

Approved October 11, 2018

# Spokane Regional Transportation Council 2019 - 2022 TIP

## Transportation Improvement Program



# **SRTC**

SPokane Regional Transportation Council

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RESOLUTION  
of the  
POLICY BOARD  
of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL OF WASHINGTON

R-18-02 SRTC

**APPROVING THE FINDING OF TRANSPORTATION CONFORMITY WITH AIR  
QUALITY PLANS FOR THE  
2019-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) UPDATE  
FOR THE  
SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS the Fixing America's Surface Transportation (FAST) Act of 2015 requires metropolitan planning organizations to develop a long range intermodal/multimodal financially-constrained transportation plan for each metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council's Policy Board (SRTC Board) is the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and

WHEREAS, the SRTC Board is the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the 2018-2021 Transportation Improvement Program (2019-2022 TIP) is consistent with the Horizon 2040 Metropolitan Transportation Plan (Horizon 2040); and

WHEREAS, the Horizon 2040 was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, Horizon 2040 conforms with Air Quality Plans, which include the Spokane CO Nonattainment Area Maintenance Plan (MP) and the Limited Maintenance Plan (LMP) for PM<sub>10</sub>; and

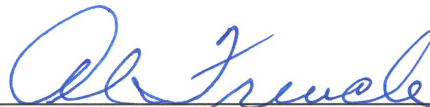
WHEREAS, the SRTC Board is responsible for local approval of the Transportation



Conformity for the 2019-2022 TIP; and

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional Transportation Council of Washington that the 2019-2022 Transportation Improvement Program for the Spokane Metropolitan Planning Area is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM<sub>10</sub> maintenance areas.

PASSED and APPROVED this 11<sup>th</sup> day of October 2018 by the Policy Board of the Spokane Regional Transportation Council of Washington.



Al French, Spokane County Commissioner  
Chair, SRTC Policy Board

ATTEST



Sabrina C. Minshall  
Executive Director, SRTC



RESOLUTION  
of the  
POLICY BOARD  
of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL OF WASHINGTON  
  
R-18-03 SRTC

**APPROVING THE 2019-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)  
FOR THE  
SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS , the Fixing America's Surface Transportation (FAST) Act of 2015 requires metropolitan planning organizations to develop a four-year program of transportation facilities, programs and services to be completed in the metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council's Policy Board (SRTC Board) is the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and

WHEREAS, the SRTC Board is the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, Horizon 2040 is also the Regional Transportation Plan (RTP) for Spokane County; and

WHEREAS, the Horizon 2040 Metropolitan Transportation Plan for the Spokane Metropolitan Planning Area has been determined to conform with Air Quality Plans; and

WHEREAS, the Horizon 2040 has been approved by the SRTC Board; and WHEREAS, the 2017-2020 Transportation Improvement Program for the Spokane Metropolitan Planning Area (2019-2022 TIP) has been developed based on the contents, goals and objectives of the Horizon 2040; and

WHEREAS, the 2019-2022 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), and Spokane Transit Authority (STA), and with input from various groups and members of the general public; and

WHEREAS, the public was to review the draft document at a public meeting and was provided 30 days to comment on the 2019-2022 TIP; and

WHEREAS, the SRTC Board is responsible for local approval of the TIP; and WHEREAS, the TIP must contain all federally-funded transportation projects in the SMPA prior to the distribution of funds to those projects; and

WHEREAS, the TIP must contain all regionally significant transportation projects in the SMPA requiring an action by the U.S. Department of Transportation, regardless of funding source, prior to the distribution of funds to those projects; and

WHEREAS, these projects must be included in the TIP before the funds can be used for these activities.

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional Transportation Council of Washington that:

1. The 2018-2021 TIP for the Spokane Metropolitan Planning Area is hereby approved.
2. The Executive Director of the Spokane Regional Transportation Council is authorized to finalize and publish the 2019-2022 TIP and submit it to the WSDOT for inclusion in the State Transportation Improvement Program for transmittal to the appropriate agencies in the U.S. Department of Transportation.

PASSED and APPROVED this 11<sup>th</sup> day of October 2018 by the Policy Board of the Spokane Regional Transportation Council of Washington

  
\_\_\_\_\_  
Al French, Spokane County Commissioner  
Chair, SRTC Policy Board

ATTEST


  
\_\_\_\_\_  
Sabrina C. Minshall  
Executive Director, SRTC

**METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION  
FOR THE FOLLOWING METROPOLITAN PLANNING AREA**

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Spokane Regional Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

MPO


  
Signature

Sabrina C. Minshall  
Printed Name

Executive Director  
Title

8-17-18  
Date

WSDOT

  
Signature

Clifford L. Hall  
Printed Name

Regional Coordinator  
Title

9/27/18  
Date



## TITLE VI NOTICE TO PUBLIC

The Spokane Regional Transportation Council (SRTC) is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259), the Americans with Disabilities Act, , Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities.

Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SRTC received federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SRTC. Any such complaint must be in writing and filed with SRTC's Title VI Coordinator, Staci Lehman, within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Form, please go to [www.srtc.org/title\\_vi\\_page](http://www.srtc.org/title_vi_page) or call (509) 343-6370.

## INTRODUCTION

The Transportation Improvement Program (TIP) is a program of regional transportation projects planned for the next four years. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan, also called a Metropolitan Transportation Plan (MTP), Horizon 2040.

### Spokane Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Spokane region, the Spokane Regional Transportation Council (SRTC) is responsible for developing the TIP.

SRTC is the lead agency for transportation planning and decision-making for the Spokane Metropolitan Planning Area (SMPA), which includes all of Spokane County.

SRTC is governed by a Board of Directors made up of elected officials from member agencies and representatives from the following: Washington State Department of Transportation (WSDOT), Washington State Transportation Commission, Spokane Transit Authority (STA), Spokane International Airport, a transportation private sector representative, and SRTC's Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC). Member agencies include all local jurisdictions within Spokane County, WSDOT, STA, Washington State Transportation Commission, and Spokane Airport Board.

Member agencies coordinate their transportation planning activities to help with the development of the TIP, MTP, Unified Planning Work Program (UPWP), Congestion Management Process (CMP), and planning studies.

For more information on SRTC's member agencies, advisory committees, and SRTC's planning area boundary map, please see Appendix A.

### TIP Development Process

#### *Federal and State Regulations*

The requirements for the TIP development process are established in federal surface transportation legislation, *Fixing America's Surface Transportation Act* (FAST Act). Adopted into law in 2015, the FAST Act maintains guidelines for TIP development set by preceding transportation legislation. The FAST Act requires that the TIP:

- Include any projects with federal funding under 23 U.S.C. (Federal Highway Administration) and 49 U.S.C. Chapter 53 (Federal Transit Administration) and projects that are regionally significant. SRTC's definition for regionally significant can be found in the TIP Guidebook at [www.srtc.org/tip.html](http://www.srtc.org/tip.html). Only projects that are planning to obligate (meaning a jurisdiction has been approved to spend) funds within the next four years are required to be included in the TIP. If a project has already obligated all funds, the project is not included in the TIP, even if it is not

yet completed. Conversely, if a project has federal funds but is not planning to obligate them within the next four years, the project is not included in the TIP;

- Ensure consistency between projects and programs in the TIP and the MTP;
- Demonstrate that the projects included in the TIP can be implemented with reasonably available resources;
- Certify that National Highway System (NHS) facilities are in adequate condition;
- Provide reasonable opportunity for public comment, including a formal public meeting and posting the document online; and
- Be developed at least every four years by the MPO in cooperation with the State and any affected public transportation operators.

Beyond these federal regulations, Washington State law requires that a regional TIP must be updated at least every two years and include a program of projects for at least 6 years (RCW 47.80.023(5)), which is why two additional years (2023 and 2024) have been included.

### *Project Selection Process*

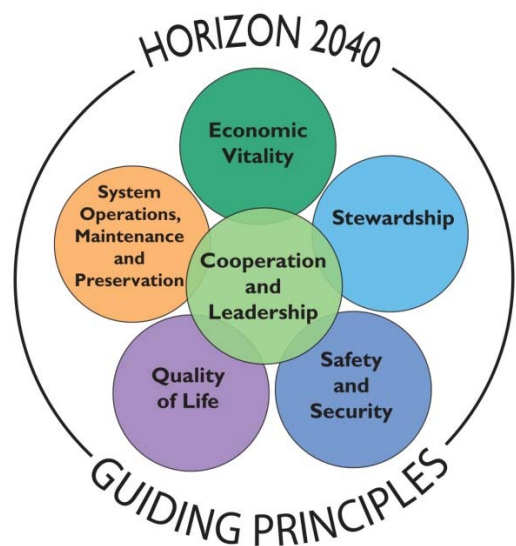
SRTC is responsible for selecting projects for the federal Surface Transportation Block Grant (STBG) Program, STBG Set-Aside (formerly TAP), and Congestion Mitigation and Air Quality program (CMAQ) funds for inclusion in the TIP. These projects are incorporated into the TIP along with other federally funded or regionally significant projects.

Projects are selected by the SRTC Board of Directors through a competitive process designed to ensure that projects are prioritized consistent with Guiding Principles that were used to develop the MTP.

### *Public Participation Plan*

The public involvement process for the TIP is consistent with SRTC's Public Participation Plan (PPP). Participating agencies and the general public are provided an opportunity to comment on the TIP several ways. Throughout the year, the public is invited to attend SRTC advisory committee meetings to discuss project selection, TIP amendments, and the 2019-2022 TIP development. Documentation from the meetings is posted on the SRTC website, [www.srtc.org](http://www.srtc.org).

To review and discuss the 2019-2022 TIP, a public meeting will be held in September 19, 2018 from 4:00-6:00 p.m. Staff from SRTC, STA and WSDOT will be present to answer questions about projects in the program. A notice of the meeting will be advertised in the Spokesman-Review and sent directly to an email distribution list of interested parties. In addition, the draft TIP document was posted on SRTC's website, with links to it from SRTC's blog, Facebook and Twitter pages to provide an opportunity for public review of the document.





The 30-day public comment period for the document will begin September 1 and conclude September 30. Public comments received during the comment period will be compiled and addressed in Appendix B.

#### *Coordination with Neighboring Agencies*

SRTC coordinates with neighboring Kootenai County MPO (KMPO). The draft TIP is provided to KMPO for review during the public comment period.

In 2012, SRTC coordinated with the Northeast Washington Regional Transportation Planning Organization (NEW RTPO), Kalispel Tribe, and Spokane Tribe to develop a process for incorporating tribal transportation projects into the TIP. Reservation lands for both tribes fall within the Northeast Washington RTPO's planning area, but each tribe has tribal trust lands within SRTC's planning area. A process was developed to improve communication between all partners in the TIP process and to clarify which MPO/RTPO's TIP the Tribes would use for different project types.

### TIP Consistency Determinations

#### *Metropolitan Transportation Plan*

The current MTP, Horizon 2040, approved by the SRTC Board of Directors on December 14, 2017, identifies and recommends highway, transit, non-motorized, and other transportation related improvements that will help to meet future demand. Projects included in the TIP are drawn directly from the strategies and projects in Horizon 2040.

#### *Congestion Management Process*

The SRTC Board of Directors approved a Congestion Management Process (CMP) in 2014. A CMP is a regional approach for managing traffic congestion that includes information on the performance of the transportation system and looks at strategies for managing congestion that meet state and local needs. SRTC implements this process, with the help of other area jurisdictions, as dictated by federal requirements. The CMP guides the agency's investments that pertain to congestion.

The CMP has special significance in metropolitan areas with a population of 200,000 or more that are designated by the Environmental Protection Agency (EPA) as an air quality non-attainment or maintenance area. Transportation projects that aim to increase the capacity of single occupancy vehicles (SOVs) (i.e., widening roadways or building new facilities) may not receive Federal funding unless the project has been identified in the CMP. Additionally, lower-cost travel demand and operational improvement methods must be considered first before a roadway's capacity can be increased.

SRTC and a CMP Working Group identified sixteen congested corridors whose performance is monitored annually. Congestion management strategies were recommended for eight "Tier 1" corridors, with more significant congestion and regional importance. The strategies were tailored for each corridor and include a variety of travel demand, operational, freight and capacity solutions. The focus is to start with lower-cost strategies first.

Projects that include CMP strategies score higher in SRTC's competitive Call for Projects. Congestion-related criteria was added to applications after development of the CMP.

For all roadway projects that significantly increase SOV capacity, a CMP/ Transportation Improvement Program (TIP) Compliance Process ensures proper process before a project appears in the TIP. This process may require a Roadway Capacity Justification Report to explain to the SRTC Board the need for additional capacity and what least-cost planning efforts were considered before coming to the conclusion that new lanes are necessary. This process is not limited to CMP Corridor projects; it pertains to all projects in the TIP. This is necessary until Spokane reaches air quality attainment status, hopefully in the year 2025.

#### *Air Quality Conformity*

The projects in the 2019-2022 TIP are consistent with the current MTP, Horizon 2040, which has been found to be in conformity with the Federal Clean Air Act Amendments of 1990 and the Clean Air Washington Act. Per the requirements of 40 CFR 93.122(g) a conformity determination can be made based on the previous regional emissions analysis for the plan, Horizon 2040, because all projects included in the 2019-2022 TIP are consistent with the plan. The results and details of the air quality conformity analysis conducted on Horizon 2040 can be found at <https://www.srtc.org/horizon-2040/> (Chapter 4).

On August 29, 2005 the Environmental Protection Agency (EPA) re-designated the Spokane area from nonattainment to attainment for carbon monoxide (CO) with an approved maintenance plan (70 FR 37269). On August 30, 2005, EPA re-designated the Spokane area from nonattainment to attainment for particulate matter-10 (PM-10) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On May 12, 2016 the EPA approved the Second 10-year LMP for PM-10. The Second 10-year LMP for CO was approved August 15, 2016. These LMPs demonstrate the minimal risk that PM-10 and CO from motor vehicles would contribute to a PM-10 or CO violation. For this reason, no motor vehicle emission budget (MVEB) or paved road dust budget is established. While an area with an LMP does not need to do a regional emissions analysis, it still retains other conformity requirements as detailed in 40 CFR 93.109, such as consultation (40 CFR 93.112), timely implementation of transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Limited Maintenance plans do not establish a MVEB because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards. As published in the PM-10 LMP Qualification Assessment, VMT was projected to grow by 36% over the ten-year period of 2000 to 2010, or 3.1% annually. Since the actual VMT growth rate of 1.9% included in the plan is less than the 3.1% rate assumed in the PM-10 LMP, the MTP and 2019-2022 TIP conform to the PM-10 LMP.

#### *Transportation Control Measures (TCMs) and Contingency Measures*

The biennial inspection and maintenance (I&M) program is the predominant CO transportation control measure (TCM) for Spokane County. After the first CO maintenance demonstration included dropping the winter oxygenated fuel requirement, the Spokane Regional Clean Air Agency Board repealed Article VI, Section 6.16 Motor

Fuel Specifications for Oxygenated Gasoline. The oxygenated fuel requirement will remain as a contingency measure and can be re-adopted if necessary.

PM-10 control measures include the Washington State (RCW 70.94, WAC 173-433) and Spokane Regional Clean Air Agency's (Regulation 6.05, 6.14, 6.15) programs to reduce residential wood smoke, paving critical unpaved roads, and street sweeping programs.

## Performance Management (This section updated text 1906)

A new performance-based approach to transportation decision-making was introduced through the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century federal transportation law. As the final rules come into effect, SRTC is beginning the processes of setting performance targets for the region's transportation system. SRTC has agreed to plan and program projects so that they contribute to both WSDOT, STA and SRTC adopted targets as reported to the Federal Highway Administration and Federal Transit Administration.

### Federal Highway Administration Performance Targets

Title 23 (Federal Highways) USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. WSDOT and MPOs have been coordinating since 2015 to meet the requirements in the following national goal areas: Safety, Infrastructure Condition, Congestion, System Reliability, Freight Movement and Environmental Sustainability

#### *Safety Targets*

The stated goal for *Safety*: *to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. MPOs can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

Washington State's *Target Zero*<sup>1</sup> Strategic Highway Safety Plan (SHSP) is the basis for setting targets in Washington State. *Target Zero* (2016) set the goal of zero fatalities and

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<sup>1</sup> <http://www.targetzero.com>



serious injuries by 2030. WSDOT coordinated with MPOs through an established MAP-21 collaboration process,

The state targets are listed below in Table 1. SRTC targets in Table 2 are part of Horizon 2040. SRTC supports programs and projects that contribute to SRTC and WSDOT safety targets. These targets are reported to WSDOT and the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

**Table 1. Statewide 2018 Safety Targets**

| Measure   | Rolling five-year averages |                             |                            |
|---|----------------------------|-----------------------------|----------------------------|
|   | Reported<br>(2012-2016)    | 2018 target*<br>(2014-2018) | 2017 HSIP**<br>(2013-2017) |
| Number of fatalities  | 484                        | 415.5                       | 510.0                      |
| Fatality rate per 100 million VMT                                     | 0.828                      | 0.709                       | NA***                      |
| Number of serious injuries  | 2086                       | 1788                        | 2092.2                     |
| Serious injury rate per 100 million VMT                               | 3.568                      | 3.058                       | NA***                      |
| Number of non-motorized fatalities and non-motorized serious injuries | 503                        | 431.5                       | 511.8                      |

\* This target was reported in the 2017 HSIP report to FHWA and represent the target five year rolling averages for 2014-2018.

\*\* This is the five-year rolling average values that will be reported in the August HSIP report for 2018.

\*\*\* Statewide VMT values for the HPMS submittal will only be available during June 2018.

**Table 2. SRTC 2018 Safety Targets**

| Measure   | Reported<br>(2012-2016) | 2018 Target<br>(2014-2018) |
|---|-------------------------|----------------------------|
| Number of fatalities  | 30.4                    | 26.1                       |
| Fatality rate per 100 million VMT                                     | 0.828                   | 0.71                       |
| Number of serious injuries  | 133                     | 114                        |
| Serious injury rate per 100 million VMT                               | 3.619                   | 3.102                      |
| Number of non-motorized fatalities and non-motorized serious injuries | 38                      | 32.6                       |

### Federal Transit Administration Performance Targets

Under Title 49 CFR Part 625 and 630 under Transit Asset Management (TAM) requirements, public transit providers must set State of Good Repair performance targets for their assets.

