissions estimates were then calculated by determining VMT per link and average operating speed per link as projected by the travel demand model. The appropriate emission factor is then selected (i.e., the emission factor that matches the operating speed and link type) and multiplied by the VMT. Analyses for various years shows continued growth in VMT in the area, however CO emissions improve and decrease over the same twenty-year time frame.

Status of Transportation Control Measures (TCMs) and Contingency Measures

The biennial inspection and maintenance (I&M) program is the predominant control measure for Spokane County. In September of 2005, the Board of the Spokane County Air Pollution Control Authority (SCAPCA) elected to remove oxygenated fuels

as a control measure as supported in the Spokane CO Maintenance Plan that became effective August 29, 2005 (Appendix A). The oxygenated fuel requirement will remain as a contingency measure and can be re-adopted if necessary.

Additionally, Spokane County's largest employers implemented commute trip reduction programs to meet requirements of the Commute Trip Reduction (CTR) Act passed in 1991 by the Washington State Legislature. Currently, 100 employers participate in CTR reaching over 40,000 employees in Spokane County. Collectively, these measures help the region meet the national ambient air quality standards.

PM-10 control measures include the combination of paving critical unpaved roads, a street sweeping program and the use of liquid de-icers, where possible, to control hazardous winter driving conditions. The emission reductions from these programs were calculated as part of the Congestion Mitigation/Air Quality (CMAQ) project selection process.

Conformity Determination

The FY 2007-2010 Transportation Improvement Program (TIP) for Spokane is found to be in conformity with the Federal Clean Air Act Amendments of 1990 and the Clean Air Washington Act for CO (Appendix A).

SRTC Travel Demand Model

SRTC uses the VISUM travel demand model for transportation planning and air quality planning in the Spokane region. VISUM is designed for multimodal analysis, and integrates all relevant modes of transportation (i.e., car, car passengers, truck, bus, train, pedestrians, and bicyclists) in one consistent network model. VISUM utilizes detailed data files that include the transportation network, land use, and population information to generate travel demand data.

SRTC uses the most current planning data and assumptions for the key elements about land use, including the location and quantity of housing, population, and jobs. Land-use data files report housing and demographic characteristics and are derived in part from United States Census Data. Data is adjusted annually from the Census based on permit and plat information supplied by the local jurisdictions in the Spokane area. Base data is created from permit data for projects that are actually constructed. Forecasts are estimated using plat information.

Employment data, which indicates location of jobs, is estimated from Employment Security Data (ESD) and Labor & Industries (L & I) information. Local knowledge and ESD control totals are also used to fill in any gaps. Forecasts of employment are based on a constant growth factor applied annually. This methodology is the best available given the resources (human and data) today. In the future, other methods of estimating forecast employment growth may be investigated and, if feasible, implemented.

SPOKANE TRANSIT AUTHORITY

TIP Statement on Financial Capacity

In accordance with Federal Transit Administration (FTA) Circular 7008.1, issued March 30, 1987, it has been determined that STA's financial condition and capacity is adequate to carry out the capital, operating, planning and maintenance activities listed in the TIP. FTA, in its Triennial Review Letter of Findings dated in 2005, found STA to be in full compliance, and no deficiencies were noted. As a result of passage of Initiative 695 in 1999, the state legislature eliminated the Motor Vehicle Excise Tax (MVET) funding of STA resulting in a reduction of STA's annual revenues by approximately 40% to 45%. This reduction resulted in STA utilizing financial reserves to temporarily minimize service reductions. In May 2004, voters approved additional sales tax funding for STA to replace the lost MVET funding. This approval will sunset on June 30, 2009, unless it is reauthorized at the general election in November 2008. STA has the current financial capacity to carry out projects contained in the TIP.

Financial Condition

The positive finding on STA's financial condition is based on the Annual Financial Report for STA contained in the Washington State Department of Transportation (WSDOT) Summary of Public Transportation for 2004. STA's financial condition in terms of unrestricted cash and investments, capital and risk reserves, debt levels, trends in costs compared to revenues, and economic indicators is stated below for year-end 2004:

- Unrestricted cash and investments: \$4,507,368
- Capital Replacement Reserves: \$4,244,044
- Risk Reserves for self-insurance: \$7,459,312
- Long Term Debt: STA has no long-term debt

Trends in Costs Compared to Revenues: During 2004, STA revenues exceeded expenditures by \$2.5 million. Severe service reductions scheduled for mid-2004 were averted by the approval of additional sales tax authority in May 2004. The first distribution of this additional tax revenue was received in December 2004.

Economic Indicators: The economic indicators for the Spokane County region were generally flat through 2004. Tax revenues available to STA decreased significantly with the repeal of the MVET, but have been at least temporarily restored with the sales tax increase through mid-2009.

Financial Capacity

STA currently has the financial capability to carry out the capital, operating, planning, and maintenance activities listed in the TIP. STA utilizes only one dedicated source of local revenue. STA has, subject to voter approval, the ability to levy up to nine-tenths of one percent sales tax. The growth in the sales tax has historically been stable, and is tied to the general economic growth of the region.

Flexibility of Section 5307 Funding

As part of the Section 5307 project selection process, STA is provided an opportunity to submit projects for funding, as well as comment on the prioritized list of projects prior to their official selection by the Spokane Regional Transportation Council (SRTC) Board. On occasion, Section 5307 funds have been flexed by the SRTC Board to support road rehabilitation projects on STA transit routes. This has been done only after: 1) STA has had an opportunity to comment on the proposed flexing of Section 5307 funds; 2) all Americans with Disabilities Act (ADA) requirements have been consistent with their ADA implementation plan; and 3) STA direct transit related projects have been funded. Flexing of Section 5307 funds is limited to improvements on or adjacent to roadways with active STA route service.

TRANSPORTATION MAINTENANCE AND OPERATIONS

As requested by Federal Highway and Federal Transit Administration, SRTC conducted a review of maintenance and operations of jurisdictions and agencies owning and operating the regional transportation system. Our review found that collectively, 82.5 million dollars per year are spent on maintenance and operations. This value includes streetlights, traffic signals, snow plowing, mechanics, vehicle operators, street sweepers, road patching, and a wide variety of additional activities. The most recent budgets are shown in the following table.

County Road and City Street Revenues and Expenditures, CY 2004

Jurisdictions	Total Expenditures	Total Receipts
Airway Heights	122,786	164,100
Cheney	961,387	1,000,707
Deer Park	244,939	342,937
Fairfield	39,658	33,367
Latah	10,355	3,995
Liberty Lake*	215,546	3,190,056
Medical Lake	522,340	509,114
Millwood	190,179	333,099
Rockford	92,832	91,730
Spangle	22,804	18,389
Spokane	35,882,625	32,694,746
Spokane Valley	5,130,183	2,729,248
Waverly	3,316	4,842
Total Cities	43,438,950	41,116,330
Spokane County	39,093,361	37,202,992
Total Cities & County	82,532,311	78,319,322

The information in this table was excerpted from a table entitled City Street and County Road Reports CY 2004, prepared by WSDOT, Office of Financial Planning and Economic Analysis.

* Upon SRTC's request WSDOT reviewed the last 3 years of the expenditure and revenue information submitted by Liberty Lake and confirmed that the figures matched WSDOT's published summary tables.

While \$82.5 million represents a significant amount of funds, it is important to recognize the money is used to operate and maintain 5,698 miles of roads and 594 miles of transit routes. Maintenance and operation of the transportation system is behind the scenes and generally taken for granted by the public, and often overlooked during revenue increase discussions or becomes the target of budget cuts. Typically budget cuts have resulted in deferred maintenance and rehabilitation. The consequences of this approach is the transportation system falls below the point where normal maintenance activities can keep up, resulting in significantly high rehabilitation costs, that could have otherwise been avoided.

Today, jurisdictions and transportation agencies must monitor the life cycle of their investments, whether it's a roadway, bridge, equipment, facilities, or safety features associated with the overall transportation system. While each element of the transportation system has its own unique life-cycle characteristics, it is essential from a planning and programming perspective to accurately determine what it will take to operate and maintain the existing transportation system. Our ability to meet the existing and future travel demand will rely on the ability to operate and maintain what we have today.

In 1994, SRTC estimated the Spokane Metropolitan Area was approximately \$300 million behind in deferred operations or maintenance costs. This is now being reflected in deteriorated pavement conditions, antiquated traffic signals, and bridge or bridge deck replacements. Many transportation system deficiencies are located on local roads and streets, which are not eligible for Federal and State funds. This places a direct burden on local jurisdictions and agencies to make critical investment decisions with their limited local resources (use local funds on local roads leaving no match for projects eligible for Federal or State funding; use local funds to leverage Federal and State sources to maximize resources coming to the regions; or try and balance use of the resources between the two options.) Currently, local jurisdictions, WSDOT, and the Legislature are all reviewing ways to fund a recognized backlog of need that has accumulated over the years. Many of the recommendations will still require action on the part of the Washington State Legislature.

Conclusion

Maintenance and operations activities in the Spokane Metropolitan area for roads and highways are not keeping up with the increased demand placed on the transportation system. The emphasis that has been placed on reconstruction of existing roads and streets during the past seven years has improved the overall condition of the Regional Transportation System. However, on the local transportation network, which reflects roads and streets that are not on the functional classification system higher than normal maintenance activities, and higher than normal rehabilitation costs have continued due to a lack of financial resources to support rehabilitation efforts. The 2007-2010 Transportation Improvement Program has prioritized projects that address rehabilitation of the existing regional transportation system; while at the same time take into account other key criteria such as transportation control measures, transportation system management strategies, and opportunities for alternative modes of transportation.

The 2007-2010 Transportation Improvement Program does not address roads off the functionally classified roadway system that are in need of improvement with the exception of those roads that will be paved as part of the transportation control measures within the adopted State Implementation Plan for PM-10 attainment.

Maintenance and operations activities in the Spokane Metropolitan area for public transportation are presently keeping pace with the demand placed on the public transportation system. As inflation continues, as Spokane Transit Authority adjusts their service in response to Commute Trip Reduction, and as mandates from Federal and State transportation legislation arise, STA's ability to adequately operate and maintain their system with existing financial resources appears reasonable. However, public initiatives, or future legislative actions may affect that assessment.

CHAPTER II

FINANCIAL PLAN AND RESOURCES

INTRODUCTION

This Chapter contains the financial plan including a description of assumptions and revenue sources available for transportation projects in the Transportation Improvement Program.

Assumptions

The financial plan assumes that 100 percent of the SAFETEA-LU allocations will be available. For funding sources with a regional allocation (Section 5307, CMAQ, STP-TMA, STP <5,000) the dollars available is based on allocations provided by WSDOT. For joint WSDOT/SRTC selected funding sources (Bridge, NHS, IM, Safety, STP-State) the regional total is assumed to be equal to the total of projects selected. For statewide competitive funding sources (Enhancement, STP-Competitive) the regional total is based on notification by WSDOT of project selections for approval and inclusion in the TIP.