#### *Public Transit Targets*

Since Spokane Transit Authority (STA), is the only Tier 1 public transportation provider currently required to report TAM targets, SRTC adopted these targets on June 14, 2018 (see Table 3).

**Table 3. Public Transit State of Good Repair, Asset Management Targets**

| Asset Category | Asset Class   | Current Performance | STA Target & Proposed Regional Target   |
|----------------|---|---------------------|---|
| Rolling Stock  | Buses   | 100%                | Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards                    |
|                | Paratransit Vans  | 100%                | Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards        |
|                | Rideshare Vans  | 100%                | Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards          |
|                | Special Use Vans  | 100%                | Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards        |
| Equipment      | Support of Non-Revenue Vehicles                             | 95%                 | Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards |
| Facilities     | Administration, Maintenance, passenger & parking facilities | 100%                | Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3(adequate) or better              |

Per federal requirements, anytime a public transit provider adopts new TAM targets, SRTC has 180 days to review and adopt TAM performance targets and bring them into the regional performance management efforts. It is expected that in 2019, Tier 2 providers of public transit in the Spokane region will submit TAM targets to SRTC. In the future, this will require SRTC to decide upon a single target for all public transit providers in the region.

## 2018-2021 TIP Accomplishments

### *Status of Major Projects*

Pursuant to federal regulations, the status of major projects from the preceding TIP is provided below (§450.324(L)(2)). SRTC identifies major projects as those that have a total project cost at or above \$1 million, with the exception of preservation, reconstruction, transportation demand management (TDM), and Intelligent Transportation System (ITS) projects.

Given that the project status information is collected mid-year, it is possible that the status of these projects may change by the end of the program year (December 2018).

### **Complete (Constructed/Implemented or Under Construction)**

- Spokane – Centennial Trail – Mission Ave Gap Phase 1
- Spokane – Mission Ave – Division to Hamilton
- Spokane – Sunset Blvd. – Royal to Lindeke
- Spokane – University District Pedestrian & Bicycle Bridge
- Spokane County – Argonne Road – MP 2.55 to MP 4.13
- Spokane County – Bigelow Gulch/Forker Connector – Project 4A & 5
- SRHD – Spokane Safe Routes to School Program
- Spokane Transit – Division Street High Performance Transit Improvements
- Spokane Transit – West Plains Transit Center
- Spokane Valley – Sprague Preservation – Sullivan to Corbin
- WSDOT – Deer Park Corridor Safety Improvements
- WSDOT US 395/North Spokane Corridor

### **In Progress**

- Spokane – Sprague Ave at Sherman St Pedestrian Plaza
- Spokane – Sprague Avenue Phase 2 – Brown to Scott
- Spokane – 2013 Downtown Pedestrian Improvements
- Spokane County - Bigelow Gulch/Forker Connector
- Spokane County – Mill Road
- Spokane/Millwood – Millwood Trail
- Spokane Transit – Central City Line
- Spokane Transit – Division Street High Performance Transit Implementation Study
- Spokane Transit – I-90 High Performance Transit Facilities
- Spokane Transit – Monroe Street High Performance Transit Infrastructure Upgrades
- Spokane Valley – Argonne Preservation - Broadway to Mission

### *Status of All Active Projects*

SRTC develops an annual list of all projects that have obligated federal funds in the preceding year (§450.332). For the 2018 program year, the annual listing will be published no later than March 31, 2019. The listing will be made available on the SRTC website, [www.srtc.org](http://www.srtc.org), and presented to the SRTC Policy Board and advisory committees.



## FINANCIAL PLAN

A critical part of the Transportation Improvement Program (TIP) is the financial plan that demonstrates that the resources necessary to complete the projects in the TIP are secured or reasonably available.

Federal rules require that TIPs prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the TIP. SRTC, STA, and WSDOT, working together, develop funding estimates that are reasonably expected to be available to pay for projects and programs included in the TIP. These estimates are used to ensure that projects in the TIP can be funded by the anticipated revenue stream. This section contains the financial plan including a description of assumptions and revenue sources available for transportation projects in the TIP.

The TIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding estimated to be available. All projects programmed in the TIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year TIP program period.

### **Assumptions**

Projects programmed in the TIP reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307/5310/5339, CMAQ, STBG, STBG Set-Aside), the number of dollars available is based on the previous year's allocations or estimates. For State or Federal funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

### **Operation and Maintenance Cost**

SRTC monitors funds that are used to adequately maintain, preserve, and operate the transportation system already in place. On average, local agencies will spend \$25 million annually for the entire road system in Spokane County. The region has been experiencing an annual increase of 1% in local and 2% in WSDOT operation and maintenance costs. These costs will likely increase over time as the transportation system ages and grows. These operation and maintenance costs are assumed to be covered primarily through available local resources.

STA spends approximately \$73 million annually to operate and maintain fixed route, vanpool and paratransit services. STA saw a 6.9% increase in its operating expenses between 2016 and 2017 mainly due to additional service and expenses related to the 10-year Moving Forward Plan and one-time expenditures related to labor contracts. While the 2018 operating budget increased by 6.4% over the 2017 budget, this includes 7% additional Fixed Route Bus service included in STA's 10-year Moving Forward plan as approved by voters in November 2016.

## **PROJECT SELECTION**

In order to meet federal requirements, all federal projects programmed in the 2019-2022 TIP are considered selected projects. However, due to federal fiscal constraints in any

one year, the statewide management of funds on a first come basis, SRTC cannot guarantee a project will be constructed or implemented in the year it is programmed.

## **FINANCIAL FEASIBILITY SUMMARY**

The TIP for Spokane County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. A summary of financial feasibility is presented in Table 4 (page 11). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.

### **STA Financial Capacity**

FTA, in its 2017 Triennial Review, found STA to be in compliance with financial capacity requirements. In accordance with Federal Transit Administration (FTA) Circular 7008.1A, January 30, 2002, it has been determined that STA has the financial capacity to carry out the capital, operating, planning and maintenance activities listed in the TIP.

Financial capacity includes two measures: (1) financial condition and (2) financial capability which includes the ability to fund current capital projects in addition to ongoing operations from projected revenues.

#### *Financial Condition*

The positive finding on STA's financial condition is based on the Washington State Auditor's office report on STA's financial statements, containing an unqualified opinion for 2017. STA's adopted 2018 budget further illustrates STA's positive financial condition. STA's policy is to operate on a pay-as-you-go basis; the agency will not incur debt or agree to other financial commitments beyond the balance of current or projected revenue. It also has a designated reserve equal to 15% of estimated annual operating expenses, a risk reserve of \$5.5 million, and a right of way acquisition reserve of \$4.95 million for total reserves in 2018 of \$21.5 million.

Sales tax is STA's primary dedicated source of local revenue. In November 2016, voters approved a 2/10 percent increase in STA's sales tax rate with 1/10 percent implemented in April 2017 and another 1/10 percent implemented in April 2019. Sales tax revenues can be unpredictable. STA has 1/10 percent of sales tax capacity remaining. Voter approval is required to implement any of this additional capacity.

**Table 4. 2019-2020 Financial Feasibility Summary Table**

| Fund Source | Fund Distribution                   | Fund Type                | Year | Starting Balance (carryover) | Annual Allocation | Total Available Revenue | Total Amt. Programmed | Ending Balance (carryover) |
|-------------|-------------------------------------|--------------------------|------|------------------------------|-------------------|-------------------------|-----------------------|----------------------------|
| Federal     | Regional Allocations                | STP Regional (UL, US, R) | 2019 | (\$3,591,532)                | \$6,947,347       | \$3,355,815             | \$2,564,124           | \$791,691                  |
|             |                                     |                          | 2020 | \$791,691                    | \$6,947,347       | \$7,739,038             | \$2,880,034           | \$4,859,004                |
|             |                                     |                          | 2021 | \$4,859,004                  | \$6,947,347       | \$11,806,351            | \$1,100,500           | \$10,705,851               |
|             |                                     |                          | 2022 | \$10,705,851                 | \$6,947,347       | \$17,653,198            | \$1,110,300           | \$16,542,898               |
|             |                                     | TAP Regional (UL, US, R) | 2019 | \$773,586                    | \$532,308         | \$1,305,894             | \$335,601             | \$970,293                  |
|             |                                     |                          | 2020 | \$970,293                    | \$532,308         | \$1,502,601             | \$920,835             | \$581,766                  |
|             |                                     |                          | 2021 | \$581,766                    | \$532,308         | \$1,114,074             | \$71,889              | \$1,042,185                |
|             |                                     |                          | 2022 | \$1,042,185                  | \$532,308         | \$1,574,493             | \$0                   | \$1,574,493                |
|             |                                     | CMAQ                     | 2019 | \$2,126,564                  | \$3,058,018       | \$5,184,582             | \$4,286,425           | \$898,157                  |
|             |                                     |                          | 2020 | \$898,157                    | \$3,058,018       | \$3,956,175             | \$2,433,202           | \$1,522,973                |
|             |                                     |                          | 2021 | \$1,522,973                  | \$3,058,018       | \$4,580,991             | \$854,890             | \$3,726,101                |
|             |                                     |                          | 2022 | \$3,726,101                  | \$3,058,018       | \$6,784,119             | \$0                   | \$6,784,119                |
|             |                                     | FTA 5307                 | 2019 | \$0                          | \$8,365,124       | \$8,365,124             | \$8,365,124           | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$8,542,465       | \$8,542,465             | \$8,542,465           | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$8,713,314       | \$8,713,314             | \$8,713,314           | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$8,887,580       | \$8,887,580             | \$8,887,580           | \$0                        |
|             |                                     | FTA 5310                 | 2019 | \$0                          | \$393,230         | \$393,230               | \$393,230             | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$401,567         | \$401,567               | \$401,567             | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$409,598         | \$409,598               | \$409,598             | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$417,790         | \$417,790               | \$417,790             | \$0                        |
|             |                                     | FTA 5339                 | 2019 | \$0                          | \$856,000         | \$856,000               | \$856,000             | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$876,000         | \$876,000               | \$876,000             | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$885,000         | \$885,000               | \$885,000             | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$894,000         | \$894,000               | \$894,000             | \$0                        |
|             | State Allocations to Local Projects | HSIP                     | 2019 | \$0                          | \$3,059,624       | \$3,059,624             | \$3,059,624           | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     | NHPP                     | 2019 | \$0                          | \$2,498,112       | \$2,498,112             | \$2,498,112           | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     | STP(BR)                  | 2019 | \$0                          | \$454,386         | \$454,386               | \$454,386             | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$1,216,153       | \$1,216,153             | \$1,216,153           | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             | State Allocations to State Projects | STP                      | 2019 | \$0                          | \$266,651         | \$266,651               | \$266,651             | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$542,586         | \$542,586               | \$542,586             | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$1,755,188       | \$1,755,188             | \$1,755,188           | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$1,301,952       | \$1,301,952             | \$1,301,952           | \$0                        |
|             |                                     | HSIP                     | 2019 | \$0                          | \$4,917,434       | \$4,917,434             | \$4,917,434           | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$1,408,255       | \$1,408,255             | \$1,408,255           | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$172,945         | \$172,945               | \$172,945             | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$518,885         | \$518,885               | \$518,885             | \$0                        |
|             |                                     | NHPP                     | 2019 | \$0                          | \$19,531,020      | \$19,531,020            | \$19,531,020          | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$4,934,202       | \$4,934,202             | \$4,934,202           | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$4,595,811       | \$4,595,811             | \$4,595,811           | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$2,346,949       | \$2,346,949             | \$2,346,949           | \$0                        |
|             | Discretionary Programs              | DEMO                     | 2019 | \$0                          | \$2,450,000       | \$2,450,000             | \$2,450,000           | \$0                        |
|             |                                     |                          | 2020 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2021 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                                     |                          | 2022 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |

**Table 4. 2019-2020 Financial Feasibility Summary Table (cont.)**

| Fund Source | Fund Distribution | Fund Type                   | Year | Starting Balance (carryover) | Annual Allocation | Total Available Revenue | Total Amt. Programmed | Ending Balance (carryover) |
|-------------|-------------------|-----------------------------|------|------------------------------|-------------------|-------------------------|-----------------------|----------------------------|
| State       | Local Projects    | TIB, FMSIB, SRTS, CRAB, CWA | 2019 | \$0                          | \$11,359,070      | \$11,359,070            | \$11,359,070          | \$0                        |
|             |                   |                             | 2020 | \$0                          | \$3,644,100       | \$3,644,100             | \$3,644,100           | \$0                        |
|             |                   |                             | 2021 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             |                   |                             | 2022 | \$0                          | \$0               | \$0                     | \$0                   | \$0                        |
|             | State Projects    | State (includes CWA)        | 2019 | \$0                          | \$156,233,697     | \$156,233,69            | \$156,233,697         | \$0                        |
|             |                   |                             | 2020 | \$0                          | \$94,722,878      | \$94,722,878            | \$94,722,878          | \$0                        |
|             |                   |                             | 2021 | \$0                          | \$363,205,782     | \$363,205,78            | \$363,205,782         | \$0                        |
|             |                   |                             | 2022 | \$0                          | \$94,498          | \$94,498                | \$94,498              | \$0                        |
| Local       | Local Projects    | Local (includes match)      | 2019 | \$0                          | \$24,156,699      | \$24,156,699            | \$24,156,699          | \$0                        |
|             |                   |                             | 2020 | \$0                          | \$7,110,038       | \$7,110,038             | \$7,110,038           | \$0                        |
|             |                   |                             | 2021 | \$0                          | \$24,370,412      | \$24,370,412            | \$24,370,412          | \$0                        |
|             |                   |                             | 2022 | \$0                          | \$2,768,882       | \$2,768,882             | \$2,768,882           | \$0                        |
| TOTAL       |                   |                             |      |                              |                   | \$845,835,20            | \$795,835,677         |                            |

### *Financial Capability*

STA has the financial capability to meet future annual operating, maintenance and capital costs. Future financial capability projections were developed for Horizon 2040. STA continues to update their projections for sales tax revenue and operating costs, but for consistency with the current MTP, the following assumptions were used:

1. Revenue projections for 2019-2040 are based on the budget assumptions adopted by the STA Board
2. Section 5307 federal preventive maintenance funding will be maximized throughout the projection period.
3. A two-tiered fare increase was implemented in July 2017 with the second phase implemented in July 2018.
4. The Capital Program will be funded as contained in the Transit Development Plan for 2019 through 2024.
5. STA currently uses 7/10ths of one percent of the local sales tax. This rate will increase to 8/10ths of one percent in April 2019. The statutory maximum rate of sales tax collection for public transportation is 9/10ths of one percent (RCW 82.14.045).

STA's 2018 budget assumes sales tax revenue continues on a trend line growth of 3.0% with an additional one-time adjustment of \$500,000. Fare revenue was projected with the increase approved for July 2018.

## 2019-2022 TIP PROJECTS

### Overview

The remainder of this document details the 2019-2022 projects that are regionally significant and/or are federally funded.

#### *New Projects*

There are 96 projects programmed in the TIP for the years 2019-2022. The majority of these are active projects that were included in the previous TIP. Seven projects that are new to the 2019-2022 TIP and are listed in Table 5.

**Table 5. New Projects in the 2019-2022 TIP**

| Agency | Project Name   | TIP ID | Page |
|--------|--|--------|------|
| WSDOT  | Eastern Region ADA Project – Pedestrian Ramp Retrofits           | WS138  | x    |
| WSDOT  | I-90/Latah Creek Crossing – Study Bridge Movement                | WS139  | x    |
| WSDOT  | I-90/Lindeke St Crossing – Bridge Deck Repair                    | WS140  | x    |
| WSDOT  | US 195/Babb & N Pine Rock Rockfall Slopes – Scaling              | WS141  | x    |
| WSDOT  | US 2/Geiger Blvd Crossing – Br Deck Rehab/Expansion Joint Repair | WS142  | x    |
| WSDOT  | US 195/RR Overcrossings – Expansion Joint Repair                 | WS143  | x    |
| WSDOT  | 2021-2023 SRTMC Operations & Maintenance                         | WS144  | x    |

#### *Projects by Type*

The projects in the TIP have been classified by project type to represent the number of, and dollars associated with, different types of projects (Table 6). Roadway projects are classified as Preservation, Reconstruction, New Roadway or Bridge. Safety projects may be roadway, bicycle & pedestrian, or transit. The classification for each project is provided in the program summary (pages 15-20) as well as on the project details pages, which start on page 23.



**Table 6. 2019-2022 Projects by Project Type**

| Project Type               | Number of Projects | % of Projects | Programmed Amount      | % of Program |
|----------------------------|--------------------|---------------|------------------------|--------------|
| Bicycle & Pedestrian       | 10                 | 10.2%         | \$8,135,630            | 0.8%         |
| Bridge                     | 9                  | 10.2%         | \$25,505,138           | 2.4%         |
| High Performance Transit * | 1                  | 1.0%          | \$500,000              | 0.0%         |
| Planning                   | 5                  | 5.1%          | \$4,424,347            | 0.4%         |
| Preservation               | 6                  | 7.1%          | \$35,055,535           | 3.2%         |
| Reconstruction             | 2                  | 2.0%          | \$4,454,331            | 0.4%         |
| Roadway Capital **         | 10                 | 10.2%         | \$73,686,690           | 6.8%         |
| Roadway Capital – NSC ***  | 6                  | 6.1%          | \$840,055,928          | 77.8%        |
| Safety                     | 35                 | 35.7%         | \$17,618,181           | 1.6%         |
| Transit                    | 4                  | 4.1%          | \$57,375,996           | 5.3%         |
| TDM                        | 2                  | 2.0%          | \$831,518              | 0.1%         |
| TSMO                       | 6                  | 6.1%          | \$12,444,991           | 1.2%         |
| <b>Total</b>               | <b>96</b>          | <b>100%</b>   | <b>\$1,080,088,285</b> | <b>100%</b>  |

\* Includes projects that implement the High Performance Transit network, as described in Spokane Transit Authority's comprehensive plan, *STA Moving Forward*.

\*\* Category includes constructing new roadways, reconstruction projects that add additional capacity, and paving dirt roads.

\*\*\* For informational purposes, and due to the significant cost of the project, the North Spokane Corridor (NSC) project is shown separately from the New Roadway category.

## Document Organization

### *Program Summary*

The list of planned projects for 2019-2022 is detailed in the Program Summary, starting on page 15. The Program Summary lists the project name, TIP identifier, project type, total cost, and funding information. The total project cost is the cost of the project from all sources, including funds that have already obligated (referred to as prior funding).

### *Detailed Project Information*

Detailed information for each project is included immediately after the Program Summary. These detailed project pages include a description and map of the project, funding information, history of any TIP revisions, and the status of the project. The detailed project pages are intended to make project information more accessible to the public. The official TIP information for each project, which is submitted to WSDOT for inclusion in the Washington State TIP (STIP), is included as Appendix E.

**2019-2022 Transportation Improvement Program**
**Program Summary**
**See Monthly Amendments for Updates**

| TIP ID | Project Name   | Project Type   | Total Project Cost | Prior Funding<br>(all sources) | 2019   |              | 2020   |             | 2021  |             | 2022  |       | 2023-24<br>(informational only) | TOTAL (includes prior funding) |
|--------|--|--|--------------------|--------------------------------|--------|--------------|--------|-------------|-------|-------------|-------|-------|---------------------------------|--------------------------------|
|        |  |  |                    |                                | Phase  | Total        | Phase  | Total       | Phase | Total       | Phase | Total |                                 |                                |
| AH001  | Highway 2 Shared Use Path Gap Project  | Bicycle & Pedestrian                                     | \$346,773          | \$0                            | PE     | \$26,862     | CN     | \$319,911   |       |             |       |       |                                 | \$346,773                      |
| MW002  | Argonne Road, Empire to Liberty Congestion Relief                                      | Trans. System Management & Operations                    | \$1,437,100        | \$140,600                      | RW     | \$96,500     |        |             |       |             |       |       |                                 | \$237,100                      |
| SP052  | Centennial Trail Gap - Summit to Pettet Drive  | Bicycle & Pedestrian                                     | \$1,885,000        | \$173,411                      | RW     | \$250,000    |        |             |       |             |       |       |                                 | \$423,411                      |
| SP042  | Cincinnati Greenway - Spokane Falls Blvd to Euclid Ave                                 | Bicycle & Pedestrian                                     | \$1,206,556        | \$74,460                       | CN     | \$1,132,096  |        |             |       |             |       |       |                                 | \$1,206,556                    |
| SP043  | Fish Lake Trail to Centennial Trail Connection Study                                   | Bicycle & Pedestrian                                     | \$250,000          | \$0                            | PE     | \$250,000    |        |             |       |             |       |       |                                 | \$250,000                      |
| SP044  | Hamilton Street Corridor Intersection Improvements - Desmet Ave to North Foot Hills Dr | Trans. System Management & Operations                    | \$4,306,087        | \$209,070                      | RW, CN | \$4,097,017  |        |             |       |             |       |       |                                 | \$4,306,087                    |
| SP034  | Millwood Trail - Spokane Community College to Felts                                    | Bicycle & Pedestrian                                     | \$1,350,000        | \$250,000                      |        |              | RW     | \$100,000   | RW    | \$1,000,000 |       |       |                                 | \$1,350,000                    |
| SP055  | Spokane Street Preservation - North  | Preservation   | \$8,203,830        | \$4,451,310                    | CN     | \$3,752,520  |        |             |       |             |       |       |                                 | \$8,203,830                    |
| SP053  | Sprague Ave Investment Phase II - Brown to Scott                                       | Roadway Capital (reconstruction with capacity reduction) | \$5,014,640        | \$510,000                      | CN     | \$4,504,640  |        |             |       |             |       |       |                                 | \$5,014,640                    |
| SP048  | Sunset Hwy (US 2) Bicycle Facilities/Shared Use Path                                   | Bicycle & Pedestrian                                     | \$1,710,000        | \$0                            |        |              | PE, RW | \$605,131   | CN    | \$1,104,869 |       |       |                                 | \$1,710,000                    |
| SP056  | Triangle Truss Bridge Deck Replacement   | Bicycle & Pedestrian                                     | \$300,000          | \$50,000                       | CN     | \$250,000    |        |             |       |             |       |       |                                 | \$300,000                      |
| CO001  | Bigelow Gulch/Forker Connector- Project 2  | Roadway Capital (reconstruction with added capacity)     | \$15,256,654       | \$1,126,654                    | RW, CN | \$1,753,000  | CN     | \$3,358,819 | CN    | \$9,018,181 |       |       |                                 | \$15,256,654                   |
| CO002  | Bigelow Gulch/Forker Connector- Project 3  | Roadway Capital (reconstruction with added capacity)     | \$6,470,589        | \$872,589                      | PE, RW | \$750,000    | CN     | \$4,848,000 |       |             |       |       |                                 | \$6,470,589                    |
| CO026  | Bigelow Gulch/Forker Connector- Project 4  | Roadway Capital (reconstruction with added capacity)     | \$9,760,803        | \$6,468,803                    | CN     | \$3,292,000  |        |             |       |             |       |       |                                 | \$9,760,803                    |
| CO038  | Bigelow Gulch/Forker Connector - Project 5   | Roadway Capital (reconstruction with added capacity)     | \$10,289,000       |                                | CN     | \$10,289,000 |        |             |       |             |       |       |                                 | \$10,289,000                   |
| CO044  | Bigelow Gulch/Forker Road Connector Project 6 *  | Roadway Capital (reconstruction with added capacity)     | \$10,195,000       | \$0                            | PE     | \$50,000     | PE     | \$397,000   |       |             |       |       |                                 | \$447,000                      |

**2019-2022 Transportation Improvement Program**
**Program Summary**

| TIP ID | Project Name   | Project Type   | Total Project Cost | Prior Funding<br>(all sources) | 2019   |              | 2020  |              | 2021  |              | 2022  |              | 2023-24<br>(informational only) | TOTAL (includes prior funding) |
|--------|--|--|--------------------|--------------------------------|--------|--------------|-------|--------------|-------|--------------|-------|--------------|---------------------------------|--------------------------------|
|        |  |  |                    |                                | Phase  | Total        | Phase | Total        | Phase | Total        | Phase | Total        |                                 |                                |
| CO029  | Brooks Rd - City Limits to MP 1.87   | Reconstruction                                       | \$2,132,060        | \$316,045                      | CN     | \$1,816,015  |       |              |       |              |       |              |                                 | \$2,132,060                    |
| CO052  | Brooks Road Railway - Highway Crossings  | Safety   | \$1,045,095        | \$107,460                      | CN     | \$937,635    |       |              |       |              |       |              |                                 | \$1,045,095                    |
| CO039  | Commute Trip Reduction, TDM Expansion, Outreach Enhancements & Partnership Program | Travel Demand Management                             | \$1,232,277        | \$410,759                      | PE     | \$410,759    | PE    | \$410,759    |       |              |       |              |                                 | \$1,232,277                    |
| CO051  | Country Homes - Cedar to Wall, NB Lanes Only                                       | Preservation   | \$376,179          | \$26,869                       | CN     | \$349,310    |       |              |       |              |       |              |                                 | \$376,179                      |
| CO047  | Elk-Chattaroy Bridge Over Little Spokane River                                     | Bridge   | \$460,695          | \$86,159                       | RW, CN | \$374,536    |       |              |       |              |       |              |                                 | \$460,695                      |
| CO053  | Espanola Road Railway - Highway Crossings  | Safety   | \$666,320          | \$49,622                       | CN     | \$616,698    |       |              |       |              |       |              |                                 | \$666,320                      |
| CO048  | Frideger Road  | Bridge   | \$1,300,445        | \$252,089                      | RW     | \$40,000     | CN    | \$1,008,356  |       |              |       |              |                                 | \$1,300,445                    |
| CO056  | Geiger Boulevard **  | Roadway Capital (reconstruction with added capacity) | \$20,000,000       | \$611,350                      | PE     | \$611,350    |       |              |       |              |       |              |                                 | \$1,222,700                    |
| CO054  | Guardrail; 2017 County Safety Program  | Safety   | \$905,000          | \$65,000                       | CN     | \$840,000    |       |              |       |              |       |              |                                 | \$905,000                      |
| CO050  | Hawthorne Road - Nevada to Parksmith   | Preservation   | \$639,139          | \$45,653                       | CN     | \$593,486    |       |              |       |              |       |              |                                 | \$639,139                      |
| CO040  | Little Spokane Connection Road Separated Pathway                                   | Bicycle & Pedestrian                                 | \$415,200          | \$0                            |        |              | PE    | \$25,485     | CN    | \$389,715    |       |              |                                 | \$415,200                      |
| CO030  | Mill Rd - Hastings to Wilson   | Reconstruction                                       | \$2,795,693        | \$157,377                      | RW, CN | \$2,638,316  |       |              |       |              |       |              |                                 | \$2,795,693                    |
| CO049  | North Kentuck Trails Road  | Bridge   | \$557,000          | \$99,399                       | RW     | \$60,000     | CN    | \$397,601    |       |              |       |              |                                 | \$557,000                      |
| CO041  | Separated Spokane River Centennial Trail at Carlson Road                           | Bicycle & Pedestrian                                 | \$509,961          | \$78,400                       |        |              | RW,CN | \$431,561    |       |              |       |              |                                 | \$509,961                      |
| CO055  | Wellesley Avenue Railway - Highway Crossings Program (Section 130)                 | Safety   | \$1,009,600        | \$97,685                       | CN     | \$911,915    |       |              |       |              |       |              |                                 | \$1,009,600                    |
| SA002  | Airport Drive-Spotted Road Interchange and Realignment ***                         | Safety   | \$20,000,000       |                                | PE     | \$1,500,000  |       |              |       |              |       |              |                                 | \$1,500,000                    |
| HD003  | 2018-2020 Safe Routes to School Program  | Safety   | \$533,081          | \$177,693                      | PE     | \$177,693    | PE    | \$177,695    |       |              |       |              |                                 | \$533,081                      |
| HD004  | Walk Bike Bus Millwood   | Travel Demand Management                             | \$113,525          | \$103,525                      | CN     | \$10,000     |       |              |       |              |       |              |                                 | \$113,525                      |
| ST005  | Central City Line ****   | High Performance Transit                             | \$72,000,000       | \$6,723,500                    | PE     | \$500,000    |       |              |       |              |       |              |                                 | \$7,223,500                    |
| ST016  | Fixed Route Bus Purchase   | Transit  | \$9,859,162        | \$0                            | ALL    | \$1,070,000  |       |              | ALL   | \$8,789,162  |       |              |                                 | \$9,859,162                    |
| ST014  | Paratransit Van Replacement  | Transit  | \$2,212,500        | \$0                            |        |              | CN    | \$1,095,000  |       |              | CN    | \$1,117,500  |                                 | \$2,212,500                    |
| ST001  | Preventive Maintenance   | Transit  | \$43,135,603       | \$0                            | CN     | \$10,456,405 | CN    | \$10,678,081 | CN    | \$10,891,642 | CN    | \$11,109,475 |                                 | \$43,135,603                   |
| ST018  | Section 5310 Funding for Seniors and People with Disabilities                      | Transit  | \$1,505,495        | \$0                            | CN     | \$491,533    | CN    | \$501,959    | CN    | \$511,998    | CN    | \$663,241    |                                 | \$2,168,731                    |
| SV036  | Appleway Trail - Evergreen to Sullivan   | Bicycle & Pedestrian                                 | \$2,395,000        | \$145,000                      |        |              | CN    | \$2,250,000  |       |              |       |              |                                 | \$2,395,000                    |

**2019-2022 Transportation Improvement Program**
**Program Summary**

| TIP ID | Project Name   | Project Type                          | Total Project Cost | Prior Funding<br>(all sources) | 2019   |             | 2020   |             | 2021   |             | 2022   |             | 2023-24<br>(informational only) | TOTAL (includes prior funding) |
|--------|--|---------------------------------------|--------------------|--------------------------------|--------|-------------|--------|-------------|--------|-------------|--------|-------------|---------------------------------|--------------------------------|
|        |  |                                       |                    |                                | Phase  | Total       | Phase  | Total       | Phase  | Total       | Phase  | Total       |                                 |                                |
| SV026  | Barker Rd/BNSF Grade Separation *****                                    | Safety                                | \$36,035,000       | \$2,219,921                    | RW     | \$668,000   |        |             | RW     | \$2,418,000 |        |             |                                 | \$5,305,921                    |
| SV029  | Evergreen Preservation - Mission Connector to Indiana                    | Preservation                          | \$660,000          | \$66,000                       | RW     | \$3,000     | CN     | \$591,000   |        |             |        |             |                                 | \$660,000                      |
| SV024  | North Sullivan Corridor ITS  | Trans. System Management & Operations | \$914,209          | \$205,486                      | CN     | \$708,723   |        |             |        |             |        |             |                                 | \$914,209                      |
| SV037  | Sullivan-Wellesley Intersection Improvement Project                      | Trans. System Management & Operations | \$1,370,000        | \$146,500                      | RW     | \$120,000   |        |             | CN     | \$1,103,500 |        |             |                                 | \$1,370,000                    |
| SV041  | Wellesley Sidewalk Project - McDonald to Evergreen                       | Safety                                | \$447,000          | \$34,667                       | RW, CN | \$412,333   |        |             |        |             |        |             |                                 | \$447,000                      |
| SX004  | Division Street Corridor Study   | Planning                              | \$500,000          | \$0                            | PE     | \$250,000   | PE     | \$250,000   |        |             |        |             |                                 | \$500,000                      |
| SX001  | Metropolitan Transportation Planning                                     | Planning                              | \$3,468,213        | \$1,445,088                    | PE     | \$404,625   | PE     | \$404,625   | PE     | \$404,625   | PE     | \$404,625   | \$404,625                       | \$3,468,213                    |
| SX003  | SRTC Data Acquisition and Technical Tool                                 | Planning                              | \$1,156,072        | \$0                            | PE     | \$462,428   | PE     | \$173,411   | PE     | \$173,411   | PE     | \$173,411   | \$173,411                       | \$1,156,072                    |
| SX005  | US 195/I-90 Study  | Planning                              | \$400,000          | \$0                            | PE     | \$400,000   |        |             |        |             |        |             |                                 | \$400,000                      |
| WS077  | 2019-2021 ER Regionwide Basic Safety - Guardrail                         | Safety                                | \$249,750          | \$43,500                       | CN     | \$206,250   |        |             |        |             |        |             |                                 | \$249,750                      |
| WS078  | 2019-2021 ER Regionwide Basic Safety - Signing                           | Safety                                | \$107,459          | \$19,959                       | CN     | \$87,500    |        |             |        |             |        |             |                                 | \$107,459                      |
| WS144  | 2021-2023 SRTMC Operations and Maintenance                               | Trans. System Management & Operations | \$1,834,000        | \$0                            |        |             |        |             | PE     | \$600,500   | PE     | \$610,300   | \$623,200                       | \$1,834,000                    |
| WS113  | 2021-23 ER Region Wide Basic Safety - Signing                            | Safety                                | \$187,500          | \$0                            |        |             |        |             | PE     | \$22,500    | CN     | \$165,000   |                                 | \$187,500                      |
| WS114  | 2021-23 ER Region Wide Safety - Guardrail                                | Safety                                | \$250,000          | \$0                            |        |             |        |             | PE     | \$47,500    | CN     | \$202,500   |                                 | \$250,000                      |
| WS122  | 2023-2025 Eastern Region Region Wide Basic Safety -                      | Safety                                | \$331,481          | \$0                            |        |             |        |             |        |             | PE     | \$49,549    | \$281,932                       | \$331,481                      |
| WS069  | Asphalt/Chip Seal Preservation - Spokane Regional Transportation Council | Preservation                          | \$37,038,114       | \$13,823,489                   | PE     | \$9,043,870 | PE, CN | \$2,547,113 | PE, CN | \$3,169,590 | PE, CN | \$2,025,410 | \$6,428,642                     | \$37,038,114                   |
| WS070  | Concrete Roadway Preservation Spokane Regional Transportation Council    | Preservation                          | \$6,551,594        | \$0                            | CN     | \$6,551,594 |        |             |        |             |        |             |                                 | \$6,551,594                    |
| WS138  | Eastern Region ADA Project - Pedestrian Ramp Retrofits                   | Safety                                | \$1,010,500        | \$0                            |        |             |        |             |        |             | CN     | \$1,010,500 |                                 | \$1,010,500                    |
| WS123  | Eastern Region Breakaway Cable Terminal – Remove and Replace             | Safety                                | \$262,687          | \$40,762                       | CN     | \$221,925   |        |             |        |             |        |             |                                 | \$262,687                      |
| WS081  | Eastern Region BST Rumble Strips C - Install Rumble Strip                | Safety                                | \$93,134           | \$13,650                       | CN     | \$79,484    |        |             |        |             |        |             |                                 | \$93,134                       |
| WS082  | Eastern Region BST Rumble Strips D - Install Rumble Strip                | Safety                                | \$90,919           | \$0                            | PE     | \$14,125    | CN     | \$76,794    |        |             |        |             |                                 | \$90,919                       |