Statement of Financial Feasibility

SRTC has developed a financial framework, which demonstrates the Transportation Improvement Program can be implemented. This financial framework is based on financially constraining the TIP based on documented allocations of Federal, State, Local, and private funds being used to finance projects contained in the TIP. Unless a project has a documented funding source allocated for its implementation the project is not considered for inclusion in the TIP. Projects identified in years two through four are based on resources that have been projected based on previous allocations of similar categories of funds. The projects identified have been selected based on a competitive call for projects, which have been prioritized and selected for funding based on those projected allocations to the SRTC from WSDOT under SAFETEA-LU.

DESCRIPTION OF REVENUE SOURCES

FEDERAL

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) funding program essentially maintains the previous federal transportation funding program. The funding categories allow much greater flexibility in the way money may be used. In states, such as Washington State, where the amount of public lands and Indian lands exceed 5% of the total State area, the federal share for projects will be increased above those outlined in SAFETEA-LU. The federal share percentages described in the following SAFETEA-LU programs reflect the adjusted shares for Washington State.

Interstate Maintenance (IM): This Program is for the rehabilitation, restoration, and resurfacing of the Interstate system. The State selects and prioritizes projects for funding in cooperation with the MPO. The costs are shared approximately 90.66% Federal and a 9.34% State match.

National Highway System (NHS): The President signed the National Highway System Act of 1995 on November 28, 1995. The NHS consists of major roads in the U.S. including the interstate routes. Funding in this category may be used for a wide variety of projects. The State selects and prioritizes projects for funding, in cooperation with MPO. For non-interstate projects the costs are shared approximately 86.5% Federal and 13.5% local match. For interstate projects the costs are shared approximately 90.66% Federal and 9.34% State match.

Surface Transportation Program (STP): A block grant type funding program for use by states and localities for functionally classified roads above urban local or rural minor collector. Under SAFETEA-LU, 50% of the State's STP funding is allocated to areas based on population threshold, 10% for safety, and 10% for transportation enhancement. Unless otherwise noted, for non-interstate projects, the costs are shared approximately 86.5% Federal and 13.5% local match. For interstate projects the costs are shared approximately 90.66% Federal and 9.34% State match.

1. **Safety:** 10% of STP funds are set aside for safety projects. MPO selects projects in consultation with State. Allocation of funds determined at the State. The cost for hazard elimination projects are shared approximately 90% Federal and 10% local match.
2. **Transportation Enhancement:** 10% of STP funds are set aside for transportation enhancement projects (bikeways, walkway, highway beautification, scenic or historic highways, etc.). SRTC selects projects in consultation with State. Allocation of funds determined by the State. Bicycle and pedestrian projects costs are shared approximately 80% Federal and 20% local match.
3. **STP-TMA:** Formula allocation to the Spokane Transportation Management Area based on the population of the Spokane Urban Area. MPO selects and prioritizes

projects for funding, in consultation with the State.

4. **STP 5K-200K:** Formula allocation, based on the population of Spokane County, for projects inside and outside the Spokane Urban Area. MPO selects and prioritizes projects for funding, in consultation with the State and eligible jurisdictions.
5. **STP <5,000:** Formula allocation for projects outside the Spokane Urban Area. MPO selects and prioritizes projects for funding, in consultation with the State and eligible jurisdictions.

Congestion Mitigation and Air Quality (CMAQ): For projects that will contribute to attaining the national ambient air quality standards for ozone, carbon monoxide, or PM-10 non-attainment areas. MPO selects and prioritizes projects for funding, in consultation with State. The costs are shared approximately 86.5% Federal and 13.5% local match.

Bridge Replacement and Rehabilitation (Bridge): This funding is available for the rehabilitation and replacement of deficient bridges on any public road. State selects and prioritizes projects for funding, in cooperation with MPO. The costs are shared approximately 80% Federal and 20% local match.

FTA Section 5309: 49 U.S.C. Section 5309 funds provide capital assistance for transit projects. These are discretionary funds selected by FTA, based on a nationwide competition. Projects are eligible for 80% Federal participation with a 20% local match.

FTA Section 5307: 49 U.S.C. Section 5307 funds are apportioned by congressional formula to the TMA. Funds are available for public transportation related capital projects, vehicle replacements, as well as operating assistance. Projects are selected by the MPO based on an SRTC approved policy, which gives preference to public transportation related programs and projects. Projects are eligible for 80% Federal participation with a 20% local match requirement.

FTA Section 5310: 49 U.S.C. Section 5310 funds are designed to provide mass transit services to meet the special needs of elderly and handicapped persons. Section 5310 specifically assists private, nonprofit organizations in obtaining equipment to provide service where transportation services for this group are unavailable, insufficient, or inappropriate for their use. The allocation formula is generally 80% Federal and 20% local funds.

FTA Section 5311: 49 U.S.C. Section 5311 funds are provided to assist the operation on non-urban transportation service. Federal participation for operating costs is 35% matched by 65% local funds. For capital acquisition, the Federal share is 80% with a 20% local match.

STATE

The Transportation Improvement Board (TIB) was established by the Washington State Legislature to succeed the Urban Arterial Board (UAB) and establish the Transportation Improvement Account (TIA). The TIB will administer remaining UAB program activities under existing guidelines and procedures.

UATA: Funding provided for arterial street improvements in urban areas with costs shared 80% State and 20% local match.

Transportation Improvement Account (TIA): Funding provided for arterial street improvements that are coordinated among governmental agencies and encourage public/private participation. The Urban Program includes projects for jurisdictions with a population greater than 5,000 and a local match of 20% or greater is required. The Small City Program funds projects in cities and towns with a population under 5,000 and a local match of 5% or greater is required; jurisdictions with a population under 500 need 0% local match.

Rural Arterial Program (RAP): This is a state fund for financing arterial road improvements in rural areas. Projects are rated by five criteria: 1) Structural ability to carry loads, 2) Capacity to move traffic at reasonable speeds, 3) Adequacy of alignment and related geometrics, 4) Accident experience, and 5) Fatal accident experience. The costs are shared 80% State and 20% local match.

Community Economic Revitalization Board (CERB): CERB was established by the legislature to make loans and/or grants, in unique circumstances, to political subdivisions of the state to assist in financing public facilities. The criteria are to stimulate investment and job opportunities, reduce unemployment, and foster economic development through construction of public facilities.

Public Works Trust Fund (PWTF): This is a loan program developed by the State Department of Community Development to provide low interest loans to local governments to complete needed infrastructure improvements. The legislature passed utility taxes to create the fund.

LOCAL

Local transportation funding sources are primarily from the property tax for highway projects and the sales tax for transit projects. Other sources of revenue for highway projects include monies from street use permits, gas tax utility permits, overload/legal permits, service charges, plan deposits, interest on investments, rental and sale of real estate, impact fees, and other local option taxes permitted under State law.

Arterial Street Fund (ASF): This is the state gasoline tax distribution to cities and towns. Distribution is on the basis of population.

Transportation Impact Fees: House Bill No. 2929 of the 1990 Legislative session authorized jurisdictions to impose impact fees for transportation facilities on development

activity, as a part of the Growth Management Programs.

PROJECT SELECTION

In order to meet the requirements of SAFETEA-LU, all projects programmed as part of the FY 2007-2010 Transportation Improvement Program are considered selected projects. This is provided since projects are selected for a multi-year period, allowing projects to move forward based on a first come first served basis, subject to available resources during any given calendar year.

Explanation of Codes

The projects listed in the following document have been selected by the appropriate authorizing agencies and funding has been secured by the lead agency.

Func Cls = Functional Classification: The 2-digit code denoting the Federal Functional Classification. (**Note:** The Federal Functional Classification must be approved by FHWA.)

Description	
00- No Classification	
Rural (Under 5,000 population)	Urban (Over 5,000 population)
01 - Interstate	11 - Interstate
02 - Principal Arterials	12 - Freeways & Expressways
06 - Minor Arterials	14 - Other Principal Arterials
07 - Major Collector	16 - Minor Arterial
08 - Minor Collector	17 - Collector
09 - Local Access	19 - Local Access

Project Identification: Project Title and Description of Work to be completed. It may also contain Street/Road Name or Number/Federal Route Number, Federal Aid Number if previously assigned, Bridge Number, Beginning and Ending Termini (mile post or street names).

PIN No: Number assigned to WSDOT projects.

Imp Type = Improvement Type Codes: The federal code number describing the project.

Description		
01-New construction on new alignment	07-Resurfacing	14-Bridge Program Special
02-Relocation	08-New Bridge Construction	21-Transit Capital Program
03-Reconstruction	09-Bridge Replacement	22-Transit Operational Project
04-Major Widening	10-Bridge Rehabilitation	23-Transit Planning
05-Minor Widening	11-Minor Bridge Rehabilitation	24-Transit Training/Admin
06-Other Enhancements	12-Safety/Traffic Operation/TSM	31-Non Capital Improvement
	13-Environmentally Related	32-Non Motor Vehicle Project

Total Length: Project length to the nearest hundredth mile (or code **00** if not applicable).

Project Phase. Phase information for the project and the date that the phase is actually expected to start.

PE - Preliminary Engineering only (or Planning)

RW - Right of Way or land acquisition only (or equipment purchase)

CN - Construction only (or transit operating)

ALL - All Phases: from Preliminary Engineering through Construction

Federal Fund Code. Code for any of the listed federal funds to be used on the project.

IRR - Indian Reservation Roads	<i>FTA Discretionary for Capital Expenditures</i>
BR - Bridge Replacement or Rehab.	3037 – FTA Job Access & Reverse Commute
CDBG - Community Development Block Grant (HUD)	5307 - FTA Urban Areas
CMAQ - Congestion Mitigation Air Quality	5309(Bus) - Bus
DEMO – SAFETEA-LU Demo Project (Selected)	5309(FG) – Fixed Guideways
Discretionary - Ferry Boat Discretionary, Public Lands Highways, or Scenic Byways	5309(NS) - New Starts
DOD - Dept. of Defense	5310 - FTA Elderly/Disabled
IC - Interstate Construction	5311 - FTA Rural Areas
IM - Interstate Maintenance	REV - Rural Economic Vitality Program
NHS - National Highway System	STP(E) - STP Transportation Enhancements
	STP(F) – STP Flex
	STP(S) - STP Safety Including Hazard & RR
	STP(R) - STP Rural Regionally Selected
	STP(U) - STP Urban Regionally Selected
	STP - WSDOT use only

Federal Cost. The federal cost (**in thousands**) of the phase regardless of when the funds will be spent.

State Fund Code. The state funds code to be used on the project.

CAPP - County Arterial Preservation Program	PWTF - Public Works Trust
CHAP - City Hardship Assistance Program	RAP - Rural Arterial Program
TPP - Transportation Partnerships Program	SCP - Small City Program
AIP - Arterial Improvement Program	WSDOT - WSDOT funding
PSMP - Pedestrian Safety & Mobility Program	FMSIB - Freight Mobility Strategic Investment Board
PTST - Public Transportation Systems Program	OTHER - All other unidentified state funding

State Cost. The State Agency's cost (**in thousands**) of the phase regardless of when the funds will be spent.

Local/State. The Local Agency's cost (**in thousands**) of the phase regardless of when the funds will be spent.

Environmental Data Type: The type of environmental assessment required for the project. (This is **required** for **Federally funded projects**, but may be filled in for state or locally funded projects.)

EIS - Environmental Impact Statement
EA - Environmental Assessment
CE - Categorical Exclusion

R/W Certification: Right of Way information. (This is **required** for **Federally funded projects only**.)

SUMMARY
Prioritization & Financial Feasibility
of Federal Aid Projects by Year

Report Date - September 1, 2006

Selection Criteria

4 DIGIT TIP Year **2007**

Agency Name

City Name

County Name **Spokane Co**

MPO/RTPO **SRTC**

Revision No.

SUMMARY
2007-2010 Prioritization & Financial Feasibility
of Federal Aid Projects by Year

9/1/06

Fund Source	Description	Funds (Dollars in Thousands)			
		Federal	Local/State	Total	
3037	2007 Project Obligation Costs	-	-	-	
	2007 - 2010 3037	Obligation Totals	-	-	
	2007 - 2010 3037	Anticipated Revenues	-	-	
5307	2007 Project Obligation Costs	8,365	2,091	10,456	
	2008 Project Obligation Costs	6,565	1,641	8,206	
	2009 Project Obligation Costs	6,565	1,641	8,206	
	2007 - 2010 5307	Obligation Totals	21,495	5,373	26,868
	2007 - 2010 5307	Anticipated Revenues	21,500	6,000	27,500
BR	2007 Project Obligation Costs	1,960	496	2,456	
	2008 Project Obligation Costs	7,268	2	7,270	
	2009 Project Obligation Costs	10,485	9,091	19,576	
	2007 - 2010 BR	Obligation Totals	19,713	9,589	29,302
	2007 - 2010 BR	Anticipated Revenues	19,713	9,600	29,313
CMAQ	2007 Project Obligation Costs	5,779	3,540	9,319	
	2007 - 2010 CMAQ	Obligation Totals	5,779	3,540	9,319
	2007 - 2010 CMAQ	Anticipated Revenues	5,779	3,540	9,319
Discretionary	2007 Project Obligation Costs	13,362	646	14,008	
	2008 Project Obligation Costs	7,407	2,524	9,931	
	2009 Project Obligation Costs	1,932	1,628	3,560	
	2007 - 2010 Disc.	Obligation Totals	22,701	4,798	27,499
	2007 - 2010 Disc.	Anticipated Revenues	22,705	4,800	27,505
IM	2007 Project Obligation Costs	3,163	46	3,209	
	2008 Project Obligation Costs	11,441	174	11,615	
	2007 - 2010 IM	Obligation Totals	14,604	220	14,824
	2007 - 2010 IM	Anticipated Revenues	14,610	250	14,860
NHS	2007 Project Obligation Costs	20,360	306	20,666	
	2008 Project Obligation Costs	7,278	106	7,384	
	2009 Project Obligation Costs	6,572	100	6,672	
	2007 - 2010 NHS	Obligation Totals	34,210	512	34,722
	2007 - 2010 NHS	Anticipated Revenues	34,210	550	34,760

SUMMARY
2007-2010 Prioritization & Financial Feasibility
of Federal Aid Projects by Year

9/1/06

Fund Source	Description	Funds (Dollars in Thousands)			
		Federal	Local/State	Total	
STP	2007 Project Obligation Costs	400	5	405	
	2008 Project Obligation Costs	463	6	469	
	2009 Project Obligation Costs	38		38	
	2007 - 2010 STP	Obligation Totals	901	11	912
	2007 - 2010 STP	Anticipated Revenues	901	11	912
STP(E)	2007 Project Obligation Costs	1,269	658	1,927	
	2008 Project Obligation Costs	291		291	
	2007 - 2010 STP(E)	Obligation Totals	1,560	658	2,218
	2007 - 2010 STP(E)	Anticipated Revenues	1,560	700	2,260
STP(F)	2007 Project Obligation Costs	2,000		2,000	
	2007 - 2010 STP(F)	Obligation Totals	2,000	-	2,000
	2007 - 2010 STP(F)	Anticipated Revenues	2,000	-	2,000
STP(R)	2007 Project Obligation Costs	1,972	7,380	9,352	
	2007 - 2010 STP(R)	Obligation Totals	1,972	7,380	9,352
	2007 - 2010 STP(R)	Anticipated Revenues	1,972	7,500	9,472
STP(S)	2007 Project Obligation Costs	79	-	79	
	2008 Project Obligation Costs	300	-	300	
	2007 - 2010 STP(S)	Obligation Totals	379	-	379
	2007 - 2010 STP(S)	Anticipated Revenues	379	-	379
STP(U)	2007 Project Obligation Costs	9,117	12,659	21,776	
	2009 Project Obligation Costs	524	1,048	1,572	
	2007 - 2010 STP(U)	Obligation Totals	9,641	13,707	23,348
	2007 - 2010 STP(U)	Anticipated Revenues	9,650	14,000	23,650
Local/State	2007 Project Obligation Costs		193,690	193,690	
	2008 Project Obligation Costs		75,052	75,052	
	2009 Project Obligation Costs		2,234	2,234	
	2007 - 2010 Local/State	Obligation Totals		270,976	270,976
	2007 - 2010 Local/State	Anticipated Revenues		275,000	275,000
	2007 - 2010 Grand Total Obligation Costs (all years)	134,955	316,764	451,719	
	2007 - 2010 Grand Total Anticipated Revenue (all years)	134,979	321,951	456,930	

Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)
totals for years 2007 thru 2009

Report Date - September 1, 2006

Selection Criteria

4 DIGIT TIP Year **2007**

Agency Name

City Name

County Name **Spokane Co**

MPO/RTPO **SRTC**

Revision No.

Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)

MPO/RTPO : SRTC
 County : Spokane Co.
 Agency : Cheney

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total		
							Fund Code	Federal Cost	Fund Code	State Cost				
17	STPUS-9932(031) Cheney Arterial Street Preservation Project Elm, Spokane, Salnave, Washington, N 6th, 6th, N 2nd, 5th, W From: _____ To: _____ Preservation of arterial streets by reconstruction of deteriorated sections of roadway and asphalt overlay.		Srtc04-14	07	4.6								STIP Amend. No.: Revision:	
	Environmental Status is: CE RW Required: No					CN	3/15/2007	STP(U)		757		118	875	
							Project Total					757	118	875
19	2008 Cheney Residential Road / Sidewalk Project Third , Fourth From: _____ To: _____ Street and sidewalk restoration.			07	.65								STIP Amend. No.: Revision:	
	Environmental Status is: RW Required:					ALL	3/15/2008					331	331	
							Project Total						331	331
19	2010 Residential Road and Sidewalk Project W 5th, "K", Cocolalla, Clover Ct., Erie, N 2nd, "L" From: _____ To: _____ Restoration of streets and sidewalks.			07	1.17								STIP Amend. No.: Revision:	
	Environmental Status is: RW Required:					ALL	3/15/2010					348	348	
							Project Total							

**Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)**

MPO/RTPO : SRTC
County : Spokane Co.
Agency : Cheney

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data					Local/ State	Total	
							Fund Code	Federal Cost	Fund Code	State Cost				
19	2009 Cheney Residential Road / Sidewalk Project N 3rd, Union, 7th, "C", Clover St., Montague Dr. From: _____ To: _____ Street and sidewalk restoration. Environmental Status is: _____ RW Required: _____			07	1.28									STIP Amend. No.: Revision:
Project Total											348	348		
19	2011 Residential Road and Sidewalk Project N 5th, Clay, W 2nd, Bonnie Way, "G", "B", N 8th From: _____ To: _____ Restoration of streets and sidewalks. Environmental Status is: _____ RW Required: _____			07	1.07									STIP Amend. No.: Revision:
Project Total											353	353		
17	SR 904 Enhancement Project SR 904 From: Betz Road To: G Street Pedestrian, Bicycle, and Landscape Improvements. Environmental Status is: CE RW Required: No			06										STIP Amend. No.: Revision:
Project Total											200	200		

**Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)**

MPO/RTPO : SRTC
County : Spokane Co.
Agency : Cheney

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data					Local/ State	Total	
							Fund Code	Federal Cost	Fund Code	State Cost				
19	2007 Cheney Residential Road / Sidewalk Project 3rd, Presley Dr., Mary Street, 5th From: _____ To: Street and Sidewalk Restoration.			07	1.16									
	Environmental Status is: ALL					2/15/2007						336	336	
	RW Required:													
	Project Total											336	336	
	Agency Totals for Cheney											957	1133	2090

STIP Amend. No.:
Revision:

Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)

MPO/RTPO : SRTC
 County : Spokane Co.
 Agency : Spokane Transit

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total			
							Fund Code	Federal Cost	Fund Code	State Cost					
00	Preventive Maintenance		STA-01	21											STIP Amend. No.: Revision:
	From:		To:												
	Environmental Status is:	CE			CN	1/15/2007	5307		1800			450	2250		
	RW Required:				CN	1/1/2008	5307		6500			1625	8125		
					CN	2/1/2007	5307		6500			1625	8125		
					CN	1/15/2009	5307		6500			1625	8125		
Project Total									21300			5325	26625		
00	Transit Enhancements		STA-20	21											STIP Amend. No.: Revision:
	From:		To:												
	Purchase of shelters, signage, lighting, pedestrian enhancements, ADA Access etc. as part of FTA guidelines.														
	Environmental Status is:	CE			CN	2/1/2007	5307		65			16	81		
	RW Required:				CN	1/1/2008	5307		65			16	81		
					CN	1/1/2009	5307		65			16	81		
Project Total									195			48	243		
Agency Totals for Spokane Transit									21495			5373	26868		

Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)

MPO/RTPO : SRTC
 County : Spokane Co.
 Agency : WSDOT - EAST

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total		
							Fund Code	Federal Cost	Fund Code	State Cost				
02	US 395/Wild Rose Rd Channelization SR-395	639517F		12	000.40									
	From: 173.900		To: 174.300											
	Provide channelization.													
	Environmental Status is: CE			RW		1/4/2007					48	48		
	RW Required: Yes			CN		3/5/2007	NHS		407		6	413		
				Project Total								54	461	
02	US 395 and Hastings Rd SR-395	639517K		03	000.40									
	From: 171.170		To: 171.570											
	Construct concrete intersection.													
	Environmental Status is: CE			CN		3/5/2007	NHS		799		12	811		
	RW Required: No													
				Project Total								12	811	
07	SR 902/Jct I-90 to Lakeland Village SR-902	690200F		07	003.70									
	From: 000.150		To: 003.850											
	2007 chip seal.													
	Environmental Status is: CE			CN		5/1/2007	STP		111		1	112		
	RW Required: No													
				Project Total								1	112	

Washington State S. T. I. P.
2007 to 2009
(Project Costs in Thousands of Dollars)

MPO/RTPO : SRTC
 County : Spokane Co.
 Agency : WSDOT - EAST

September 1, 2006

Func Cls	Project Identification	PIN No.	Local Proj. ID	Imp Type	Total Length	Start Date	Phase Data				Local/ State	Total	
							Fund Code	Federal Cost	Fund Code	State Cost			
14	US 2/Hayford Rd Signal System Rebuild SR 2 From: 279.23 Rebuild signal System.	600227J		12	0								
	Environmental Status is: CE RW Required:		To: 279.23			CN	2/12/2007	NHS				4	288
							Project Total					4	288
							Agency Totals for WSDOT - EAST					269730	321902

STIP Amend. No.:
Revision:

TIP Projects Map Documentation

The Transportation Improvement Program project map is a brief overview of the TIP projects. The map contains a table of all the projects. The table includes a project number, the project cost, and the project title from the TIP document, which may also include a brief description. The table also indicates if a project is mapped or subject to air quality conformity.