**2019-2022 Transportation Improvement Program**
**Program Summary**

| TIP ID | Project Name  | Project Type  | Total Project Cost | Prior Funding<br>(all sources) | 2019       |              | 2020  |           | 2021  |             | 2022  |           | 2023-24<br>(informational only) | TOTAL (includes prior funding) |
|--------|---|---|--------------------|--------------------------------|------------|--------------|-------|-----------|-------|-------------|-------|-----------|---------------------------------|--------------------------------|
|        |   |   |                    |                                | Phase      | Total        | Phase | Total     | Phase | Total       | Phase | Total     |                                 |                                |
| WS099  | Eastern Region BST Rumble Strips E - Install                      | Safety  | \$93,087           | \$0                            |            |              | PE    | \$14,437  | CN    | \$78,650    |       |           |                                 | \$93,087                       |
| WS124  | Eastern Region BST Rumble Strips F - Install                      | Safety  | \$94,993           | \$0                            |            |              |       |           | PE    | \$14,762    | CN    | \$80,231  |                                 | \$94,993                       |
| WS125  | Eastern Region BST Rumble Strips G - Install                      | Safety  | \$96,844           | \$0                            |            |              |       |           | PE    | \$15,100    | CN    | \$81,744  |                                 | \$96,844                       |
| WS100  | Eastern Region Guardrail Installation and Retrofit                | Safety  | \$175,250          | \$0                            | PE         | \$30,250     | CN    | \$145,000 |       |             |       |           |                                 | \$175,250                      |
| WS101  | Eastern Region Safety Improvements - Install Rumble Strip         | Safety  | \$140,663          | \$0                            | PE         | \$23,198     | CN    | \$117,465 |       |             |       |           |                                 | \$140,663                      |
| WS089  | Eastern Region Shoulder Rumble Strip Installation 2019-2021       | Safety  | \$220,000          | \$0                            | PE         | \$30,000     | CN    | \$190,000 |       |             |       |           |                                 | \$220,000                      |
| WS090  | ER Regionwide ADA Project - Pedestrian Ramp Upgrades              | Safety  | \$266,023          | \$134,644                      |            |              |       |           | CN    | \$131,379   |       |           |                                 | \$266,023                      |
| WS115  | I-90/Barker Rd Intersection Improvements                          | Roadway Capital<br>(reconstruction with added capacity) | \$2,500,000        | \$0                            | CN         | \$2,500,000  |       |           |       |             |       |           |                                 | \$2,500,000                    |
| WS137  | I-90/Barker to Harvard - Improve Interchanges & Local Roads ***** | Roadway Capital<br>(reconstruction with added capacity) | \$26,900,000       | \$3,250,000                    |            |              |       |           | CN    | \$9,150,000 |       |           |                                 |                                |
| WS102  | I-90/Fishtrap to Latah Creek - Illumination Rebuild               | Safety  | \$893,500          | \$110,900                      |            |              | CN    | \$782,600 |       |             |       |           |                                 | \$893,500                      |
| WS126  | I-90/Hamilton St EB Off-Ramp - Bridge Deck Repair                 | Bridge  | \$2,699,975        | \$0                            |            |              | PE    | \$247,725 | CN    | \$2,452,250 |       |           |                                 | \$2,699,975                    |
| WS139  | I-90/Latah Creek Crossing - Study Bridge Movement                 | Planning  | \$345,150          | \$0                            | PE         | \$345,150    |       |           |       |             |       |           |                                 | \$345,150                      |
| WS127  | I-90/Lincoln Co. Line to Salnave Rd - Roadside                    | Safety  | \$530,183          | \$69,948                       | PE         |              | CN    | \$460,235 |       |             |       |           |                                 | \$530,183                      |
| WS130  | I-90/Lindeke St Crossing - Bridge Deck Repair                     | Bridge  | \$816,250          | \$0                            |            |              |       |           | PE    | \$168,900   | CN    | \$647,350 |                                 | \$816,250                      |
| WS093  | I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction        | Roadway Capital<br>(reconstruction with added capacity) | \$26,600,000       | \$4,000,000                    | PE, RW, CN | \$22,784,000 |       |           | CN    | \$380,700   |       |           |                                 | \$27,164,700                   |
| WS128  | I-90/Mullan Rd Crossing - Bridge Deck Repair                      | Bridge  | \$228,620          | \$0                            |            |              | PE    | \$165,150 | CN    | \$63,470    |       |           |                                 | \$228,620                      |
| WS129  | I-90/Salnave Rd to BNSF RR Bridge - Roadside Improvements         | Safety  | \$530,183          | \$69,948                       |            |              | CN    | \$460,235 |       |             |       |           |                                 | \$530,183                      |
| WS059  | I-90/US 2 Garden Springs to Broadway Ave - Variable Speed System  | Trans. System Management & Operations                   | \$5,432,000        | \$946,749                      | CN         | \$4,485,251  |       |           |       |             |       |           |                                 | \$5,432,000                    |
| WS073  | SR 290/Spokane River E Trent Bridge - Replace Bridge              | Bridge  | \$20,027,646       | \$2,023,646                    | CN         | \$18,004,000 |       |           |       |             |       |           |                                 | \$20,027,646                   |
| WS141  | US 195/Babb & N Pine Rock Rockfall Slopes -                       | Safety  | \$475,873          | \$0                            | PE         | \$67,215     | CN    | \$408,658 |       |             |       |           |                                 | \$475,873                      |
| WS143  | US 195/RR Overcrossings - Expansion Joint Repair                  | Bridge  | \$271,900          | \$51,900                       |            |              | CN    | \$220,000 |       |             |       |           |                                 | \$271,900                      |



**2019-2022 Transportation Improvement Program**  
**Program Summary**

| TIP ID | Project Name   | Project Type          | Total Project Cost | Prior Funding<br>(all sources) | 2019   |               | 2020  |              | 2021  |               | 2022  |              | 2023-24<br>(informational only) | TOTAL (includes prior funding) |
|--------|--|-----------------------|--------------------|--------------------------------|--------|---------------|-------|--------------|-------|---------------|-------|--------------|---------------------------------|--------------------------------|
|        |  |                       |                    |                                | Phase  | Total         | Phase | Total        | Phase | Total         | Phase | Total        | Total                           | Total                          |
| WS121  | US 195/Thorpe Rd - Intersection Improvements                   | Safety                | \$1,497,014        | \$122,914                      | CN     | \$1,374,100   |       |              |       |               |       |              |                                 | \$1,497,014                    |
| WS131  | US 2 and US 395 Safety Improvements - Shoulder Repair          | Safety                | \$167,175          | \$0                            | PE     | \$49,050      | CN    | \$118,125    |       |               |       |              |                                 | \$167,175                      |
| WS132  | US 2/Division Wye to Farwell Rd ADA - Pedestrian Ramp Retrofit | Safety                | \$331,800          | \$0                            |        |               |       |              | CN    | \$331,800     |       |              |                                 | \$331,800                      |
| WS104  | US 2/Fairchild AFB - Signal Replacement                        | Safety                | \$712,584          | \$0                            | PE     | \$118,160     | CN    | \$594,424    |       |               |       |              |                                 | \$712,584                      |
| WS105  | US 2/Garfield Rd - Signal Rehabilitation                       | Safety                | \$302,005          | \$0                            | PE     | \$58,025      | CN    | \$243,980    |       |               |       |              |                                 | \$302,005                      |
| WS142  | US 2/Geiger Blvd Crossing - Br Deck Rehab/Expansion            | Bridge                | \$1,655,800        | \$0                            |        |               |       |              |       |               |       |              | \$1,655,800                     | \$1,655,800                    |
| WS106  | US 2/Lawson Rd - Signal Rehabilitation                         | Safety                | \$302,005          | \$0                            | PE     | \$58,025      | CN    | \$243,980    |       |               |       |              |                                 | \$302,005                      |
| WS133  | US 2/Reardan to Espanole Rd ADA - Pedestrian Ramp              | Safety                | \$171,825          | \$0                            |        |               |       |              | CN    | \$171,825     |       |              |                                 | \$171,825                      |
| WS135  | US 395/NSC BNSF - 2nd Railroad Realignment                     | Roadway Capital - NSC | \$52,747,946       | \$20,197,946                   | CN     | \$32,550,000  |       |              |       |               |       |              |                                 | \$52,747,946                   |
| WS108  | US 395/NSC I-90 to Sprague Ave                                 | Roadway Capital - NSC | \$296,146,398      | \$1,026,243                    | PE, RW | \$20,435,157  |       |              |       |               |       |              | \$274,684,998                   | \$296,146,398                  |
| WS109  | US 395/NSC Spokane River Crossing                              | Roadway Capital - NSC | \$6,129,895        | \$7,192,600                    | RW     | \$12,368,495  |       |              | CN    | \$41,568,800  |       |              |                                 | \$61,129,895                   |
| WS112  | US 395/NSC Spokane River Columbia                              | Roadway Capital - NSC | \$70,518,100       | \$4,071,600                    | RW     | \$558,500     |       |              | CN    | \$65,888,000  |       |              |                                 | \$70,518,100                   |
| WS111  | US 395/NSC Sprague Ave to Spokane River                        | Roadway Capital - NSC | \$367,121,300      | \$3,803,322                    | PE, RW | \$51,355,478  |       |              | CN    | \$311,962,500 |       |              |                                 | \$367,121,300                  |
| WS136  | US 395/NSC Wellesley Ave Improvements                          | Roadway Capital - NSC | \$30,450,300       | \$1,766,300                    |        |               | CN    | \$28,684,000 |       |               |       |              |                                 | \$30,450,300                   |
|        |  |                       |                    |                                |        | \$241,727,197 |       | \$63,744,315 |       | \$472,023,329 |       | \$18,340,836 | \$284,252,608                   |                                |
|        |  |                       |                    |                                |        | Total         |       | Total        |       | Total         |       | Total        | Total                           |                                |

|  |  |
|--|--|
| <b>\$795,835,677</b>   | <b>\$1,080,088,285</b>   |
| <div>2019-2022 PROGRAM TOTAL</div> <div>(does not include prior funding)</div> | <div>2019-2024 PROGRAM TOTAL</div> <div>(does not include prior funding)</div> |

\* CO044 = Full funding is not secured but considered reasonably available with the timeframe of the project as demonstrated in Horizon 2040. Only the PE phase is fully funded.

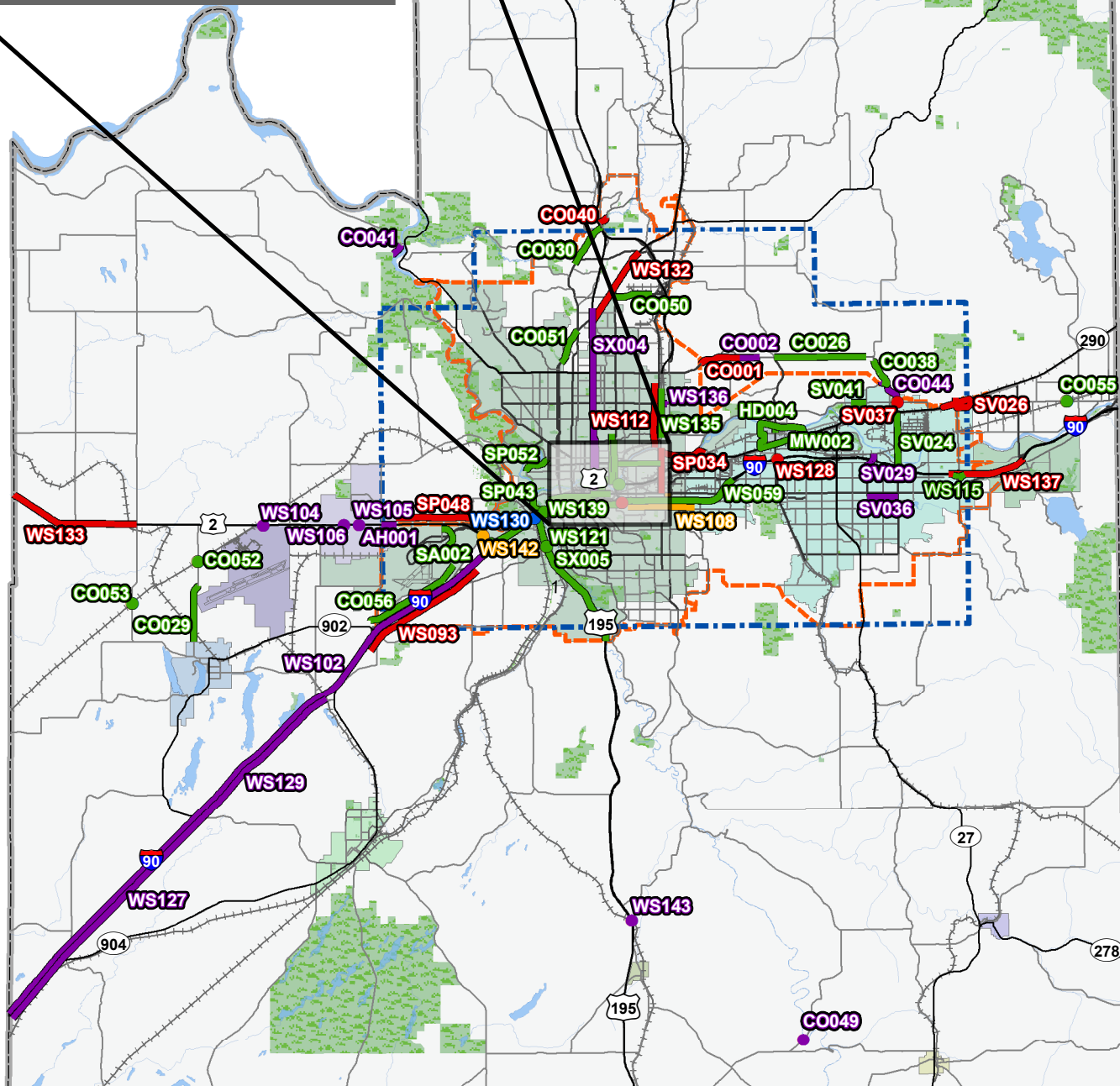
\*\* CO056 = Full funding is not secured but considered reasonably available with the timeframe of the project as demonstrated in Horizon 2040. Only the PE phase is fully funded.

\*\*\* SA002 = Full funding is not secured but considered reasonably available with the timeframe of the project as demonstrated in Horizon 2040. Only the PE phase is fully funded.

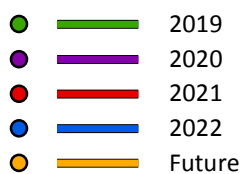
\*\*\*\* ST00 = Full funding is not secured but considered reasonably available with the timeframe of the project as demonstrated in Horizon 2040. Only the PE phase is fully funded; Construction is partially funded.

\*\*\*\*\* SV0 = Full funding is not secured but considered reasonably available with the timeframe of the project as demonstrated in Horizon 2040. Only the PE phase is fully funded.

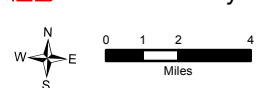
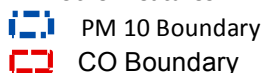
\*\*\*\*\* WS = Full funding is secured, but some funding is programmed outside the 6-year period (2019-2024) of this TIP.