Projects with a geographic component are mapped and labeled with a project number.

TIP projects that are regionally significant and subject to air quality conformity are mapped in green, while the rest of the projects are mapped in magenta.

The 'Summary of Air Quality Projects Subject to Conformity' table in Appendix A includes the project number.

The project number (PRJNUM) uses a two-character agency identifier and two numbers. The project number remains with a project for its duration in the TIP. Once a project is no longer in the TIP, the project number may be reassigned to a new project.

The two character agency identifiers are as follows:

AH	Airway Heights
CH	Cheney
DP	Deer Park
FF	Fairfield
LH	Latah
LL	Liberty Lake
ML	Medical Lake
MW	Millwood
RF	Rockford
SA	Spangle
SP	Spokane, City of
CO	Spokane County
SI	Spokane International Airport
SR	Spokane Regional Transportation Council
ST	Spokane Transit Authority
SV	Spokane Valley, City of
WS	Washington State Department of Transportation – Eastern Region
WV	Waverly

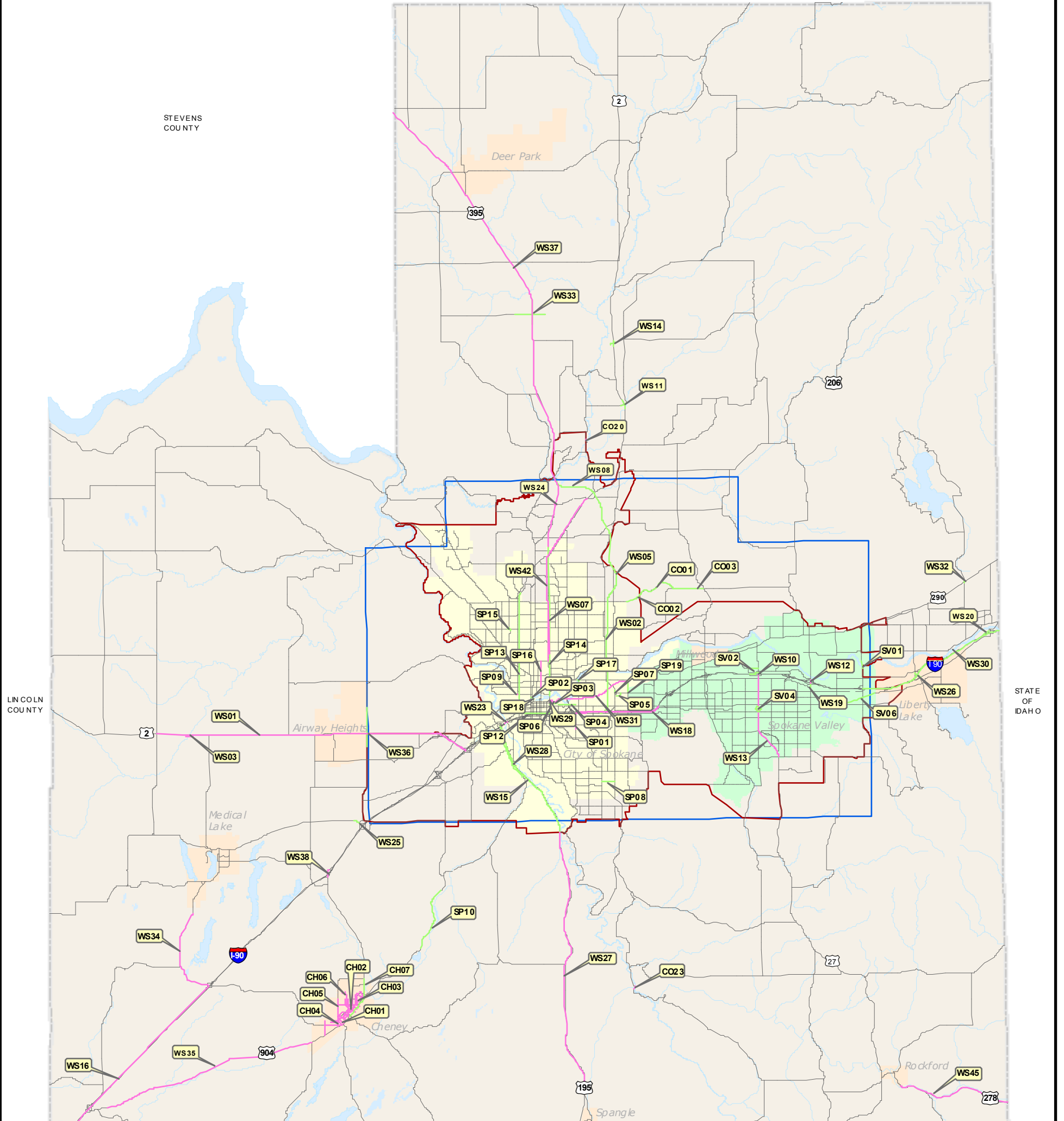
2007 TO 2010 TRANSPORTATION IMPROVEMENT PROGRAM

PEND ORELLE COUNTY

STEVENS COUNTY

LINCOLN COUNTY

STATE OF IDAHO



Transportation Improvement Projects 2007-2010
(Cost listed in Thousands of Dollars)

PRJ #	COST	PROJECT TITLE	PRJ #	COST	PROJECT TITLE	PRJ #	COST	PROJECT TITLE
CH01	348	2010 Cheney Residential Road/Sidewalk Project	SP15	345	Wellesley Ave & Belt St Protected Phasing & Signal *	WS15	487	SR 195: Hatch Rd to I-90 *
CH02	331	2008 Cheney Residential Road/Sidewalk Project	SP16	1474	Washington St: Boone To Buckley-overlay	WS16	38	I-90/Adams Co Line to Salnave Rd
CH03	336	2007 Cheney Residential Road/Sidewalk Project	SP17	34	Mission and South Riverton Access Control *	WS17	6542	I-90/Urban Ramp Project - Paving **
CH04	348	2009 Cheney Residential Road/Sidewalk Project	SP18	7343	Post Street Utility/Pedestrian Bridge *	WS18	5450	I-90/Spokane Viaduct to Sprague Ave Interchange **
CH05	875	Cheney Residential Road/Sidewalk Project	SP19	10577	Havana St Bridge: Broadway to Trent-BNSF Crossing *	WS19	2183	I-90/Sullivan Rd Interchange PCCP I/S *
CH06	347	2011 Cheney Residential Road/Sidewalk Project	SP20	47300	System Wide Signal Upgrade **	WS20	5559	I-90: Spokane Port of Entry Weigh Station *
CH07	200	SR 904 Enhancement Project *	ST10	26625	Preventative Maintenance **	WS21	1024	I-90/Urban Ramp Project - Safety **
CO01	8218	Bigelow Gulch Road #2: UAB to E Welle Rd *	ST16	243	Transit Enhancements **	WS22	568	Spokane Traffic Operations **
CO02	2352	Bigelow Gulch Road #1: Havana St to UAB *	SV01	7197	Barker Road Bridge *	WS23	651	I-90: Spokane Brige Rail Upgrade-Latah Cr/Lindeke
CO03	4670	Bigelow Gulch/Forker Connector Project 3 *	SV02	3429	Pines/Mansfield: I 90 on ramp & street reconstruction *	WS24	811	US 395 & Hastings Rd PCCP Intersection
CO20	1120	Little Spokane Drive Bridge #3702	SV04	878	Valley Corridor-Project 2 *	WS25	600	SR 902/Medical Lake Interchange Signalization *
CO23	1111	Valley Chapel Rd Bridge #3302 @ Spangle Creek	SV06	2588	Appleway Ave Reconstruction: Tschirley to Hodges *	WS26	581	I-90: Harvard Rd Pedestrian Ramp Overcrossing *
SP01	450	South Perry Revitalization Phase 2	WS01	324	US 2/ Espanola Road to Jct I-90	WS27	5485	US 195: Comwall Rd to Hatch Rd
SP02	1946	Bridge Ave-Monroe/Lincoln Connector *	WS02	116836	NSC: North Spokane Corridor Design & Right of Way *	WS28	1749	US 195: Cheney-Spokane Rd to Lindeke-new arterial
SP03	4978	Riverside Drive Phase One *	WS03	474	US 2: Deep Creek Special Bridge Repair	WS29	252	SR 290 / Division St to Riverpoint Blvd
SP04	5251	Riverside Drive Phase Two & Three *	WS04	333	Spokane, Stevens, and Pend Oreille Co - Roadside Safety **	WS30	8598	I-90: Spokane to Idaho State Line-Corridor Design *
SP05	2658	Broadway Realignment *	WS05	77945	NSC: Francis Av to Farwell Rd *	WS31	57	SR 290/Cincinnati St to Havana St
SP06	760	Spokane Falls Boulevard Enhancement Project	WS06	430	Whitman & S. Spokane Co - Roadside Safety Improvements **	WS32	243	SR 290: Starr Road Intersection Signal *
SP07	11950	Freya Street Bridges	WS07	2922	US 2/ Euclid Ave to Francis Ave *	WS33	461	US 395: Wild Rose Road Channelization *
SP08	145	Hazel's Creek Ped & Bike Enhancements *	WS08	74575	NSC: US 2 to Wandermere & US 2 Lowering *	WS34	112	SR 902: Junction I 90 to Lakeland Village
SP09	331	West BRoadway Streetscape	WS09	235	US 2, US 395 & US 195 Intersection Low-Cost **	WS35	273	SR 904: Tyler to Cheney
SP10	511	Fish Lake Trail - from Fish Lake to Scribner Road *	WS10	448	I90: Pines Road I/C Signal System	WS36	288	US 2 / Hayford Road Signal System Rebuild *
SP11	158	Communication Link to Existing Signals **	WS11	1000	US 2 / Colbert Road Intersection *	WS37	397	US 395 / Spokane City Limits to Stevens Co
SP12	1668	Third Avenue ITS Devices & Communication Infra *	WS12	149	I90: Sullivan Road I/C South Signal Rebuild	WS38	733	I-90/Medical Lake Road Bridge
SP13	2282	Maple/Ash ITS Devices & Communication Infra *	WS13	81	SR 27/ 32nd Ave to I-90	WS42	1607	US 2/ N. Foothills Dr to Houston Ave: Fiber Optics
SP14	982	Division St (SR@) ITS Devices & Communication *	WS14	999	US 2/North Glen-Elk Chatteroy I/S Improvement *	WS45	342	SR 260, 263, & 278: Guardrail Improvements

* Projects subject to air quality conformity ** Projects not mapped

TRANSPORTATION IMPROVEMENT PROGRAM 2007 TO 2010

Spokane County, Washington

*Data based on best available information. *Data for illustrative purposes only.

- Political Boundaries
- Small Towns
- City of Spokane
- City of Spokane Valley
- PM-10 Boundary
- CO Boundary
- TIP Projects
- TIP Projects Subject to Air Quality Conformity



1:253,440

0 1 2 3 4 Miles

SRTC

Spokane Regional Transportation Council

September 2006 tp0710.mxd

APPENDIX A

**SPOKANE REGIONAL TRANSPORTATION COUNCIL
CY 2007-2010
SUMMARY OF AIR QUALITY PROJECTS SUBJECT TO CONFORMITY**

AGENCY	PRJ #	PROJECT TITLE & DESCRIPTION	TYPE OF WORK	YEAR PROJECTED	SOURCE
Cheney	CH07	SR 904 Enhancement Project	Pedestrian, bicycle, and landscape improvements	2007	TIP
City of Spokane	SP12	Third Avenue ITS Devices & Communication Infrastructure	Install City of Spokane fiber optic communications infrastructure and install ITS devices along Third Avenue to Sunset Boulevard, Washington/Stevens Corridor from Third to Ninth, and Maple/Ash from I-90 to the Spokane River	2007	TIP
City of Spokane	SP13	Maple/Ash ITS Devices & Communication Infrastructure	Install City of Spokane fiber optic communications infrastructure and install ITS devices along Maple/Ash from the Spokane River to the north City limits	2007	TIP
City of Spokane	SP14	Division St. (US 2) ITS Devices & Communication Infrastructure	Install City of Spokane fiber optic communication infrastructure and install ITS devices along Division from the Spokane River to north City limits	2007	TIP
City of Spokane	SP02	Bridge Avenue - Monroe/Lincoln Connector	Construct a connector from Monroe immediately north of the Monroe Street Bridge to Lincoln	2009	TIP
City of Spokane	SP18	Post Street Utility Bridge	Demolish existing vehicular bridge and replace with utility/pedestrian bridge	2009	TIP
City of Spokane	SP03	Riverside Drive - Phase One	New Principal Arterial to extend Riverside east to Sherman at Trent	2008	TIP
City of Spokane	SP10	Fish Lake Trail - Fish Lake to Scribner Road	Construct paved bicycle/pedestrian trail along abandoned railway	2007	TIP
City of Spokane	SP05	Broadway Realignment	Realignment of Broadway to tie into an improved intersection at Freya and Alki	2007	TIP
City of Spokane	SP04	Riverside Drive - Phase Two & Three	Design and construct a new arterial to extend Riverside east to Perry at Trent	2009	TIP
City of Spokane	SP08	Hazel's Creek Pedestrian & Bike Enhancements	Construct a pedestrian/bicycle path that will link two arterials for use between Ferris High School and residential areas	2007	TIP
City of Spokane	SP15	Wellesley Avenue & Belt Street Signal Upgrade	Install new signal equipment that will include protected left turn phasing for left turning traffic off Wellesley	2007	TIP
City of Spokane	SP17	Mission & South Riverton Access Control	Install concrete barrier and tubular markers on Mission to prevent left turns to and from South Riverton	2007	TIP
City of Spokane	SP19	Havana Street Bridge - BNSF Crossing	Construct new bridge over BNSF railroad tracks. This is part of a regional safety, mobility improvement program called Bridging the Valley	2007	TIP
City of Spokane	SP20	System Wide Signal Upgrade	Upgrade of Actra System to i2TMS standards	2007	TIP

Spokane County	CO03	Bigelow Gulch/Forker Connector - Project 3	Reconstruct roadway and widen to four lanes from East Weile to Argonne	2007	TIP
Spokane County	CO01	Bigelow Gulch/Forker Connector - Project 2	Reconstruct and widen to four lanes and shoulders from the urban boundary to East Weile	2007	TIP
Spokane County	CO02	Bigelow Gulch/Forker Connector - Project 1	Reconstruct and widen to a four-lane width with shoulders from Havana to the urban boundary	2007	TIP
City of Spokane Valley	SV04	Valley Corridor - Project 2	Provide PE for results of Environmental Study	2007	TIP
City of Spokane Valley	SV02	Pines/Mansfield	Reconfigure WB I-90 ramps at SR 27. Reconstruct Mansfield from Wilbur to SR 27 to a three-lane roadway with curb, gutter, and sidewalk	2007	TIP
City of Spokane Valley	SV06	Appleway Road	Reconstruct roadway to a five-lane arterial from Tshirley to Hodges	2007	TIP
City of Spokane Valley	SV01	Barker Road Bridge	Replace and widen bridge over the Spokane River	2008	TIP
WSDOT	WS05	NSC: Francis Avenue to Farwell Road	Construct 2-lanes Francis to Farwell	2007	TIP
WSDOT	WS08	NSC: US 2 to Wandermere and US 2 lowering	Construct 4-lanes NB/SB, bike path, and lower US 2	2008	TIP
WSDOT	WS02	NSC: North Spokane Corridor Design and Right of Way	Corridor design and right-of-way purchases	2007	TIP
WSDOT	WS09	US 2, US 395, and US 195 Intersections	Provide channelization at 17 intersections by striping and signing	2007	TIP
WSDOT	WS11	US 2/Colbert Road I/S Improvement	Improve I/S with county road by installing signal or roundabout	2009	TIP
WSDOT	WS14	US 2/North Glen-Elk Chattaroy I/S Improvement	Improve I/S with county road by installing a signal or roundabout	2009	TIP
WSDOT	WS20	I-90/Spokane Port of Entry Weigh Station Relocation	Site work for new port of entry weigh station	2009	TIP
WSDOT	WS22	Spokane Traffic Operations	ITS deployment on arterials	2007	TIP
WSDOT	WS26	I-90/Harvard Road Pedestrian Bridge	Design and construct pedestrian overcrossing	2007	TIP
WSDOT	WS30	I-90/Spokane to Idaho State Line - Corridor Design	Design of I-90 corridor	2008	TIP
WSDOT	WS19	I-90/Sullivan Road Interchange	Construct concrete intersection at Sullivan and ramp terminals	2007	TIP
WSDOT	WS15	US 195/Hatch Road to I-90	Corridor design, right of way, and access control	2007	TIP
WSDOT	WS32	SR 290/Starr Road Intersection Signal Improvement	Design and install signal	2007	TIP
WSDOT	WS33	US 395/Wild Rose Road Channelization	Provide channelization	2007	TIP
WSDOT	WS25	SR 902/Medical Lake Interchange	Intersection improvements on SR 902 at ramp terminal and at county road	2007	TIP
WSDOT	WS36	US2/Hayford Road Signal System Rebuild	Rebuild signal system	2007	TIP

Spokane Regional Transportation Council
Carbon Monoxide Conformity Analysis ¹
2007-2010 Transportation Improvement Program
 Inside the CO Boundary

CO Emissions Budget = 558,000 lb/day

2007 TIP Network

	2007 TIP Network
Total VMT/day	6,645,162
Total Trips	1,934,134
CO Emissions in lbs/day	350,005
Emission Test Program	ASM
Oxy-fuel percent	0

2010 TIP Network

	2010 TIP Network
Total VMT/day	7,298,544
Total Trips	2,130,622
CO Emissions in lbs/day	314,778
Emission Test Program	ASM
Oxy-fuel percent	0

2015 TIP Network

	2015 TIP Network
Total VMT/day	8,830,549
Total Trips	2,580,820
CO Emissions in lbs/day	294,420
Emission Test Program	ASM
Oxy-fuel percent	0

2030 MTP Network

	2030 MTP Network
Total VMT/day	10,390,306
Total Trips	2,943,581
CO Emissions in lbs/day	324,962
Emission Test Program	ASM
Oxy-fuel percent	0

¹ Mobile 6.2 emissions factors were used for this analysis.

APPENDIX B



CITY OF CHENEY

112 Anderson Road, Cheney, WA 99004

Phone: (509) 498-9293

Fax: (509) 498-9331

Email: tableman@cityofcheney.org

August 10, 2006

Glenn F. Miles, Transportation Manager
Spokane Regional Transportation Council
221 W. First Ave., Suite 310
Spokane, WA 99201-3613

Re: 2006-2011 Transportation Improvement Program

Dear Glenn:

Listed below are statuses of projects from 2006-2011 TIP.

Major TIP Project Status

1. Cheney Arterial Street Preservation Project
 - Street Asphalt Preservation – Elm, 6th, N 6th, 5th, "F", "G", N 2nd, Oakland, Presley, Salnave, 7th, W 7th, Washington.
 - Design Completion-August 2006.
 - Construction Completion-August 2007.

If you should have any questions please call me at 509-498-9293. Thank you.

Sincerely,

Todd G. Ableman
Public Works Operations Manager

cc: Don MacDonald, Director of Public Works



PUBLIC WORKS & UTILITIES
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3334
(509) 625-6270
FAX (509) 625-6274

July 24, 2006

Glenn F. Miles, Transportation Manager
Spokane Regional Transportation Council
221 W. First Avenue,
Suite 310
Spokane, WA 99201-3613

RECEIVED

AUG - 1 2006

Re: Update Transportation Improvement Program

SRTC

Glenn,

Please find enclosed a list of TIP projects and the status of them.

Major Projects in the 2006-2008 TIP that were implemented:

STPUL-3991(001)	Crestline St - Decatur Ave to Lincoln Rd
STPUL-3991(002)	Crestline Street at Francis Avenue Intersection

Major Projects in the 2006-2008 TIP that are in progress/not constructed:

Srtc-04-19	STPUL-3846(004)	Broadway Realignment
	P-STPE-TA96(339)	Fish Lake Trail - from Fish Lake to Scribner Road
	BRM-3999(009)	Freya Street Bridges
	STPUL-3895(002)	Bridge Ave. - Monroe/Lincoln Connector
	STPD-3850(005)	Riverside Drive Phase One
Srtc-04-16	STPUL-4001(001)	Havana Street Bridge - BNSF Crossing
Srtc-04-18	STPUL-3909(003)	Washington Street - Boone to Buckeye
Srtc-04-23	CM-3850(002)	Communication Link to Existing Signals
Srtc-04-26	CM-3850(004)	Third Avenue ITS Devices & Communication Infrastructure
Srtc-04-27	CM-9932(034)	Maple/Ash ITS Devices & Communication Infrastructure
Srtc-04-29	CMAQ-002(261)	Division St (SR2) ITS Devices & Communication Infrastructure
Srtc-04-31	CM-3850(003)	System Wide Signal Upgrade
	WA241	Riverside Drive Phase Two & Three
	STPD-3850(001)	Spokane Falls Boulevard Enhancement Project

Major Projects in the 2007-2009 TIP that are additions:

STP(ENH)	South Perry Revitalization Phase 2
STP(ENH)	Hazel's Creek Ped. & Bike Enhancements
STP(ENH)	West Broadway Streetscape
FHWA	Wellesley Ave. & Belt St. Protected Phasing & Signal Upgrade
FHWA	Mission and South Riverton Access Control

If you have questions regarding this information please don't hesitate to call me at 625-6338.