## Transportation Projects



## Other Features



## TRANSPORTATION IMPROVEMENT PROGRAM

## 2019 TO 2022

Spokane County, Washington



| TIP ID | Project Name   | TIP ID | Project Name  |
|--------|--|--------|---|
| AH001  | Highway 2 Shared Use Path Gap Project  | WS069  | Asphalt/Chip Seal Preservation – Spokane Regional Transportation Council* |
| MW002  | Argonne Road, Empire to Liberty Congestion Relief                                      | WS070  | Concrete Roadway Preservation - Spokane Regional Transportation Council*  |
| SP030  | 2013 Downtown Pedestrian Improvements *  | WS138  | Eastern Region ADA Project – Pedestrian Ramp Retrofits*                   |
| SP052  | Centennial Trail Gap - Summit to Pettet Drive  | WS123  | Eastern Region Breakaway Cable Terminal – Remove & Replace*               |
| SP042  | Cincinnati Greenway - Spokane Falls Blvd to Euclid Ave                                 | WS081  | Eastern Region BST Rumble Strips C – Install Rumble Strip*                |
| SP043  | Fish Lake Trail to Centennial Trail Connection Study                                   | WS082  | Eastern Region BST Rumble Strips D – Install Rumble Strip*                |
| SP044  | Hamilton Street Corridor Intersection Improvements - Desmet Ave to North Foot Hills Dr | WS099  | Eastern Region BST Rumble Strips E – Install Rumble Strip*                |
| SP034  | Millwood Trail - Spokane Community College to Felts Field                              | WS124  | Eastern Region BST Rumble Strips F – Install Rumble Strip*                |
| SP055  | Spokane Street Preservation – North  | WS125  | Eastern Region BST Rumble Strips G – Install Rumble Strip*                |
| SP053  | Sprague Ave Investment Phase II - Brown to Scott                                       | WS100  | Eastern Region Guardrail Installation & Retrofit 2019-2021*               |
| SP048  | Sunset Hwy (US 2) Bicycle Facilities/Shared Use Path                                   | WS101  | Eastern Region Safety Improvements – Install Rumble Strip*                |
| SP056  | Triangle Truss Bridge Deck Replacement   | WS089  | Eastern Region Shoulder Rumble Strip Installation 2019-2021*              |
| CO001  | Bigelow Gulch/Forker Connector- Project 2  | WS090  | ER Regionwide ADA Project – Pedestrian Ramp Upgrades*                     |
| CO002  | Bigelow Gulch/Forker Connector- Project 3  | WS115  | I-90/Barker Rd Intersection Improvements                                  |
| CO026  | Bigelow Gulch/Forker Connector- Project 4  | WS137  | I-90/Barker to Harvard – Improve Interchanges & Local Roads               |
| CO038  | Bigelow Gulch/Forker Connector - Project 5   | WS102  | I-90/Fishtrap to Latah Creek – Illumination Rebuild                       |
| CO044  | Bigelow Gulch/Forker Road Connector Project 6  | WS126  | I-90/Hamilton St EB Off-Ramp – Bridge Deck Repair                         |
| CO029  | Brooks Rd - City Limits to MP 1.87   | WS139  | I-90/Latah Creek Crossing – Study Bridge Movement                         |
| CO052  | Brooks Road Railway Highway Crossings Program (Section 130)                            | WS127  | I-90/Lincoln Co. Line to Salnave Rd - Roadside Improvements               |
| CO039  | Commute Trip Reduction, TDM Expansion, Outreach Enhancements & Partnership Program *   | WS140  | I-90/Lindeke St Crossing – Bridge Deck Repair                             |
| CO051  | Country Homes – Cedar to Wall, NB Lanes Only   | WS093  | I-90/Medical Lake I/C to Geiger Field I/C – Reconstruction                |
| CO047  | Elk-Chattaroy Bridge Over Little Spokane River   | WS128  | I-90/Mullan Rd Crossing – Bridge Deck Repair                              |
| CO053  | Espanola Road Railway – Highway Crossings  | WS129  | I-90/Salnave Rd to BNSF RR Bridge – Roadside Improvements                 |
| CO048  | Friderger Road   | WS059  | I-90/US 2 Garden Springs to Broadway Ave – Variable Speed System          |
| CO056  | Geiger Boulevard   | WS073  | SR 290/Spokane River E Trent Bridge – Replace Bridge                      |
| CO054  | Guardrail: 2017 County Safety Program*   | WS141  | US 195/Babb & N Pine Rock Rockfall Slopes - Scaling                       |
| CO050  | Hawthorne Road – Nevada to Parksmith   | WS143  | US 195/RR Overcrossings – Expansion Joint Repair                          |
| CO040  | Little Spokane Connection Road Separated Pathway                                       | WS121  | US 195/Thorpe Rd – Intersection Improvements                              |
| CO030  | Mill Rd – Hastings to Wilson   | WS131  | US 2 and US 395 Safety Improvements – Shoulder Repair*                    |
| CO049  | North Kentuck Trails Road  | WS132  | US 2/Division Wye to Farwell Rd ADA – Pedestrian Ramp Retrofit            |
| CO041  | Separated Spokane River Centennial Trail at Carlson Road                               | WS104  | US 2/Fairchild AFB – Signal Replacement                                   |
| CO055  | Wellesley Ave Railway-Highway Crossings Program (Section 130)                          | WS105  | US 2/Garfield Rd – Signal Rehabilitation                                  |
| SA002  | Airport Drive-Spotted Road Interchange and Realignment                                 | WS142  | US 2/Geiger Blvd Crossing – Bridge Deck Rehab/Expansion Joint Repair      |
| HD003  | 2018-2020 Safe Routes to School Program*   | WS106  | US 2/Lawson Rd – Signal Rehabilitation                                    |
| HD004  | Walk Bike Bus Millwood   | WS133  | US 2/Reardan to Espanola Rd ADA – Pedestrian Ramp Retrofit                |
| ST005  | Central City Line  | WS135  | US 395/NSC BNSF – 2 <sup>nd</sup> Railroad Realignment                    |
| ST016  | Fixed Route Bus Purchase*  | WS108  | US 395/NSC I-90 to Sprague Ave  |
| ST014  | Paratransit Van Replacement*   | WS109  | US 395/NSC River Crossing   |
| ST001  | Preventive Maintenance*  | WS112  | US 395/NSC Spokane River Columbia   |
| ST018  | Section 5310 Funding for Seniors & People with Disabilities*                           | WS111  | US 395/NSC Sprague Ave to Spokane River                                   |
| SV036  | Appleway Trail – Evergreen to Sullivan   | WS136  | US 395/NSC Wellesley Ave Improvements                                     |
| SV026  | Barker Rd/BNSF Grade Separation  |        |   |
| SV029  | Evergreen Preservation – Mission Connector to Indiana                                  |        |   |
| SV024  | North Sullivan Corridor ITS  |        |   |
| SV037  | Sullivan-Wellesley Intersection Improvement Project                                    |        |   |
| SV041  | Wellesley Sidewalk Project – McDonald to Evergreen                                     |        |   |
| SX004  | Division Street Corridor Study   |        |   |
| SX001  | Metropolitan Transportation Planning*  |        |   |
| SX003  | SRTC Data Acquisition & Technical Tool Development*                                    |        |   |
| SX005  | US 195/I-90 Study  |        |   |
| WS077  | 2019-2021 ER Regionwide Basic Safety – Guardrail*                                      |        |   |
| WS078  | 2019-2021 ER Regionwide Basic Safety – Signing*  |        |   |
| WS144  | 2021-2023 SRTMC Operations & Maintenance*  |        |   |
| WS113  | 2021-2023 ER Regionwide Basic Safety – Signing*  |        |   |
| WS114  | 2021-2023 ER Regionwide Basic Safety – Guardrail*                                      |        |   |
| WS122  | 2023-2025 ER Regionwide Basic Safety – Guardrail*                                      |        |   |

\* Project not mapped

**Airway Heights Highway 2 Shared Use Path Gap Project**

AH001

**Federal Aid #:**  
**STIP ID #:** WA-08553  
**Project Type:** Bicycle & Pedestrian

**Road Name:** US 2  
**From:** Hayford Rd  
**To:** Deer Heights Rd  
**Length: (miles)** 0.26



**Project Description:**

Construct new pedestrian pathway along the south side of US 2 between Hayford Rd and Deer Heights Rd and a shared use pathway on north side of US 2 between Hayford to Deer Heights Rd.

**Funding Sources**

**Total Estimated Cost of Project**

**\$346,773**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| TAP(UL) | Federal | \$198,471 |
| Local   | Local   | \$148,302 |

**Funding Obligation Information**

|         | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding |
|---------|---------------|----------|-----------|------|------|-----------|---------------|
| Federal |               | \$20,641 | \$177,830 |      |      |           | \$198,471     |
| State   |               | \$0      | \$0       |      |      |           | \$0           |
| Local   |               | \$6,221  | \$142,081 |      |      |           | \$148,302     |
| Total   |               | \$28,881 | \$319,911 |      |      |           | \$346,773     |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/8/2015 | Approved | Project incorporated into the 2016-2019 TIP.  |
| 5/10/2018 | Approved | Project amended to change the scope and increase the total estimated project cost from \$229,446 to \$346,773; May amendment. |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering funds are scheduled to obligate in 2019; construction in 2020. |

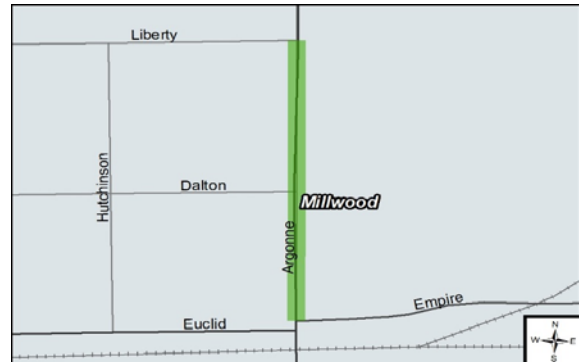
**Millwood Argonne Road, Empire to Liberty Congestion Relief**

MW002

**Federal Aid #:**  
**STIP ID #:** WA-09830

**Project Type:** Transportation Systems Management & Operations

**Road Name:** Argonne Rd  
**From:** Empire Ave  
**To:** Liberty Ave  
**Length: (miles)** 0.017



**Project Description:**

This project will add left turn lanes at the signalized intersections of Argonne/Empire(Euclid) and Argonne/Liberty and the unsignalized intersection at Argonne/Dalton.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| CMAQ  | Federal | \$205,092 |
| Local | Local   | \$32,008  |

**Total Estimated Cost of Project**

**\$1,437,100 \***

**Funding Obligation Information**

|         | Prior Funding | 2019     | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|---------|---------------|----------|------|------|------|-----------|------------------|
| Federal | \$121,619     | \$83,473 |      |      |      |           | \$205,092        |
| State   | \$0           | \$0      |      |      |      |           | \$0              |
| Local   | \$18,981      | \$13,027 |      |      |      |           | \$32,008         |
| Total   | \$140,600     | \$96,500 |      |      |      |           | <b>\$237,100</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 4/13/2017 | Approved | Project amended into the 2017-2020 TIP; April amendment.  |
| 7/13/2017 | Modified | Project administratively modified to change the beginning termini from Frederick Ave to Empire Ave. |

**Project Status**

| Date       | Description  |
|------------|--|
| 4/13/2017  | Preliminary engineering obligated in 2017. Right-of-way funds are scheduled to obligate in 2017. |
| 10/12/2017 | Preliminary engineering and right-of-way funds are scheduled to obligate in 2018.                |
| 10/11/2018 | Preliminary engineering obligated in 2017. Right-of-way funds are scheduled to obligate in 2018. |

\* Only the Preliminary Engineering and right-of-way phases of this project are fully funded and programmed in the 2019-2022 TIP.



**Spokane Centennial Trail Gap, Summit Boulevard to Pettet Drive**

SP052

**Federal Aid #:**

**STIP ID #:** WA-09829

**Project Type:**

Bicycle & Pedestrian

**Road Name:**

Centennial Trail

**From:**

Summit Blvd

**To:**

Pettet Dr

**Length: (miles)**

0.86



**Project Description:**

Construct a multi-use trail outside of the roadway paralleling Summit Blvd and connecting from Boone Ave to Pettet Dr. This new trail segment will fill a gap in the Centennial Trail.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,885,000 \***

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| CMAQ  | Federal | \$150,000 |
| Local | Local   | \$273,411 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$150,000     | \$0       |      |      |      |           | \$150,000        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$23,411      | \$250,000 |      |      |      |           | \$273,411        |
| <b>Total</b>   | \$173,411     | \$250,000 |      |      |      |           | <b>\$423,411</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 4/13/2017 | Approved | Project amended into the 2017-2020 TIP; April amendment. |
| 7/13/2017 | Approved | Right-of-way phase added; July amendment.                |

**Project Status**

| Date       | Status   | Description |
|------------|--|-------------|
| 4/13/2017  | Preliminary Engineering funds are scheduled to obligate in 2017.                                       |             |
| 7/12/2017  | Preliminary Engineering funds are scheduled to obligate in 2017, right-of-way in 2019.                 |             |
| 10/12/2017 | Preliminary Engineering funds obligated in 2017. Right-of-way funds are scheduled to obligate in 2019. |             |

\* Only the Preliminary Engineering and right-of-way phases of this project are fully funded and programmed in the 2019-2022 TIP.

**Spokane Cincinnati Greenway - Spokane Falls Blvd to Euclid Ave**

SP042

**Federal Aid #:**  
**STIP ID #:** WA-08161  
**Project Type:** Bicycle & Pedestrian  
**Road Name:** Cincinnati  
**From:** Spokane Falls Blvd  
**To:** Euclid Ave  
**Length: (miles)** 1.7



**Project Description:**

This project will incorporate Greenway street enhancement concepts. Additionally, the project is to provide for an outreach educational program (WALK.BIKE.BUS) for the Logan neighborhood, produced and implemented by the Spokane Regional Health District.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,206,556**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| CMAQ  | Federal | \$469,860 |
| Local | Local   | \$236,696 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$49,516      | \$420,344   |      |      |      |           | \$469,860          |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$24,944      | \$711,752   |      |      |      |           | \$736,696          |
| <b>Total</b>   | \$74,460      | \$1,132,096 |      |      |      |           | <b>\$1,206,556</b> |

**TIP Revisions**

| Date      | Status   | Description                     |
|-----------|----------|---------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds are scheduled to obligate in 2017; construction in 2018.           |
| 10/13/2016 | Preliminary engineering obligated in 2016. Construction funds are scheduled to obligate in 2019. |

**Spokane Fish Lake Trail to Centennial Trail Connection Study**

SP043

**Federal Aid #:**

**STIP ID #:** WA-08156

**Project Type:**

Study

**Road Name:**

Fish Lake Trail

**From:**

Milton/Lindeke

**To:**

Sandifur Bridge

**Length: (miles)**

1.6



**Project Description:**

Design study for multi-use trail connection between the Fish Lake Trailhead at Milton/Lindeke and the proposed South Gorge/Centennial trailhead at Peoples' Park. Review alternatives and determine preferred route.

**Funding Sources**

**Total Estimated Cost of Project**

**\$250,000**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| TAP(UL) | Federal | \$166,250 |
| Local   | Local   | \$83,750  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$166,250 |      |      |      |           | \$166,250        |
| <b>State</b>   |               | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   |               | \$83,750  |      |      |      |           | \$83,750         |
| <b>Total</b>   |               | \$250,000 |      |      |      |           | <b>\$250,000</b> |

**TIP Revisions**

| Date      | Status   | Description                     |
|-----------|----------|---------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary Engineering funds are scheduled to obligate in 2020. |
| 10/13/2016 | Preliminary Engineering funds are scheduled to obligate in 2019. |

**Spokane Hamilton Street Corridor Intersection Improvements - Desmet Ave to North Foothills Dr**

SP044

**Federal Aid #:**

**STIP ID #:**

WA-08163

**Project Type:**

Transportation Systems  
Management & Operations

**Road Name:**

Hamilton St

**From:**

Desmet Ave

**To:**

North Foothills Dr

**Length: (miles)**

0.6



**Project Description:**

This project will upgrade the traffic signal system at five intersections on Hamilton Street including Sharp Ave., Mission Ave., Indiana Ave., Illinois Ave., and North Foothills Dr. to accommodate the addition of protected left turning phases for all approaches. Left turn pockets may be extended to accommodate expected queue lengths. A new traffic signal or HAWK will be constructed at the intersection of Hamilton/Desmet to replace the existing rapid flash beacon. The project will also improve curb ramps and update pedestrian signals to ADA compliance.

**Funding Sources**

**Total Estimated Cost of Project**

**\$4,306,087**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| CMAQ  | Federal | \$2,863,548 |
| Local | Local   | \$1,442,539 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$139,032     | \$2,724,516 |      |      |      |           | \$2,863,548        |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$70,038      | \$1,372,501 |      |      |      |           | \$1,442,539        |
| <b>Total</b>   | \$209,070     | \$4,097,017 |      |      |      |           | <b>\$4,306,087</b> |

**TIP Revisions**

| Date      | Status   | Description                     |
|-----------|----------|---------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary Engineering funds are scheduled to obligate in 2017; Right-of-way in 2018; Construction in 2019.                 |
| 10/13/2016 | Preliminary Engineering funds obligated in 2016; Right-of-way funds are scheduled to obligate in 2018; Construction in 2019. |
| 10/11/2018 | Preliminary Engineering funds obligated in 2016; Right-of-way and Construction funds are scheduled to obligate in 2019.      |

**Spokane Millwood Trail - Spokane Community College to Felts Field**

SP034

**Federal Aid #:** 1220032  
**STIP ID #:** WA-06514

**Project Type:** Bicycle & Pedestrian

**Road Name:** Millwood Trail  
**From:** Spokane Community College  
**To:** Felts Field  
**Length: (miles)** 2.14



**Project Description:**

Construct a paved multiuse path from Spokane Community College along the south shore of the Spokane River to Felts Field. This is a joint project between the City of Spokane Valley, City of Millwood, and City of Spokane.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,350,000**

| Fund   | Source  | Amount      |
|--------|---------|-------------|
| STP(E) | Federal | \$250,000   |
| Local  | Local   | \$1,100,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021        | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|------|-----------|-------------|------|-----------|--------------------|
| <b>Federal</b> | \$250,000     |      | \$0       | \$0         |      |           | \$250,000          |
| <b>State</b>   | \$0           |      | \$0       | \$0         |      |           | \$0                |
| <b>Local</b>   | \$0           |      | \$100,000 | \$1,000,000 |      |           | \$1,100,000        |
| <b>Total</b>   | \$250,000     |      | \$100,000 | \$1,000,000 |      |           | <b>\$1,350,000</b> |

**TIP Revisions**

| Date      | Status  | Description  |
|-----------|---------|--|
| 4/10/2014 | Amended | to add project into the 2015-2018 TIP to allow the City of Spokane to obligate the PE funds for the portion of the project within the City of Spokane. |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/9/2014 | Preliminary Engineering funds are scheduled to obligate in 2015; pending de-obligation of funds from the City of Spokane Valley. |
| 10/8/2015 | Preliminary Engineering obligated in 2015. Right-of-way funds are scheduled to obligate in 2020; Construction in 2021.           |



Spokane Spokane Street Preservation - North

SP055

**Federal Aid #:**  
**STIP ID #:** WA-10758  
**Project Type:** Preservation

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** 4.01



**Project Description:**

Preservation resurfacing of 6 street segments including: Maple St from Rowan to Country Homes, Ash St from Rowan to Country Homes, Nevada St from Wellesley to Francis, Wellesley Ave from Driscoll to Milton, Mission Ave from Greene to Trent, and Sprague Ave from Scott to Helena.

**Funding Sources**

**Total Estimated Cost of Project**

**\$8,203,830**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| NHPP  | Federal | \$5,000,000 |
| Local | Local   | \$3,203,830 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$3,317,405   | \$1,682,595 |      |      |      |           | \$5,000,000        |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$1,133,905   | \$2,069,925 |      |      |      |           | \$3,203,830        |
| <b>Total</b>   | \$4,451,310   | \$3,752,520 |      |      |      |           | <b>\$8,203,830</b> |

**TIP Revisions**

| Date       | Status   | Description  |
|------------|----------|--|
| 10/12/2017 | Approved | Project amended into the 2017-2020 TIP; October amendment.   |
| 3/8/2018   | Approved | Project amended into the 2018-2021 TIP; March amendment.   |
| 7/12/2018  | Modified | Project administratively modified to change the Sprague eastern project limit from Ivory to Helena and increase the total project cost by \$448,171 (all local funds). |

**Project Status**

| Date       | Status   | Description |
|------------|--|-------------|
| 10/12/2017 | Preliminary Engineering funds are scheduled to obligate in 2017, Construction funds are scheduled to obligate in 2018.             |             |
| 3/8/2018   | Preliminary Engineering obligated in 2018, Construction funds are scheduled to obligate in 2018.                                   |             |
| 10/11/2018 | Preliminary Engineering and Construction funds obligated in 2018, Additional Construction funds are scheduled to obligate in 2019. |             |

**Spokane Sprague Avenue Investment Phase II - Browne Street to Scott Street**

SP053

**Federal Aid #:**

**STIP ID #:** WA-09828

**Project Type:**

Reconstruction with lane reduction

**Road Name:**

Sprague Ave

**From:**

Browne St

**To:**

Scott St

**Length: (miles)**

0.67



**Project Description:**

Pavement reconstruction with lane reconfiguration from 4 lanes to 3 lanes with updates to sidewalks, utilities, and transit stops as needed.

**Funding Sources**

**Total Estimated Cost of Project**

**\$3,605,000 \***

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(UL) | Federal | \$440,000 |
| Local   | Local   | \$70,000  |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$440,000     | \$0         |      |      |      |           | \$440,000          |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$70,000      | \$4,504,640 |      |      |      |           | \$4,574,640        |
| <b>Total</b>   | \$510,000     | \$4,504,640 |      |      |      |           | <b>\$5,014,640</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 4/13/2017 | Approved | Project amended into the 2017-2020 TIP; April amendment. |
| 7/13/2017 | Approved | Right-of-way phase added; July amendment.                |

**Project Status**

| Date       | Status   | Description |
|------------|--|-------------|
| 4/13/2017  | Preliminary Engineering funds are scheduled to obligate in 2017.   |             |
| 7/12/2017  | Preliminary Engineering funds are scheduled to obligate in 2017, right-of-way in 2018.                                       |             |
| 10/12/2017 | Preliminary Engineering funds obligated in 2017. right-of-way funds are scheduled to obligate in 2018.                       |             |
| 10/11/2018 | Preliminary Engineering funds obligated in 2017, right-of-way in 2018. Construction funds are scheduled to obligate in 2019. |             |

**Spokane Sunset Blvd (US 2) Bicycle Facilities/Shared-Use Path**

SP048

**Federal Aid #:**

**STIP ID #:** WA-08171

**Project Type:**

Bicycle & Pedestrian

**Road Name:**

Sunset Hwy/US 2

**From:**

Royal St

**To:**

Deer Heights Rd

**Length: (miles)**

3.2



**Project Description:**

Construct shared use path along Sunset Boulevard between Deer Heights Road and Royal Street. Construct sidewalk segments to support transit stop locations; Provide pedestrian crossings with refuge islands at key crossing locations.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,710,000**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| CMAQ  | Federal | \$353,305   |
| Local | Local   | \$1,356,695 |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021        | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|------|-----------|-------------|------|-----------|--------------------|
| <b>Federal</b> |               |      | \$353,305 | \$0         |      |           | \$353,305          |
| <b>State</b>   |               |      | \$0       | \$0         |      |           | \$0                |
| <b>Local</b>   |               |      | \$251,826 | \$1,104,869 |      |           | \$1,356,695        |
| <b>Total</b>   |               |      | \$605,131 | \$1,104,869 |      |           | <b>\$1,710,000</b> |

**TIP Revisions**

| Date      | Status   | Description                 |
|-----------|----------|-----------------------------|
| 10/8/2015 | Approved | Adopted into 2016-2019 TIP. |

**Project Status**

| Date      | Status  | Description |
|-----------|---|-------------|
| 10/8/2015 | Preliminary Engineering and right-of-way funds scheduled to obligate in 2020; Construction in 2021. |             |

**Spokane Triangle Truss Bridge Deck Replacement**

SP056

**Federal Aid #:**  
**STIP ID #:** WA-10849  
**Project Type:** Bicycle & Pedestrian  
**Road Name:** Structure #873  
**From:** NA  
**To:** NA  
**Length: (miles)** 0.03



**Project Description:**  
Replace bridge deck of existing pedestrian bridge.

**Funding Sources**

**Total Estimated Cost of Project**

**\$300,000**

| Fund  | Source | Amount    |
|-------|--------|-----------|
| WSDOT | WSDOT  | \$300,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|-----------|------|------|------|-----------|---------------|
| <b>Federal</b> | \$0           | \$0       |      |      |      |           | \$0           |
| <b>State</b>   | \$50,000      | \$250,000 |      |      |      |           | \$300,000     |
| <b>Local</b>   | \$0           | \$0       |      |      |      |           | \$0           |
| <b>Total</b>   | \$50,000      | \$250,000 |      |      |      |           | \$300,000     |

**TIP Revisions**

| Date     | Status   | Description   |
|----------|----------|---|
| 2/8/2018 | Approved | Project amended into the 2018-2021 TIP; February amendment. |

**Project Status**

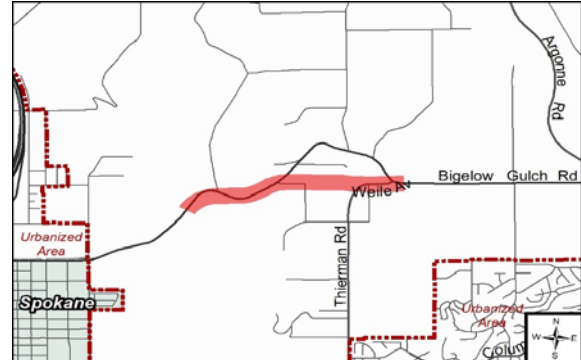
| Date       | Status   | Description |
|------------|--|-------------|
| 2/8/2018   | Preliminary Engineering funds scheduled to obligate in 2018; Construction in 2019.               |             |
| 10/11/2018 | Preliminary Engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |             |

**Spokane County** **Bigelow Gulch/Forker Connector - Project 2**

CO001

**Federal Aid #:** M320002  
**STIP ID #:** CRP 2620  
**Project Type:** Roadway Capital - reconstruction with added capacity

**Road Name:** Bigelow Gulch  
**From:** Urban Boundary  
**To:** East Weile Road  
**Length: (miles)** 1.18



**Project Description:**

Reconstruct the existing roadway and realign for safety. Construction of 4 lane roadway with a median, and wide shoulders for pedestrian and bicycle traffic.

**Funding Sources**

**Total Estimated Cost of Project**

**\$15,256,654**

| Fund   | Source  | Amount      |
|--------|---------|-------------|
| STP(R) | Federal | \$2,393,715 |
| FMSIB  | State   | \$1,690,000 |
| CRAB   | State   | \$1,624,000 |
| Local  | Local   | \$9,548,939 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020        | 2021        | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|-------------|-------------|-------------|------|-----------|---------------------|
| <b>Federal</b> | \$595,896     | \$129,000   | \$1,668,819 | \$0         |      |           | \$2,393,715         |
| <b>State</b>   | \$0           | \$1,624,000 | \$1,690,000 | \$0         |      |           | \$3,314,000         |
| <b>Local</b>   | \$530,758     | \$0         | \$0         | \$9,018,181 |      |           | \$9,548,939         |
| <b>Total</b>   | \$1,126,654   | \$1,753,000 | \$3,358,819 | \$9,018,181 |      |           | <b>\$15,256,654</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2012 | Approved | Adopted into the 2013-2016 TIP |

**Project Status**

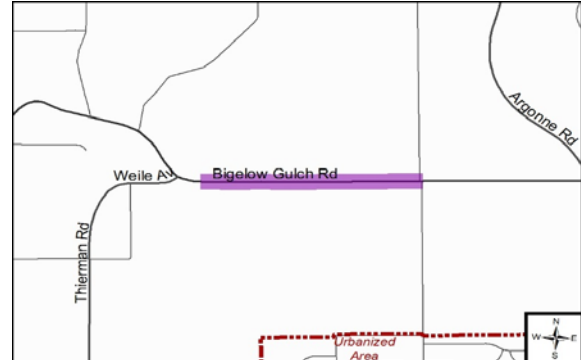
| Date       | Status | Description   |
|------------|--------|---|
| 6/1/1999   |        | Preliminary engineering funds obligated.  |
| 12/29/2008 |        | Right-of-way funds obligated.   |
| 10/8/2015  |        | Additional preliminary engineering funds obligated in 2015. Right-of-way funds are scheduled to obligate in 2016/2017/2018; Construction funds in 2019. |
| 10/13/2016 |        | Right-of-way funds are scheduled to obligate in 2017/2018; Construction funds in 2019/2021.   |
| 10/12/2017 |        | Right-of-way funds are scheduled to obligate in 2018; Construction funds in 2019/2021.  |
| 10/11/2018 |        | Right-of-way and Construction funds are scheduled to obligate in 2019; Additional Construction funds are scheduled to obligate in 2020/2021.            |

**Spokane County** **Bigelow Gulch/Forker Connector - Project 3**

CO002

**Federal Aid #:** M320003  
**STIP ID #:** CRP 2924  
**Project Type:** Roadway Capital - reconstruction with added capacity

**Road Name:** Bigelow Gulch  
**From:** East Weile Road  
**To:** Jensen Rd  
**Length: (miles)** 1.1



**Project Description:**

Reconstruct the existing roadway with the addition of two new lanes with a center turn lane and wide shoulders for pedestrians and bicycles.

**Funding Sources**

| Fund   | Source  | Amount      |
|--------|---------|-------------|
| STP(R) | Federal | \$214,398   |
| Local  | Local   | \$3,677,091 |
| Other  | State   | \$2,579,100 |

**Total Estimated Cost of Project**

**\$6,470,589**

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020        | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|-------------|------|------|-----------|--------------------|
| <b>Federal</b> | \$214,398     | \$0       | \$0         |      |      |           | \$214,398          |
| <b>State</b>   | \$0           | \$675,000 | \$1,904,100 |      |      |           | \$2,579,100        |
| <b>Local</b>   | \$658,191     | \$75,000  | \$2,943,900 |      |      |           | \$3,677,091        |
| <b>Total</b>   | \$872,589     | \$750,000 | \$4,848,000 |      |      |           | <b>\$6,470,589</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2012 | Approved | Adopted into the 2013-2016 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 9/1/2001   | Preliminary engineering funds obligated.  |
| 10/16/2008 | Right-of-way funds obligated.   |
| 10/8/2015  | Additional preliminary engineering funds scheduled to obligate in 2016; right-of-way in 2019; construction in 2020. |
| 10/13/2016 | Additional preliminary engineering and right-of-way funds scheduled to obligate in 2017; construction in 2020.      |
| 10/12/2017 | Additional preliminary engineering and right-of-way funds scheduled to obligate in 2018; construction in 2020.      |
| 10/11/2018 | Additional preliminary engineering and right-of-way funds scheduled to obligate in 2018; construction in 2020.      |



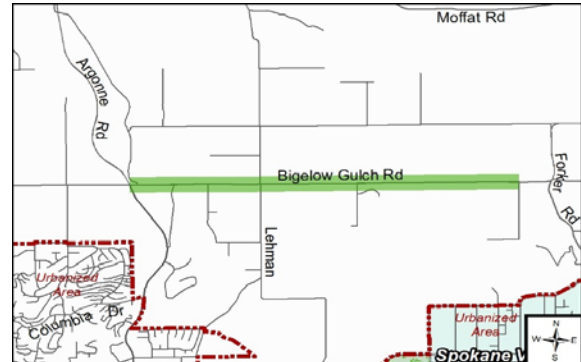
**Spokane County** **Bigelow Gulch/Forker Connector - Project 4**

CO026

**Federal Aid #:**  
**STIP ID #:** CRP-2989

**Project Type:** New roadway -reconstruction with added capacity

**Road Name:** Bigelow Gulch  
**From:** Argonne Rd  
**To:** Evergreen Rd  
**Length: (miles)** 3.02



**Project Description:**

Reconstruct the existing roadway and realign for safety. Construction of a 4-lane roadway with a median and shoulders for pedestrian and bicycle traffic. The project will be accomplished in stages. Stage 1 will be the purchase of right-of-way for the ultimate 4-lane roadway with shoulders and median. Stage 1 will construct a 2-lane roadway with turn lanes at intersections. Climbing lanes constructed where warranted. Additional capacity will be added up to the 4-lane roadway with median in future stages as conditions warrant. Additional pavement will be added to existing alignment between Argonne Road and Old Argonne Road for maintenance purposes. There is no lane re-configuration or capacity added.

**Funding Sources**

**Total Estimated Cost of Project**

**\$9,760,803**

| Fund   | Source  | Amount      |
|--------|---------|-------------|
| STP(R) | Federal | \$1,181,426 |
| CRAB   | State   | \$4,387,884 |
| Local  | Local   | \$9,435,690 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$1,181,426   | \$0         |      |      |      |           | \$1,181,426        |
| <b>State</b>   | \$2,149,000   | \$2,046,000 |      |      |      |           | \$4,195,000        |
| <b>Local</b>   | \$3,138,377   | \$1,246,000 |      |      |      |           | \$4,384,377        |
| <b>Total</b>   | \$6,468,803   | \$3,292,000 |      |      |      |           | <b>\$9,760,803</b> |

**TIP Revisions**

| Date       | Status   | Description  |
|------------|----------|--|
| 10/10/2013 | Approved | Adopted into the 2014-2017 TIP   |
| 4/12/2018  | Modified | Project administratively modified to change the begin termini to Argonne Rd instead of Old Argonne Rd, which increased the total project length from 2.67 to 3.02 miles. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/10/2013 | Preliminary engineering funds scheduled to obligate in 2015; right-of-way and construction in 2016.  |
| 10/8/2015  | Preliminary engineering and right-of-way funds scheduled to obligate in 2016; Construction in 2017/2018.   |
| 10/13/2016 | Preliminary engineering obligated in 2016; Right-of-way funds are scheduled to obligate in 2017; construction 2017/2018.   |
| 10/12/2017 | Preliminary engineering obligated in 2016; Right-of-way funds are scheduled to obligate in 2018; construction 2018/2019.   |
| 4/12/2018  | Preliminary engineering obligated in 2016; Right-of-way funds are scheduled to obligate in 2018; construction 2018/2019.   |
| 10/11/2018 | Preliminary engineering obligated in 2016; Right-of-way and partial Construction funds obligated in 2018; Additional Construction funds are scheduled to obligate in 2019. |

**Spokane County** **Bigelow Gulch/Forker Connector - Project 5**

CO038

**Federal Aid #:**  
**STIP ID #:** CRP-2990  
**Project Type:** New roadway -reconstruction with added capacity

**Road Name:** Forker Rd  
**From:** MP 0.58  
**To:** MO 1.53  
**Length: (miles)** 0.95



**Project Description:**

Reconstruct the existing roadway and realign for safety. Construction of a 4-lane roadway with a median and shoulders for pedestrian and bicycle traffic.

**Funding Sources**

**Total Estimated Cost of Project**

**\$10,289,000**

| Fund  | Source | Amount      |
|-------|--------|-------------|
| CRAB  | State  | \$3,333,000 |
| FMSIB | State  | \$2,310,000 |
| Local | Local  | \$4,646,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021 | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|--------------|------|------|------|-----------|---------------------|
| <b>Federal</b> |               | \$0          |      |      |      |           | \$0                 |
| <b>State</b>   |               | \$5,643,000  |      |      |      |           | \$5,643,000         |
| <b>Local</b>   |               | \$4,646,000  |      |      |      |           | \$4,646,000         |
| <b>Total</b>   |               | \$10,289,000 |      |      |      |           | <b>\$10,289,000</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/9/2014  | Preliminary engineering and right-of-way funds are scheduled to obligate in 2017; Construction in 2018/2019.  |
| 10/12/2017 | Preliminary engineering obligated in 2017; Construction in 2018/2019.   |
| 10/11/2018 | Preliminary engineering was done with another project, Bigelow Gulch/Forker Connector Project 5A. Construction funds are scheduled to obligate in 2019. |

Spokane  
County

Bigelow Gulch/Forker Connector - Project 6

CO044

Federal Aid #:

STIP ID #:

CRP 2991

Project Type:

New roadway -reconstruction  
with added capacity

Road Name:

Sullivan Road

From:

Wellesley Avenue

To:

Evergreen Road

Length: (miles)

0.91



**Project Description:**

Reconstruct the existing roadway and realign to tie into Evergreen Road with a tee intersection. The new roadway will be an urban section of four lanes and a center turn lanes with sidewalks on both sides of the roadway. The project will tie into the City of Spokane Valley's Wellesley Ave, and Sullivan Road intersection project.

**Funding Sources**

Total Estimated Cost of Project

**\$10,195,000** \*

| Fund  | Source | Amount    |
|-------|--------|-----------|
| Local | Local  | \$497,000 |

**Funding Obligation Information**

|              | Prior Funding | 2019            | 2020             | 2021 | 2022 | 2023-2024 | Total Funding    |
|--------------|---------------|-----------------|------------------|------|------|-----------|------------------|
| Federal      |               | \$0             | \$0              |      |      |           | \$0              |
| State        |               | \$0             | \$0              |      |      |           | \$0              |
| Local        |               | \$50,000        | \$397,000        |      |      |           | \$447,000        |
| <b>Total</b> |               | <b>\$50,000</b> | <b>\$397,000</b> |      |      |           | <b>\$447,000</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds scheduled to obligate in 2017/2018/2019. |
| 10/12/2017 | Preliminary engineering funds scheduled to obligate in 2018/2019/2020. |
| 10/11/2018 | Preliminary engineering funds scheduled to obligate in 2019/2020.      |

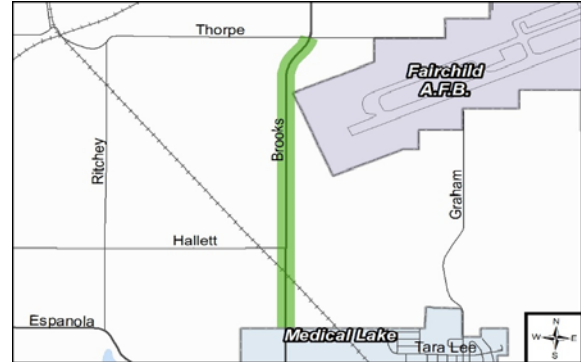
\* Only the Preliminary engineering phase of this project is fully funded and programmed in the 2019-2022 TIP.