Sincerely,



Katherine E. Miller, P.E.
Senior Engineer - Capital Programs

RM/KM

cc: John Mercer, Capital Programs Manager

Spokane County 2006 STIP Projects

Projects Implemented from 2005 TIP:

Market Street – Lincoln Road to Magnesium Road – completed
Medical Lake – Four Lakes Overlay – completed
Monroe Street Overlay – completed
Wellesley Avenue Overlay – completed
Government Way Overlay – completed
Frederick Avenue Overlay – completed
Upriver Drive Overlay – completed
Windsor Drive & Lewis Drive Overlay – completed
Eastmont Drive Overlay - completed
Glenden Sewer Paveback – completed
Appleway to Centennial Trail – completed
Liberty Lake Road Pathway – completed
Argonne Road Bridge – completed
Rambo/Teepee Roads – completed
Geiger Rail Spur Rehabilitation Project –Phase 1 - completed
Peone Road Overlay – completed
Country Homes Overlay – completed
Bigelow Gulch – Project 3A – completed
Palouse Highway – completed
SR 291 Detour Route – completed
Bigelow Gulch Rd./Forker Rd. Environ Study – Urban - completed
Palouse Highway Guardrail – completed
Cheney-Spokane at Marshall Br. No. 2404 - completed
Newman Lake Alum Tank Containment – completed
Hangeman Valley Road Slope Instability – monitoring being done
55th Avenue Evaporation Pond – under construction
Bigelow Gulch Project 2A – completed
Hays Road Bridge – completed

Projects Still In Progress:

Regal Road – 57th Street to City Limits – under construction
Hayford Road – under construction
Valley Chapel Road Bridge # 3304 – under construction
Denison-Chattaroy Road – Phase 1 (bid opening 7/12); Phase 2 – in design
Market Street - Lincoln Road to Magnesium Road – Phase 2 – in design
Cheney Plaza Bridge No. 1302 – Near bid date
Farewell Road Design – in design
Freya Street Design – in design
Green Bluff Road Sidewalk Improvement – under construction
Deep Creek Bridge Replacement - #0520 – under construction

Ben Burr Pathway – in design
Little Spokane – Midway Road Pathway Project – in design
2-lane Rural Safety Improvements – in design
US 2 & US 395 Pedestrian Transit Access Study – RFP's being evaluated
Pedestrian & Bicycle Education and Safety Project – being started
Cheney Plaza Guardrail - Bridge # 1302 – in design
Spangle Creek Road – in design

Projects Delayed:

Bigelow Gulch/Forker Connector – Project 1
Bigelow Gulch/Forker Connector – Project 2
Bigelow Gulch/Forker Connector – Project 3
Bigelow Gulch/Forker Connector – Project 4
Bigelow Gulch/Forker Connector – Project 5
Bigelow Gulch/Forker Connector – Project 6
Glenrose Road Realignment
Little Spokane Drive Bridge # 3702
Valley Chapel Bridge # 3302
Hastings Road Widening – schedule subject to private development
Northwest Connector Study
Prairie View Road – SR 195 Interchange

August 31, 2006

Glenn Miles
Spokane Regional Transportation Council
221 West 1st Suite 310
Spokane, WA 99201

Re: 2006 TIP project status for Spokane Transit Authority

MAJOR PROJECTS IN PROCESS

- JARC Project (In TIP as LIFTS and Neighborhood Transportation Choices) has made significant progress as it relates to GIS mapping and the needs of people eligible for the JARC program.
- Transit Enhancements- This project includes bus shelters, ADA Access, pedestrian walkways, and signage. As part of the Southhill Park and Ride project, a north/south pedestrian walkway was constructed along Cook between 33rd and 31st. Other projects related to transit enhancements are still in progress.

PROJECTS CARRIED OVER IN THE STIP

- Preventive Maintenance – This project will maximize federal funds for each year (2007, 2008, and 2009) as outlined by FTA requirements.
- Transit Enhancements – This project will purchase and install shelters, lighting and pedestrian enhancements and ADA Access.

PROJECTS DELETED FROM STIP

These projects were deleted from the STIP because they were contained in a grant that was awarded.

- Neighborhood Transportation Choices
- LIFTS Project
- Preventive Maintenance dated 1/1/2006
- Transit Enhancements dated 1/1/2006

Sincerely,

Gordon Howell
Planning and Grants Manager
Spokane Transit Authority



11707 E Sprague Ave Suite 106 ♦ Spokane Valley WA 99206
509.921.1000 ♦ Fax: 509.921.1008 ♦ cityhall@spokanevalley.org

2006 STIP Project Status Report

As of September 7, 2006

1. **Valley Corridor – Project 2, University to Evergreen** (PE phase only): Project on hold pending recommendation of the Sprague/Appleway Corridor Subarea Plan being prepared by our Community Development Department. Expected to begin work on this project early 2007.
2. **Pines/Mansfield**: Project currently under design by Spokane County and WSDOT. Environmental approval has been received. Beginning RW acquisition phase. Scheduled to go to bid spring 2007.
3. **Appleway Road – Tschirley to Hodges**: Project currently under design by David Evans & Associates. Environmental work complete. Beginning RW acquisition. May need to split project into phases due to increased construction costs. Scheduled to go to bid early 2007.
4. **Barker Road Reconstruction – Boone Ave. to Spokane River Bridge**: Project completely paved, road is open to traffic. Working on swales and punchlist items. Waiting for delivery of signal poles and equipment to complete Barker/Mission intersection.
5. **Dishman Mica Road Rehab. – 1st Ave. to Sprague Ave.:** Project complete.
6. **Broadway Avenue Overlay – Bates Rd. to Sullivan Rd.:** Paving complete, waiting to install permanent striping.
7. **Argonne Road Overlay – Indiana Ave. to Montgomery Ave.:** Construction in progress. Grinding complete. Working on signal loop installation and concrete sidewalk/median work. Scheduled to be completed this year.
8. **Montgomery Avenue Inlay #2 – Argonne Rd. to University Rd.:** Project is not currently funded.



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Eastern Region

2714 N. Mayfair Street
Spokane, WA 99207-2090

509-324-6000
Fax 509-324-6005
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 14, 2006

Mr. Glenn Miles
Transportation Manager
Spokane Regional Transportation Council
221 West First Ave. Suite 310
Spokane, WA 99201-3613

Re: 2007 TIP- SRTC request for 2006 TIP project status

Dear: Mr. Miles

The following information regarding major WSDOT projects (regionally significant) in the 2006 TIP is provided for your use.

Major Projects

600001A – NSC Francis Avenue to Farwell Road, Design and Right of Way acquisition are nearing completion. The first two construction phases (Farwell Rd Lowering, and Francis Avenue to Farwell Road – Grading) are essentially complete. The third phase (Francis Avenue to US 2 – Structures) advertised in May and the fourth phase which will be the completion of the first drivable link is scheduled for advertisement fall of 2006.

600003A - NSC- US 2 to Wandermere, Design and Right of Way acquisition are on going with the first project scheduled for advertisement in 2008.

600010A - NSC – North Spokane Corridor Design and Right of Way, Right of Way acquisitions are just beginning for this project.

609001D&

609001E - I90/Spokane Viaduct Bridge Deck Rutting Repair, eastbound project nearly complete, westbound will commence spring of 2007.

609029I&

609029V - Argonne Road to Sullivan Road, mainline construction is complete, currently finishing the roadside restoration.

629199B - SR 291/ Nine Mile safety Improvements, this project was advertised in January and is planned to complete fall 2006.

609099Q - I90/ Geiger to US 195, project currently under construction, all devices installed, should be complete this fall.

600200Q - US2/ North Foothills Drive to Houston Ave., Project broken into two parts, Foothills to Center, Center to Houston. North part of project complete in fall '05; south half planned in coordination with City of Spokane.

TMC Equipment upgrades, Project still planned to upgrade servers, video distribution and power conditioning. This is mostly equipment purchases and integration, less "design" required than for typical projects

Sincerely,

A handwritten signature in black ink, appearing to read "Michael R. Gribner". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael R. Gribner
Eastern Region Program Manager

cc: JC Lenzi, Regional administrator

APPENDIX C

**TRANSPORTATION IMPROVEMENT PROGRAM FOR SPOKANE COUNTY
PROJECTS OBLIGATED BETWEEN JANUARY 1, 2005 AND JUNE 30, 2006
BY JURISDICTION**

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE Auth.	RW Auth.	CN Auth.
Cheney	AMEND 05-1/SRTC04-33	N. 8th Traffic Circulation Analysis	STPUS 0200010	4/6/05	21,600	PE	STP Regional	4/6/05		
Cheney	AMEND 05-1/SRTC04-34	Railroad Xing Quiet Zone Analysis	STPUS 0200011	4/6/05	21,600	PE	STP Regional	4/6/05		
Cheney	AMEND 05-1/SRTC04-14	Arterial Street Preservation	STPUS 9932031	4/7/05	64,800	PE	STP Regional	4/7/05		
Cheney	SAFETY BUCKET	Cheney-Spangle Rd./UPRR X-ing	STPXP 7690001	1/5/05	1,206	CN	Railroad	1/15/02		2/13/03
Cheney	SAFETY BUCKET	Cheney-Spangle Rd./UPRR X-ing	STPXP 7690001	1/10/06	10,100	CN	STP Railroad	1/15/02		2/13/03
Deer Park	AMEND 05-03/SRTC04-4	Crawford Avenue - Phase 4	STPR Y329006	5/17/05	38,000	PE	STP Regional	5/17/05		
Deer Park	AMEND 05-03/SRTC04-4	Crawford Avenue - Phase 4	STPR Y329006	8/31/05	149,645	CN	STP Regional	5/17/05		8/31/05
Fairfield	ENHANCEMENT BUCKET	Main and Ticknor Ped. Safety	STPE 0430003	4/13/06	16,617	PE	Enhancement	4/13/06		
Spokane	2001 STIP/MPO: SRTC	Freja Street Bridge NB	BRM 3999009	2/7/06	540,800	PE	Bridge	4/26/01		
Spokane	AMEND 05-01/SRTC04-29	Division Street ITS	CM 0002261	7/6/05	212,098	PE	CMAQ	7/6/05		
Spokane	SRTC04-23	Comm Link to Exist Signals	CM 3850002	1/19/06	34,474	PE	CMAQ	1/19/06		
Spokane	SRTC04-31	Citywide Sig Sys Com Upgrade	CM 3850003	1/19/06	34,600	PE	CMAQ	1/19/06		
Spokane	SRTC04-26	3rd&Maple ITS Comm Infrastructure	CM 3850004	1/19/06	362,747	PE	CMAQ	1/19/06		
Spokane	2006: SRTC04-27	Maple/Ash Corridor ITS	CM 9932034	5/26/06	87,365	PE	CMAQ	5/26/06		
Spokane	SRTC-2004047	Riverside Ave Extension	STPD 3850005	3/1/06	331,245	PE	Discretionary	3/1/06		
Spokane	SRTC - 2001063	Crestline @ Francis I/S	STPH 3991002	3/14/06	270,000	CN	STP Safety	4/26/01		3/14/06
Spokane	AMEND 05-1/SRTC04-19	Broadway Realignment	STPUL 3846004	4/25/05	865	PE	STP Regional	4/25/05		
Spokane	2006 STIP/SRTC04-19	Broadway Realignment	STPUL 3846004	5/9/06	3,144,535	RW	STP Regional	4/25/05	5/9/06	
Spokane	AMEND 05-1/SRTC04-15	Bridge Ave-Lincoln/Monroe Conn.	STPUL 3895002	4/25/05	865	PE	STP Regional	4/25/05		
Spokane	AMEND 05-01/SRTC04-18	Washington St. - Boone to Buckeye	STPUL 3909003	5/18/05	103,800	PE	STP Regional	5/18/05		
Spokane	2003 STIP/SRTC	Crestline St. Recon.	STPUL 3991001	3/14/06	1,245,000	CN	STP Regional	3/2/01	7/31/03	3/14/06
Spokane	AMEND 05-01/SRTC04-16	Havana Street Bridge/BNSF Crossing	STPUL 4001001	11/29/05	1,038,000	PE	STP Regional	11/29/05		
Spokane Airport Board	AMEND 05-01/SRTC04-32	Airport Dr/Spotted Rd Safety Study	STPUL 3756003	5/25/05	80,000	PE	STP Regional	5/25/05		
Spokane Co.	BRIDGE BUCKET	Hays Road Bridge	BHOS 2032086	6/14/05	14,000	PE	Bridge	6/16/99		6/14/05
Spokane Co.	BRIDGE BUCKET	Hays Road Bridge	BHOS 2032086	6/14/05	187,500	CN	Bridge			
Spokane Co.	BRIDGE BUCKET	Deep Creek Road Bridge #0520	BROS 2032107	6/12/06	653,000	CN	Bridge	1/28/04		6/12/06