**Spokane County**      **Brooks Rd - City Limits to MP 1.87**

CO029

**Federal Aid #:**  
**STIP ID #:**                      WA-06998

**Project Type:**                      Reconstruction



**Road Name:**                      Brooks Rd  
**From:**                              MP 0.0 (City limits)  
**To:**                                      MP 1.87  
**Length: (miles)**                      1.87

**Project Description:**

The project will remove the existing asphalt pavement and improve the base and subgrade where required and then overlay the roadway with HMA over the entire roadway. The roadway will be widened for shared use shoulders to accommodate pedestrians and bicycles.

**Funding Sources**

| Fund   | Source  | Amount      |
|--------|---------|-------------|
| STP(R) | Federal | \$714,549   |
| Local  | Local   | \$1,417,511 |

**Total Estimated Cost of Project**

**\$2,132,060**

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$79,162      | \$635,387   |      |      |      |           | \$714,549          |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$236,883     | \$1,180,628 |      |      |      |           | \$1,417,511        |
| <b>Total</b>   | \$316,045     | \$1,816,015 |      |      |      |           | <b>\$2,132,060</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP  |
| 3/10/2016 | Modified | Project administratively modified to reduce the STP funds programmed for the CN phase |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/9/2014  | Preliminary engineering funds scheduled to obligate in 2017; right-of-way in 2018; construction in 2019.                                     |
| 10/5/2015  | Preliminary engineering funds obligated in 2015. Right-of-way funds are scheduled to obligate in 2018; construction in 2019.                 |
| 10/11/2018 | Preliminary engineering funds obligated in 2015; Right-of-way funds obligated in 2018. Construction funds are scheduled to obligate in 2019. |

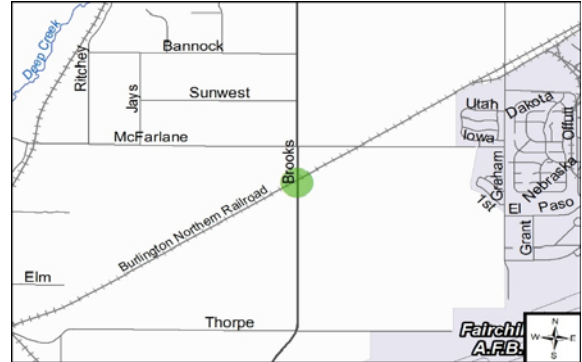
**Spokane County Brooks Road Railway - Highway Crossings Program**

CO052

**Federal Aid #:**  
**STIP ID #:** WA-10947

**Project Type:** Safety

**Road Name:** Brooks Road  
**From:** MP 2.66  
**To:** MP 2.74  
**Length: (miles)** 0.08



**Project Description:**

The project will Install median barrier, guardrail, LED upgrade and update signs and markings.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,045,095**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$940,586 |
| Local | Local   | \$104,509 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$96,714      | \$843,872 |      |      |      |           | \$940,586          |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0                |
| <b>Local</b>   | \$10,746      | \$93,763  |      |      |      |           | \$104,509          |
| <b>Total</b>   | \$107,460     | \$937,635 |      |      |      |           | <b>\$1,045,095</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 3/8/2018  | Approved | Project amended into the 2018-2021 TIP; March amendment.  |
| 6/14/2018 | Approved | Project amended to update the total project cost and total project length to correct previous errors. |

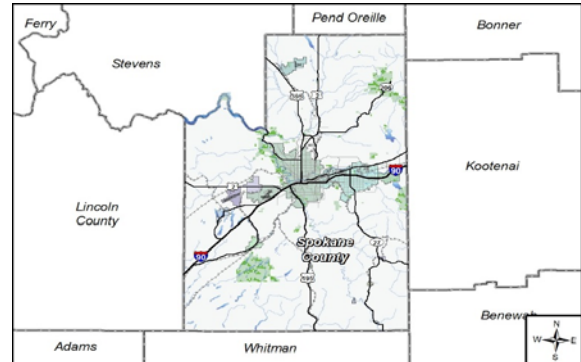
**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering and right-of-way funds scheduled to obligate in 2018; Construction in 2019.               |
| 10/11/2018 | Preliminary engineering and right-of-way obligated in 2018. Construction funds are scheduled to obligate in 2019. |

**Spokane County** Commute Trip Reduction, TDM Expansion, Outreach Enhancements & Partnership Program **CO039**

**Federal Aid #:**  
**STIP ID #:** WA-08324  
**Project Type:** Travel Demand Management

**Road Name:** Countywide  
**From:** NA  
**To:** NA  
**Length: (miles):** NA



**Project Description:**

Provide CTR enhancements that will expand the CTR Program by educating citizens, students and employees, increase voluntary worksites, and strengthen and grow CTR/TDM/GTEC programs and partnerships.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,232,277**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| CMAQ  | Federal | \$997,791 |
| Local | Local   | \$234,486 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|-----------|------|------|-----------|--------------------|
| <b>Federal</b> | \$332,597     | \$332,597 | \$332,597 |      |      |           | \$997,791          |
| <b>State</b>   | \$0           | \$0       | \$0       |      |      |           | \$0                |
| <b>Local</b>   | \$78,162      | \$78,162  | \$78,162  |      |      |           | \$234,486          |
| <b>Total</b>   | \$410,759     | \$410,759 | \$410,759 |      |      |           | <b>\$1,232,277</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date      | Description   |
|-----------|---|
| 10/8/2015 | Program funds are scheduled to obligate funds for three years annually beginning in 2018. |



**Spokane County** Country Homes - Cedar to Wall, NB Lanes Only

CO051

**Federal Aid #:**  
**STIP ID #:** WA-10974  
**Project Type:** Preservation

**Road Name:** Country Homes  
**From:** MP 0.0  
**To:** MP 1.21  
**Length: (miles)** 1.21



**Project Description:**

The project will grind and inlay travel lanes plus shoulder or to curb. A fog seal will be also be applied, including shoulders.

**Funding Sources**

**Total Estimated Cost of Project**

**\$376,179**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$325,394 |
| Local | Local   | \$50,785  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$23,242      | \$302,152 |      |      |      |           | \$325,394        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$3,627       | \$47,158  |      |      |      |           | \$50,785         |
| <b>Total</b>   | \$26,869      | \$349,310 |      |      |      |           | <b>\$376,179</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 3/8/2018  | Approved | Project amended into the 2018-2021 TIP; March amendment.  |
| 5/10/2018 | Modified | Project administratively modified to change the begin termini from 0.08 to 0.0 miles to correct a previous error. |

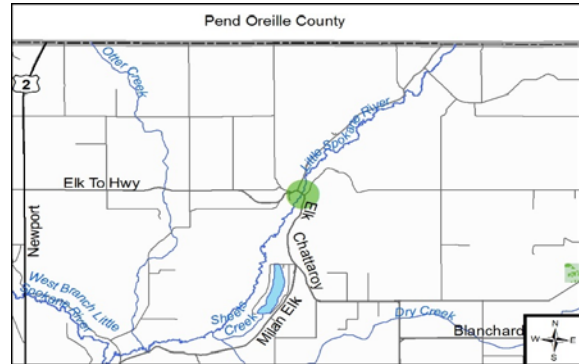
**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering and construction funds scheduled to obligate in 2018.                         |
| 10/11/2018 | Preliminary engineering obligated in late 2018. Construction funds are scheduled to obligate in 2019. |

**Spokane County Elk-Chattaroy Bridge Over Little Spokane River**

CO047

**Federal Aid #:**  
**STIP ID #:** WA-10950  
**Project Type:** Bridge  
**Road Name:** Elk-Chattaroy Rd  
**From:** 15.06  
**To:** 15.08  
**Length: (miles)** 0.02



**Project Description:**  
Bridge deck repair over Little Spokane River

**Funding Sources**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(BR) | Federal | \$432,040 |
| Local   | Local   | \$28,655  |

**Total Estimated Cost of Project**

**\$460,695**

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$61,554      | \$370,486 |      |      |      |           | \$432,040        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$24,605      | \$4,050   |      |      |      |           | \$28,655         |
| <b>Total</b>   | \$86,159      | \$374,536 |      |      |      |           | <b>\$460,695</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 2/8/2018  | Approved | Project amended into the 2018-2021 TIP; February amendment.   |
| 4/12/2018 | Modified | Project administratively modified to remove the local match for the CN phase, which increased the federal funds by \$46,512. The RW required box was checked to correct a previous error. |

**Project Status**

| Date       | Description  |
|------------|--|
| 2/8/2018   | Preliminary engineering and right-of-way funds scheduled to obligate in 2018; Construction in 2019.              |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way and Construction funds are scheduled to obligate in 2019 |

**Spokane County** **Espanola Road Railway - Highway Crossings Program**

CO053

**Federal Aid #:**  
**STIP ID #:** WA-10946

**Project Type:** Safety

**Road Name:** Espanola Road  
**From:** MP 3.13  
**To:** MP 3.19  
**Length: (miles)** 0.06



**Project Description:**

This project will install automatic gates, upgrade LED, update guardrail and update signs and markings.

**Funding Sources**

**Total Estimated Cost of Project**

**\$666,320**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$599,688 |
| Local | Local   | \$66,632  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$44,660      | \$555,028 |      |      |      |           | \$599,688        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$4,962       | \$61,670  |      |      |      |           | \$66,632         |
| <b>Total</b>   | \$49,622      | \$616,698 |      |      |      |           | <b>\$666,320</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 3/8/2018  | Approved | Project amended into the 2018-2021 TIP; March amendment.                      |
| 6/14/2018 | Approved | Project amended to update the total project cost to correct a previous error. |

**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2019.                    |
| 10/11/2018 | Preliminary engineering obligated in late 2018. Construction funds are scheduled to obligate in 2019. |

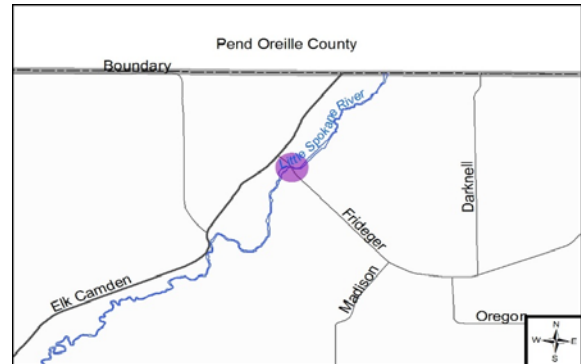
Spokane County **Frideger Road**

CO048

**Federal Aid #:**  
**STIP ID #:** WA-10948

**Project Type:** Bridge

**Road Name:** Frideger Rd  
**From:** 0.03  
**To:** 0.11  
**Length: (miles)** 0.08



**Project Description:**  
Bridge Replacement over Little Spokane River

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,300,445**

| Fund    | Source  | Amount      |
|---------|---------|-------------|
| STP(BR) | Federal | \$1,105,899 |
| Local   | Local   | \$194,546   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020        | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|----------|-------------|------|------|-----------|--------------------|
| <b>Federal</b> | \$201,671     | \$32,000 | \$872,228   |      |      |           | \$1,105,899        |
| <b>State</b>   | \$0           | \$0      | \$0         |      |      |           | \$0                |
| <b>Local</b>   | \$50,418      | \$8,000  | \$136,128   |      |      |           | \$194,546          |
| <b>Total</b>   | \$252,089     | \$40,000 | \$1,008,356 |      |      |           | <b>\$1,300,445</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 2/8/2018  | Approved | Project amended into the 2018-2021 TIP; February amendment.   |
| 4/12/2018 | Modified | Project administratively modified to reduce the local match for the CN phase from 20% to 13.5%, which increased the federal funds by \$65,543. The RW required box was checked to correct a previous error. |

**Project Status**

| Date       | Description  |
|------------|--|
| 2/8/2018   | Preliminary engineering funds scheduled to obligate in 2018; Right-of-way in 2019; Construction in 2020.               |
| 4/12/2018  | Preliminary engineering funds scheduled to obligate in 2018; Right-of-way in 2019; Construction in 2020.               |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way funds are scheduled to obligate in 2019; Construction in 2020. |

**Spokane County Geiger Boulevard**

CO056

**Federal Aid #:**  
**STIP ID #:** WA-11210

**Project Type:** Reconstruction with added capacity

**Road Name:** Geiger Blvd  
**From:** MP 0.10  
**To:** Grove Rd  
**Length: (miles):** 3.44



**Project Description:**

This project will reconstruct and widen the road to a 3-lane section consisting of 12' lanes, paved shoulder and curb and gutter. A separated pathway will be constructed on the north side of the road.

**Funding Sources**

**Total Estimated Cost of Project**

**\$20,000,000**

| Fund  | Source | Amount    |
|-------|--------|-----------|
| Local | Local  | \$200,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$0       |      |      |      |           | \$0              |
| <b>State</b>   |               | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   |               | \$611,350 |      |      |      |           | \$611,350        |
| <b>Total</b>   |               | \$611,350 |      |      |      |           | <b>\$611,350</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 7/12/2018 | Approved | Project amended into the 2018-2021 TIP; July amendment. |

**Project Status**

| Date      | Description  |
|-----------|--|
| 7/12/2018 | Preliminary engineering funds are scheduled to obligate in 2019. |

**\* Only the Preliminary engineering phase of this project is fully funded and programmed in the 2019-2022 TIP.**

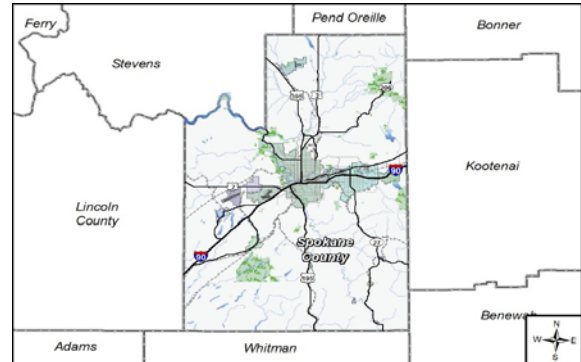
**Spokane County 2017 County Safety Program - Guardrail**

CO054

**Federal Aid #:**  
**STIP ID #:** WA-10987

**Project Type:** Safety

**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install/upgrade guardrail for the following: Old 195 Road, Deer Park-Milan Road and Hangman Valley Road.

**Funding Sources**

**Total Estimated Cost of Project**

**\$905,000**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$898,500 |
| Local | Local   | \$6,500   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$58,500      | \$840,000 |      |      |      |           | \$898,500        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$6,500       | \$0       |      |      |      |           | \$6,500          |
| <b>Total</b>   | \$65,000      | \$840,000 |      |      |      |           | <b>\$905,000</b> |

**TIP Revisions**

| Date     | Status   | Description  |
|----------|----------|--|
| 3/8/2018 | Approved | Project amended into the 2018-2021 TIP; March amendment. |

**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering and construction funds scheduled to obligate in 2018.                         |
| 10/11/2018 | Preliminary engineering obligated in late 2018. Construction funds are scheduled to obligate in 2019. |



**Spokane County Hawthorne Road - Nevada to Parksmith**

CO050

**Federal Aid #:**  
**STIP ID #:** WA-10973  
**Project Type:** Preservation

**Road Name:** Hawthorne Road  
**From:** Nevada  
**To:** Parksmith  
**Length: (miles)** 1.31



**Project Description:**

The project will grind and inlay travel lanes plus shoulder or to curb. A fog seal will be also be applied, including shoulders.

**Funding Sources**

**Total Estimated Cost of Project**

**\$639,139**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$552,855 |
| Local | Local   | \$86,284  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$39,490      | \$513,365 |      |      |      |           | \$552,855        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$6,163       | \$80,121  |      |      |      |           | \$86,284         |
| <b>Total</b>   | \$45,653      | \$593,486 |      |      |      |           | <b>\$639,139</b> |

**TIP Revisions**

| Date     | Status   | Description  |
|----------|----------|--|
| 3/8/2018 | Approved | Project amended into the 2018-2021 TIP; March amendment. |

**Project Status**

| Date       | Description  |
|------------|--|
| 3/8/2018   | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2019.               |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |

**Spokane County Little Spokane Connection Road Separated Pathway**

CO040

**Federal Aid #:**  
**STIP ID #:** WA-08155

**Project Type:** Bicycle & Pedestrian

**Road Name:** NA  
**From:** Wandermere  
**To:** Little Spokane Drive  
**Length: (miles)** 0.23



**Project Description:**

This project will construct a 10' wide separated pathway with 2' wide gravel shoulders from Wandermere Road east to Little Spokane Drive along the north side of Little Spokane Connection Road.