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE	RW	CN
								Auth.	Auth.	Auth.
Spokane Co.	BRIDGE BUCKET	Vly. Chapel @ Rock Cr.	BRS J320002	6/29/05	2,043,199	CN	Bridge	4/12/00		6/29/05
Spokane Co.	2005 STIP/SRTC04-25	CTR Enhancement Program	CM 2032108	3/25/05	226,600	PE	CMAQ	3/25/05		
Spokane Co.	ENHANCEMENT BUCKET	Ped/Bike Education & Safety Pgm	STPE 2032109	5/17/06	250,000	PE	Enhancement	5/17/06		
Spokane Co.	STP BUCKET	Upriver Dr. Centennial	STPE-STPH-STPR 3902002	11/21/05	32,000	PE	STP Regional	4/11/95	8/28/96	7/28/97
Spokane Co.	SAFETY BUCKET	Countywide Safety Improvements	STPH 000S177	12/21/05	20,000	PE	Rural Co. 2-Lane	12/21/05		
Spokane Co.	SAFETY BUCKET	Mill Road at Hastings Road Signal	STPH 000S190	6/27/06	13,000	PE	Safety	6/27/06		
Spokane Co.	AMEND. 05-01/SRTC	Peone Road Overlay	STPR 32ER001	3/16/05	30,900	PE	STP Regional	3/16/05		
Spokane Co.	AMEND 05-01/SRTC04-2	Peone Road Overlay	STPR 32ER001	12/8/05	492,700	CN	STP Regional	3/16/05		12/8/05
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR I320005	3/28/05	28,700	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR I320005	6/2/05	(13,995)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR I320005	6/2/05	373,300	CN	STP Regional	3/28/05		6/2/05
Spokane Co.	'99 STIP: SRTC P. 134	Bigelow Gulch Rd. Study (Rural)	STPR M320002	12/29/05	50,000	PE	STP Regional	6/16/99		
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	252,149	PE	STP Regional	4/19/95	8/28/96	4/14/05
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	5,190	RW	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	58,500	CN	Safety			
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	2,770,446	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	3/30/05	40,300	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	6/2/05	(29,055)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	6/2/05	534,260	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	3/30/05	37,700	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	6/2/05	(29,050)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	6/2/05	481,455	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	3/30/05	27,400	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	6/2/05	(6,640)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	6/2/05	350,915	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	3/28/05	12,000	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	6/2/05	(5,426)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	6/2/05	104,431	CN	STP Regional			
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	3/28/05	31,000	PE	STP Regional	3/28/05		
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	6/2/05	(22,350)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	6/2/05	280,455	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	3/28/05	34,600	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	6/2/05	(23,788)	PE	STP Regional	3/28/05		6/2/05

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE	RW	CN
								Auth.	Auth.	Auth.
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	6/2/05	310,993	CN	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-35	Farwell Road - SR 2 to Bruce Road	STPUL 3984002	11/29/05	379,500	PE	STP Regional	11/29/05		
Spokane Co.	AMEND 05-01/SRTC04-36	Freya Street - Francis to Market	STPUL 4007002	10/14/05	144,000	PE	STP Regional	10/14/05		
Spokane Valley	AMEND 05-04/SRTC04-21	Pines/Mansfield Corr. Cong. Relief	CM 9932032	6/28/05	265,568	PE	CMAQ	6/28/05		
Spokane Valley	AMEND 05-04/SRTC04-20	Appleway Avenue Reconstruction	STPUL 3842002	6/14/05	166,945	PE	STP Regional	6/14/05		
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	6/22/05	54,062	PE	STP Regional	6/22/05		
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	2/6/06	(38,924)	PE	STP Regional	6/22/05		2/6/06
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	2/6/06	687,848	CN	STP Regional			
Spokane Valley	AMEND 05-04/SRTC04-5	Dishman-Mica Road Rehab.	STPUL 4041011	6/6/05	5,103	PE	STP Regional	6/6/05		
Spokane Valley	AMEND 05-04/SRTC04-5	Dishman-Mica Road Rehab.	STPUL 4041011	12/23/05	44,000	CN	STP Regional	6/6/05		12/23/05
Spokane Valley	AMEND 05-04/SRTC04-7	Argonne Road Overlay	STPUL 4041012	7/6/05	28,400	PE	STP Regional	7/6/05		
Spokane Valley	AMEND 06-02/SRTC04-7	Argonne Road Overlay	STPUL 4041012	3/30/06	(14,705)	PE	STP Regional	7/6/05		3/30/06
Spokane Valley	AMEND 06-02/SRTC04-7	Argonne Road Overlay	STPUL 4041012	3/30/06	260,192	CN	STP Regional			
SRTC	2005 STIP/SRTC-1	ITS Deployment	CM 9932033	7/6/05	250,000	PE	CMAQ	7/6/05		
SRTC	AMEND 03-02/SRTC	Bridging the Valley 2	STPUL 9932028	12/21/05	200,000	PE	STP Regional	5/9/03		
SRTC	2004 STIP	Transportation Corridor Studies	STPUL 9932029	1/5/05	250,000	PE	STP Regional	1/5/05		
SRTC	2004 STIP/SRTC-2	Home Interview Survey	STPUL 9932030	1/5/05	125,000	PE	STP Regional	1/5/05		
WSDOT (Eastern)	627000E	Farband Br	BRS 0270009	2/24/06	309,338	CN	Bridge			2/24/06
WSDOT (Eastern)	600228E	Spokane River to Euclid Paving	CM 0002259	5/6/05	26,303	CN	CMAQ			5/6/05
WSDOT (Eastern)	600228E	Spokane River to Euclid Paving	CM 0002259	10/21/05	4,000	CN	CMAQ			5/6/05
WSDOT (Eastern)	SRTC04-28	No. Foothills Dr Ot Houston Ave	CM 0002264	9/7/05	1,700,000	PE	CMAQ	9/7/05		
WSDOT (Eastern)	SRTC04-28	No. Foothills Dr Ot Houston Ave	CM 0002264	9/20/05	(229,500)	PE	CMAQ			
WSDOT (Eastern)	609099Q	SR 90 - Geiger To US 195 - ITS	CM 0906207	10/19/05	1,766,118	CN	CMAQ	3/5/04		10/19/05
WSDOT (Eastern)	600229O	Spokane ITS Deployment	CM 2001028	5/9/05	1,000,000	PE	CMAQ	5/9/05		
WSDOT (Eastern)	SRTC04-22	SpokaneTrans Ctr Staff	CM 2005050	8/24/05	519,600	PE	CMAQ	8/24/05		
WSDOT (Eastern)	SRTC04-24	Trans Ctr Equip Upgrades	CM 2005051	8/24/05	194,850	PE	CMAQ	8/24/05		
WSDOT (Eastern)	SRTC04-30	ITS Implementation Plan	CM 2005052	8/23/05	86,600	PE	CMAQ	8/23/05		
WSDOT (Eastern)	SAFETY BUCKET	SR 206/Bruce Rd I/S Imprvmts	STPH 0206002	6/14/05	401,000	CN	Safety	7/29/03		
WSDOT (Eastern)	SAFETY BUCKET	SR 206/Bruce Rd I/S Imprvmts	STPH 0206002	11/14/05	92,344	CN	Safety	7/29/03		11/16/05

**TRANSPORTATION IMPROVEMENT PROGRAM FOR SPOKANE COUNTY
PROJECTS OBLIGATED BETWEEN JANUARY 1, 2005 AND JUNE 30, 2006
BY FUNDING TYPE**

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE	RW	CN
								Auth.	Auth.	Auth.
Spokane	2001 STIP/MPO: SRTC	Freya Street Bridge NB	BRM 3999009	2/7/06	540,800	PE	Bridge	4/26/01		
Spokane Co.	BRIDGE BUCKET	Deep Creek Road Bridge #0520	BROS 2032107	6/12/06	653,000	CN	Bridge	1/28/04		6/12/06
Spokane Co.	BRIDGE BUCKET	Hays Road Bridge	BHOS 2032086	6/14/05	14,000	PE	Bridge	6/16/99		6/14/05
Spokane Co.	BRIDGE BUCKET	Hays Road Bridge	BHOS 2032086	6/14/05	187,500	CN	Bridge			
Spokane Co.	BRIDGE BUCKET	Vly. Chapel @ Rock Cr.	BRS J320002	6/29/05	2,043,199	CN	Bridge	4/12/00		6/29/05
WSDOT (Eastern)	627000E	Farband Br	BRS 0270009	2/24/06	309,338	CN	Bridge			2/24/06
Spokane	SRTC04-26	3rd&Maple ITS Comm Infrastructure	CM 3850004	1/19/06	362,747	PE	CMAQ	1/19/06		
Spokane	SRTC04-31	Citywide Sig Sys Com Upgrade	CM 3850003	1/19/06	34,600	PE	CMAQ	1/19/06		
Spokane	SRTC04-23	Comm Link to Exist Signals	CM 3850002	1/19/06	34,474	PE	CMAQ	1/19/06		
Spokane	AMEND 05-01/SRTC04-29	Division Street ITS	CM 0002261	7/6/05	212,098	PE	CMAQ	7/6/05		
Spokane	2006: SRTC04-27	Maple/Ash Corridor ITS	CM 9932034	5/26/06	87,365	PE	CMAQ	5/26/06		
Spokane Co.	2005 STIP/SRTC04-25	CTR Enhancement Program	CM 2032108	3/25/05	226,600	PE	CMAQ	3/25/05		
Spokane Valley	AMEND 05-04/SRTC04-21	Pines/Mansfield Corr. Cong. Relief	CM 9932032	6/28/05	265,568	PE	CMAQ	6/28/05		
SRTC	2005 STIP/SRTC-1	ITS Deployment	CM 9932033	7/6/05	250,000	PE	CMAQ	7/6/05		
WSDOT (Eastern)	SRTC04-30	ITS Implementation Plan	CM 2005052	8/23/05	86,600	PE	CMAQ	8/23/05		
WSDOT (Eastern)	SRTC04-28	No. Foothills Dr Ot Houston Ave	CM 0002264	9/7/05	1,700,000	PE	CMAQ	9/7/05		
WSDOT (Eastern)	SRTC04-28	No. Foothills Dr Ot Houston Ave	CM 0002264	9/20/05	(229,500)	PE	CMAQ			
WSDOT (Eastern)	600229O	Spokane ITS Deployment	CM 2001028	5/9/05	1,000,000	PE	CMAQ	5/9/05		
WSDOT (Eastern)	600228E	Spokane River to Euclid Paving	CM 0002259	5/6/05	26,303	CN	CMAQ			5/6/05
WSDOT (Eastern)	600228E	Spokane River to Euclid Paving	CM 0002259	10/21/05	4,000	CN	CMAQ			5/6/05
WSDOT (Eastern)	SRTC04-22	SpokaneTrans Ctr Staff	CM 2005050	8/24/05	519,600	PE	CMAQ	8/24/05		
WSDOT (Eastern)	609099Q	SR 90 - Geiger To US 195 - ITS	CM 0906207	10/19/05	1,766,118	CN	CMAQ	3/5/04		10/19/05
WSDOT (Eastern)	SRTC04-24	Trans Ctr Equip Upgrades	CM 2005051	8/24/05	194,850	PE	CMAQ	8/24/05		
Spokane	SRTC-2004047	Riverside Ave Extension	STPD 3850005	3/1/06	331,245	PE	Discretionary	3/1/06		
Fairfield	ENHANCEMENT BUCKET	Main and Ticknor Ped. Safety	STPE 0430003	4/13/06	16,617	PE	Enhancement	4/13/06		
Spokane Co.	ENHANCEMENT BUCKET	Ped/Bike Education & Safety Pgm	STPE 2032109	5/17/06	250,000	PE	Enhancement	5/17/06		
Cheney	SAFETY BUCKET	Cheney-Spangle Rd./UPRR X-ing	STPXP 7690001	1/5/05	1,206	CN	Railroad	1/15/02		2/13/03

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE Auth.	RW Auth.	CN Auth.
Spokane Co.	SAFETY BUCKET	Countywide Safety Improvements	STPH 000S177	12/21/05	20,000	PE	Rural Co. 2-Lane	12/21/05		
Spokane Co.	SAFETY BUCKET	Mill Road at Hastings Road Signal	STPH 000S190	6/27/06	13,000	PE	Safety	6/27/06		
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	58,500	CN	Safety			
WSDOT (Eastern)	SAFETY BUCKET	SR 206/Bruce Rd I/S Imprvmts	STPH 0206002	6/14/05	401,000	CN	Safety	7/29/03		
WSDOT (Eastern)	SAFETY BUCKET	SR 206/Bruce Rd I/S Imprvmts	STPH 0206002	11/14/05	92,344	CN	Safety	7/29/03		11/16/05
Cheney	SAFETY BUCKET	Cheney-Spangle Rd./UPRR X-ing	STXPX 7690001	1/10/06	10,100	CN	STP Railroad	1/15/02		2/13/03
Cheney	AMEND 05-1/SRTC04-14	Arterial Street Preservation	STPUS 9932031	4/7/05	64,800	PE	STP Regional	4/7/05		
Cheney	AMEND 05-1/SRTC04-33	N. 8th Traffic Circulation Analysis	STPUS 0200010	4/6/05	21,600	PE	STP Regional	4/6/05		
Cheney	AMEND 05-1/SRTC04-34	Railroad Xing Quiet Zone Analysis	STPUS 0200011	4/6/05	21,600	PE	STP Regional	4/6/05		
Deer Park	AMEND 05-03/SRTC04-4	Crawford Avenue - Phase 4	STPR Y329006	5/17/05	38,000	PE	STP Regional	5/17/05		
Deer Park	AMEND 05-03/SRTC04-4	Crawford Avenue - Phase 4	STPR Y329006	8/31/05	149,645	CN	STP Regional	5/17/05		8/31/05
Spokane	AMEND 05-1/SRTC04-15	Bridge Ave-Lincoln/Monroe Conn.	STPUL 3895002	4/25/05	865	PE	STP Regional	4/25/05		
Spokane	AMEND 05-1/SRTC04-19	Broadway Realignment	STPUL 3846004	4/25/05	865	PE	STP Regional	4/25/05		
Spokane	2006 STIP/SRTC04-19	Broadway Realignment	STPUL 3846004	5/9/06	3,144,535	RW	STP Regional	4/25/05	5/9/06	
Spokane	2003 STIP/SRTC	Crestline St. Recon.	STPUL 3991001	3/14/06	1,245,000	CN	STP Regional	3/2/01	7/31/03	3/14/06
Spokane	AMEND 05-01/SRTC04-16	Havana Street Bridge/BNSF Crossing	STPUL 4001001	11/29/05	1,038,000	PE	STP Regional	11/29/05		
Spokane	AMEND 05-01/SRTC04-18	Washington St. - Boone to Buckeye	STPUL 3909003	5/18/05	103,800	PE	STP Regional	5/18/05		
Spokane Airport Board	AMEND 05-01/SRTC04-32	Airport Dr/Spotted Rd Safety Study	STPUL 3756003	5/25/05	80,000	PE	STP Regional	5/25/05		
Spokane Co.	'99 STIP: SRTC P. 134	Bigelow Gulch Rd. Study (Rural)	STPR M320002	12/29/05	50,000	PE	STP Regional	6/16/99		
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	3/30/05	37,700	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	6/2/05	(29,050)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-13	Country Homes Blvd.	STPUL 3881003	6/2/05	481,455	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-35	Farwell Road - SR 2 to Bruce Road	STPUL 3984002	11/29/05	379,500	PE	STP Regional	11/29/05		
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	3/28/05	34,600	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	6/2/05	(23,788)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-10	Frederick Ave-Havana to Upriver	STPUL 3920003	6/2/05	310,993	CN	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-36	Freya Street - Francis to Market	STPUL 4007002	10/14/05	144,000	PE	STP Regional	10/14/05		
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	3/30/05	40,300	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	6/2/05	(29,055)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-9	Government Way Overlay	STPUL 3777006	6/2/05	534,260	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR I320005	3/28/05	28,700	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR I320005	6/2/05	(13,995)	PE	STP Regional	3/28/05		6/2/05

Agency	STIP Reference	Title	Federal Aid #	Date	Obligated	Phase	Fund Type	PE	RW	CN
								Auth.	Auth.	Auth.
Spokane Co.	AMEND 05-01/SRTC04-3	Medical Lake-Four Lakes Overlay	STPR 1320005	6/2/05	373,300	CN	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	3/30/05	27,400	PE	STP Regional	3/30/05		
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	6/2/05	(6,640)	PE	STP Regional	3/30/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-8	Monroe & Wall Street Overlay	STPUL 3891008	6/2/05	350,915	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	252,149	PE	STP Regional	4/19/95	8/28/96	4/14/05
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	5,190	RW	STP Regional			
Spokane Co.	AMEND 05-01/SRTC04-1	Palouse Highway	STPR-STPH J323001	4/14/05	2,770,446	CN	STP Regional			
Spokane Co.	AMEND 05-01/SRTC	Peone Road Overlay	STPR 32ER001	3/16/05	30,900	PE	STP Regional	3/16/05		
Spokane Co.	AMEND 05-01/SRTC04-2	Peone Road Overlay	STPR 32ER001	12/8/05	492,700	CN	STP Regional	3/16/05		12/8/05
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	3/28/05	31,000	PE	STP Regional	3/28/05		
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	6/2/05	(22,350)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	'05 STIP/SRTC04-12	Upriver Dr. - Havana to Buckeye	STPUL 3902006	6/2/05	280,455	CN	STP Regional			
Spokane Co.	STP BUCKET	Upriver Dr. Centennial	STPE-STPH-STPR 3902002	11/21/05	32,000	PE	STP Regional	4/11/95	8/28/96	7/28/97
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	3/28/05	12,000	PE	STP Regional	3/28/05		
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	6/2/05	(5,426)	PE	STP Regional	3/28/05		6/2/05
Spokane Co.	AMEND 05-01/SRTC04-11	Wellesley-Upriver to Spok. Vly.	STPUL 3902005	6/2/05	104,431	CN	STP Regional			
Spokane Valley	AMEND 05-04/SRTC04-20	Appleway Avenue Reconstruction	STPUL 3842002	6/14/05	166,945	PE	STP Regional	6/14/05		
Spokane Valley	AMEND 05-04/SRTC04-7	Argonne Road Overlay	STPUL 4041012	7/6/05	28,400	PE	STP Regional	7/6/05		
Spokane Valley	AMEND 06-02/SRTC04-7	Argonne Road Overlay	STPUL 4041012	3/30/06	(14,705)	PE	STP Regional	7/6/05		3/30/06
Spokane Valley	AMEND 06-02/SRTC04-7	Argonne Road Overlay	STPUL 4041012	3/30/06	260,192	CN	STP Regional			
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	6/22/05	54,062	PE	STP Regional	6/22/05		
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	2/6/06	(38,924)	PE	STP Regional	6/22/05		2/6/06
Spokane Valley	AMEND 05-04/SRTC04-6	Broadway Avenue Overlay	STPUL 3846005	2/6/06	687,848	CN	STP Regional			
Spokane Valley	AMEND 05-04/SRTC04-5	Dishman-Mica Road Rehab.	STPUL 4041011	6/6/05	5,103	PE	STP Regional	6/6/05		
Spokane Valley	AMEND 05-04/SRTC04-5	Dishman-Mica Road Rehab.	STPUL 4041011	12/23/05	44,000	CN	STP Regional	6/6/05		12/23/05
SRTC	AMEND 03-02/SRTC	Bridging the Valley 2	STPUL 9932028	12/21/05	200,000	PE	STP Regional	5/9/03		
SRTC	2004 STIP/SRTC-2	Home Interview Survey	STPUL 9932030	1/5/05	125,000	PE	STP Regional	1/5/05		
SRTC	2004 STIP	Transportation Corridor Studies	STPUL 9932029	1/5/05	250,000	PE	STP Regional	1/5/05		
Spokane	SRTC - 2001063	Crestline @ Francis I/S	STPH 3991002	3/14/06	270,000	CN	STP Safety	4/26/01		3/14/06

APPENDIX D

NO PUBLIC COMMENTS WERE RECEIVED
DURING THE PERIOD OF
SEPTEMBER 6, 2006 THROUGH OCTOBER 9, 2006