**Funding Sources**

**Total Estimated Cost of Project**

**\$415,200**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| TAP(UL) | Federal | \$93,933  |
| Local   | Local   | \$321,267 |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020     | 2021      | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|----------|-----------|------|-----------|------------------|
| <b>Federal</b> |               |      | \$22,044 | \$71,889  |      |           | \$93,933         |
| <b>State</b>   |               |      | \$0      | \$0       |      |           | \$0              |
| <b>Local</b>   |               |      | \$3,441  | \$317,826 |      |           | \$321,267        |
| <b>Total</b>   |               |      | \$25,485 | \$389,715 |      |           | <b>\$415,200</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |

Spokane County Mill Rd - Hastings Rd to Dartford Dr

CO030

**Federal Aid #:**  
**STIP ID #:** WA-07003  
**Project Type:** Reconstruction

**Road Name:** Mill Rd  
**From:** Hastings Rd  
**To:** Dartford Dr  
**Length: (miles)** 1.35



**Project Description:**

This reconstruction project will construct a grind and remove, cement treated base that gets into the subgrade and an overlay of HMA over the total roadway. The new paved roadway will be restriped to allow sufficient room for bike lanes on both sides of the roadway where no bike lanes presently exist.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,795,693**

| Fund    | Source  | Amount      |
|---------|---------|-------------|
| STP(UL) | Federal | \$752,913   |
| Local   | Local   | \$2,042,780 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$55,771      | \$697,142   |      |      |      |           | \$752,913          |
| <b>State</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Local</b>   | \$101,606     | \$1,941,174 |      |      |      |           | \$2,042,780        |
| <b>Total</b>   | \$157,377     | \$2,638,316 |      |      |      |           | <b>\$2,795,693</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP   |
| 5/10/2018 | Approved | Project amended to include a newly awarded stormwater grant, scope expanded to include stormwater improvements, northern termini changed from Wilson to Dartford and total project length increased from 0.8 to 1.35 miles; May amendment. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/9/2014  | Preliminary engineering and construction funds scheduled to obligate in 2017.                    |
| 10/13/2016 | Preliminary engineering obligated in 2016. Construction funds are scheduled to obligate in 2018. |
| 10/11/2018 | Preliminary engineering obligated in 2016. Construction funds are scheduled to obligate in 2019. |

Spokane County North Kentuck Trails Road

CO049

**Federal Aid #:**

**STIP ID #:** WA-10949

**Project Type:**

Bridge

**Road Name:**

North Kentuck Trails Rd

**From:**

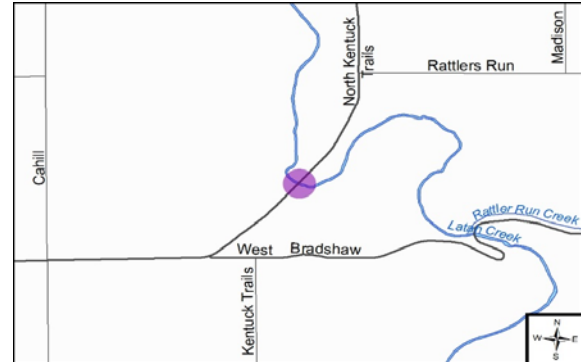
2.64

**To:**

2.68

**Length: (miles)**

0.04



**Project Description:**

Bridge scour mitigation on Latah Creek

**Funding Sources**

**Total Estimated Cost of Project**

**\$557,000**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(BR) | Federal | \$481,805 |
| Local   | Local   | \$75,195  |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$85,980      | \$51,900 | \$343,925 |      |      |           | \$481,805        |
| <b>State</b>   | \$0           | \$0      | \$0       |      |      |           | \$0              |
| <b>Local</b>   | \$13,419      | \$8,100  | \$53,676  |      |      |           | \$75,195         |
| <b>Total</b>   | \$99,399      | \$60,000 | \$397,601 |      |      |           | <b>\$557,000</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 2/8/2018  | Approved | Project amended into the 2018-2021 TIP; February amendment.   |
| 6/14/2018 | Approved | Project amended to update the project title, termini and total project length to correct previous errors. |

**Project Status**

| Date       | Description  |
|------------|--|
| 2/8/2018   | Preliminary engineering funds scheduled to obligate in 2018; Right-of-way in 2019; Construction in 2020.               |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way funds are scheduled to obligate in 2019; Construction in 2020. |

**Spokane County** Separated Spokane River Centennial Trail at Carlson Road

CO041

**Federal Aid #:**  
**STIP ID #:** WA-08111

**Project Type:** Bicycle & Pedestrian

**Road Name:** NA/New Trail  
**From:** Carlson Road  
**To:** Old Charles Road  
**Length: (miles)** 0.6



**Project Description:**

The project will construct a new asphalt trail through Spokane County Parks Dept. property and Riverside State Park property, with gravel shoulders for this section of the Spokane River Centennial Trail that will now be separated from the steep and narrow Carlson Road route.

**Funding Sources**

| Fund   | Source  | Amount    |
|--------|---------|-----------|
| TAP(R) | Federal | \$441,116 |
| Local  | Local   | \$68,845  |

**Total Estimated Cost of Project**

**\$509,961**

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$67,816      |      | \$373,300 |      |      |           | \$441,116        |
| <b>State</b>   | \$0           |      | \$0       |      |      |           | \$0              |
| <b>Local</b>   | \$10,584      |      | \$58,261  |      |      |           | \$68,845         |
| <b>Total</b>   | \$78,400      |      | \$431,561 |      |      |           | <b>\$509,961</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP   |
| 2/8/2018  | Modified | Project administratively modified to update the project termini to correct a previous error. |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/8/2015  | Preliminary engineering and right-of-way funds scheduled to obligate in 2019; Construction in 2020.               |
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2018; Right-of-way and construction in 2020.           |
| 2/8/2018   | Preliminary engineering funds are scheduled to obligate in 2018; Right-of-way and construction in 2020.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way and Construction funds are scheduled to obligate in 2020. |

**Spokane County Wellesley Avenue Railway - Highway Crossing Program**

CO055

**Federal Aid #:**  
**STIP ID #:** WA-10990  
**Project Type:** Safety  
**Road Name:** Wellesley Avenue  
**From:** 3.5  
**To:** 3.65  
**Length: (miles)** 0.15



**Project Description:**

This project will install automatic gates, median barrier, guardrail, LED upgrade and update signs and markings.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,009,600**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$908,640 |
| Local | Local   | \$100,960 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$87,916      | \$820,724 |      |      |      |           | \$908,640          |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0                |
| <b>Local</b>   | \$9,769       | \$91,191  |      |      |      |           | \$100,960          |
| <b>Total</b>   | \$97,685      | \$911,915 |      |      |      |           | <b>\$1,009,600</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 3/8/2018  | Approved | Project amended into the 2018-2021 TIP; March amendment.                      |
| 6/14/2018 | Approved | Project amended to update the total project cost to correct a previous error. |

**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering, right-of-way and construction funds are scheduled to obligate in 2018.                   |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way and Construction funds are scheduled to obligate in 2019. |



Spokane  
International  
Airport

## Airport Dr - Spotted Rd Interchange and Realignment

SA002

**Federal Aid #:**

**STIP ID #:**

WA-11223

**Project Type:**

Roadway Capital

**Road Name:**

Spotted Road Interchange

**From:**

Airport Dr

**To:**

Flightline Blvd

**Length: (miles)**

1.16



### Project Description:

Construct an interchange at Spotted Road and Airport Drive and realign Spotted Road from Airport Drive to Flightline Blvd.

### Funding Sources

### Total Estimated Cost of Project

**\$20,000,000**

| Fund  | Source | Amount      |
|-------|--------|-------------|
| Local | Local  | \$1,500,000 |

### Funding Obligation Information

|         | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding |
|---------|---------------|-------------|------|------|------|-----------|---------------|
| Federal |               | \$0         |      |      |      |           | \$0           |
| State   |               | \$0         |      |      |      |           | \$0           |
| Local   |               | \$1,500,000 |      |      |      |           | \$1,500,000   |
| Total   |               | \$1,500,000 |      |      |      |           | \$1,500,000   |

### TIP Revisions

| Date      | Status   | Description   |
|-----------|----------|---|
| 7/12/2018 | Approved | Project amended into the 2018-2021 TIP; July amendment. |

### Project Status

| Date       | Description  |
|------------|--|
| 7/12/2018  | Preliminary engineering funds are scheduled to obligate in 2018. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2019. |

\* Only the Preliminary engineering phase of this project is fully funded and programmed in the 2019-2022 TIP.

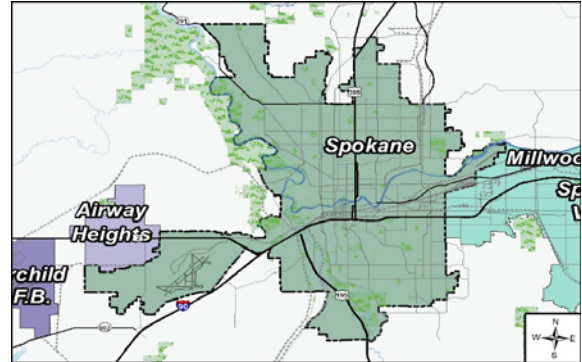
Spokane  
Regional Health  
District **2018-2020 Safe Routes to School Program**

HD003

**Federal Aid #:**  
**STIP ID #:** WA-08409

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

This program will include an education and encouragement program for Spokane Public Schools, a walking school bus/bicycle train program at targeted schools, and a Safe Routes to School Program Team to oversee the program.

**Funding Sources**

**Total Estimated Cost of Project**

**\$533,081**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| TAP(UL) | Federal | \$446,131 |
| Local   | Local   | \$86,950  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$148,710     | \$148,710 | \$148,711 |      |      |           | \$446,131        |
| <b>State</b>   | \$0           | \$0       | \$0       |      |      |           | \$0              |
| <b>Local</b>   | \$28,983      | \$28,983  | \$28,984  |      |      |           | \$86,950         |
| <b>Total</b>   | \$177,693     | \$177,693 | \$177,695 |      |      |           | <b>\$533,081</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/10/2013 | Program funds are scheduled to obligate annually for three years starting in 2018. |

Spokane  
Regional Health District  
**Walk Bike Bus Millwood**

HD004

**Federal Aid #:**  
**STIP ID #:** WA-08411

**Project Type:** TDM

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles):** NA



**Project Description:**

This one year individual marketing program is designed to encourage residents of the targeted area in Millwood to use alternative modes of transportation. The program includes outreach materials and incentives; educational materials and events; bicycle facilities and travel kiosks; and a program team.

**Funding Sources**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| CMAQ  | Federal | \$98,172 |
| Local | Local   | \$15,326 |

**Total Estimated Cost of Project**

**\$113,528**

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$89,522      | \$8,650  |      |      |      |           | \$98,172         |
| <b>State</b>   | \$0           | \$0      |      |      |      |           | \$0              |
| <b>Local</b>   | \$13,976      | \$1,350  |      |      |      |           | \$15,326         |
| <b>Total</b>   | \$103,498     | \$10,000 |      |      |      |           | <b>\$113,498</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 7/12/2018 | Approved | The construction phase of the project was amended into the 2018-2021 TIP (formerly in the 2017 TIP); July amendment. |

**Project Status**

| Date       | Description   |
|------------|---|
| 7/12/2018  | Construction funds are scheduled to obligate in 2018. |
| 10/11/2018 | Construction funds are scheduled to obligate in 2019. |

**Spokane  
Transit**

**Central City Line**

ST005

**Federal Aid #:**

**STIP ID #:**

WA-05128

**Project Type:**

High Performance Transit

**Road Name:**

Various

**From:**

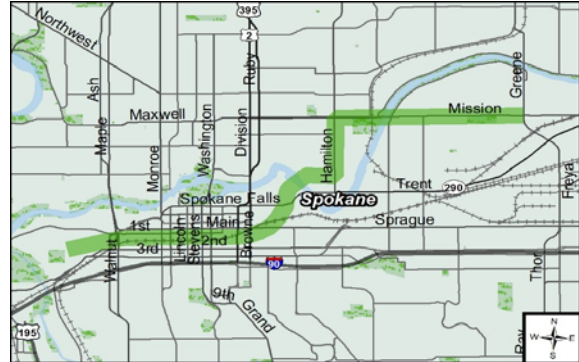
Browne's Addition

**To:**

Spokane Community College

**Length: (miles)**

5.75



**Project Description:**

The Central City Line is a transit line that will travel from Spokane Community College (SCC) to Gonzaga University to Browne's Addition, through the regional core of Downtown Spokane. The vehicles will be modern electric trolleybuses using enhanced vehicles that have styling and features similar to a streetcar.

**Funding Sources**

**Total Estimated Cost of Project**

**\$72,000,000 \***

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| CMAQ  | Federal | \$1,375,000 |
| WSDOT | State   | \$5,700,000 |
| Local | Local   | \$0         |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$1,375,000   | \$0       |      |      |      |           | \$1,375,000        |
| <b>State</b>   | \$5,200,000   | \$500,000 |      |      |      |           | \$5,700,000        |
| <b>Local</b>   | \$148,500     | \$0       |      |      |      |           | \$148,500          |
| <b>Total</b>   | \$6,723,500   | \$500,000 |      |      |      |           | <b>\$7,223,500</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2012 | Approved | Adopted into the 2013-2016 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/9/2014  | Preliminary engineering funds are scheduled to obligate annually in 2015-2016; right-of-way in 2017. |
| 10/8/2015  | Additional preliminary engineering funds scheduled to obligate in 2016.                              |
| 10/13/2016 | Additional preliminary engineering funds scheduled to obligate in 2017.                              |
| 10/12/2017 | Additional preliminary engineering funds scheduled to obligate in 2018.                              |
| 10/11/2018 | Additional preliminary engineering funds scheduled to obligate in 2019.                              |

\* Only the Preliminary Engineering phase of this project is fully funded and programmed in the 2019-2022 TIP.

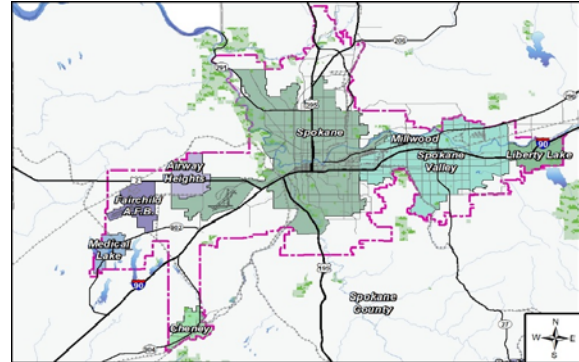
**Spokane Transit Fixed Route Bus Replacement**

ST016

**Federal Aid #:**  
**STIP ID #:** WA-07237

**Project Type:** Transit

**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**  
Replace up to nine buses.

**Funding Sources**

**Total Estimated Cost of Project**

**\$9,859,162**

| Fund     | Source  | Amount      |
|----------|---------|-------------|
| FTA 5339 | Federal | \$1,741,000 |
| Local    | Local   | \$8,118,162 |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021        | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|-------------|------|-----------|--------------------|
| <b>Federal</b> |               | \$856,000   |      | \$885,000   |      |           | \$1,741,000        |
| <b>State</b>   |               | \$0         |      | \$0         |      |           | \$0                |
| <b>Local</b>   |               | \$214,000   |      | \$7,904,162 |      |           | \$8,118,162        |
| <b>Total</b>   |               | \$1,070,000 |      | \$8,789,162 |      |           | <b>\$9,859,162</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP  |
| 3/10/2016 | Modified | Project administratively modified to advance the CMAQ portion of the project from 2019 to 2016  |
| 7/14/2016 | Modified | Project administratively modified to advance the 5339 portion of the project from 2018 to 2016. |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/9/2014  | Project funds scheduled to obligate in 2018 and 2019. |
| 7/14/2016  | Project funds scheduled to obligate in 2016.          |
| 10/13/2016 | Project funds scheduled to obligate in 2017 and 2018. |
| 10/12/2017 | Project funds scheduled to obligate in 2018 and 2020. |
| 10/11/2018 | Project funds scheduled to obligate in 2019 and 2021. |

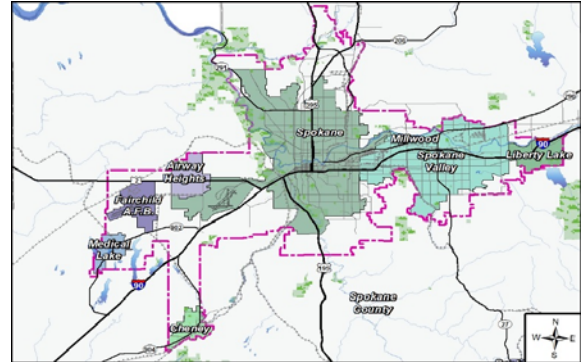
**Spokane Transit Paratransit Van Replacement**

ST014

**Federal Aid #:**  
**STIP ID #:** WA-06181

**Project Type:** Transit

**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Replacement of up to ten paratransit vehicles in 2019 and nine in 2021 in accordance with STA's fleet plan. The funds will be 2019 and 2021 Section 5339 apportionment.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,212,500**

| Fund     | Source  | Amount      |
|----------|---------|-------------|
| FTA 5339 | Federal | \$1,770,000 |
| Local    | Local   | \$442,500   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020        | 2021 | 2022        | 2023-2024 | Total Funding      |
|----------------|---------------|------|-------------|------|-------------|-----------|--------------------|
| <b>Federal</b> |               |      | \$876,000   |      | \$894,000   |           | \$1,770,000        |
| <b>State</b>   |               |      | \$0         |      | \$0         |           | \$0                |
| <b>Local</b>   |               |      | \$219,000   |      | \$223,500   |           | \$442,500          |
| <b>Total</b>   |               |      | \$1,095,000 |      | \$1,117,500 |           | <b>\$2,212,500</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP   |
| 3/10/2016 | Approved | Project amended to update the total project cost and amounts programmed; March Amendment |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/9/2014  | Project funds scheduled to obligate in 2016.          |
| 10/13/2016 | Project funds scheduled to obligate in 2019 and 2020. |
| 10/12/2017 | Project funds scheduled to obligate in 2019 and 2021. |
| 10/11/2018 | Project funds scheduled to obligate in 2020 and 2022. |

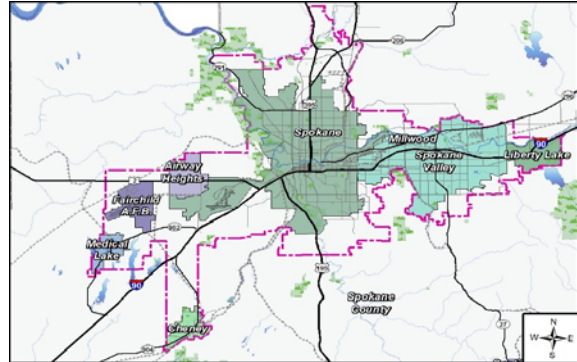
**Spokane Transit**      **Preventive Maintenance**

ST001

**Federal Aid #:**  
**STIP ID #:**                      WA-04660

**Project Type:**                      Transit

**Road Name:**                      NA  
**From:**                              NA  
**To:**                                      NA  
**Length: (miles)**                      NA



**Project Description:**  
Vehicle preventive maintenance program.

**Funding Sources**

**Total Estimated Cost of Project**

**\$43,135,603**

| Fund     | Source  | Amount       |
|----------|---------|--------------|
| FTA 5307 | Federal | \$34,508,483 |
| Local    | Local   | \$8,627,120  |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020         | 2021         | 2022         | 2023-2024 | Total Funding       |
|----------------|---------------|--------------|--------------|--------------|--------------|-----------|---------------------|
| <b>Federal</b> |               | \$8,365,124  | \$8,542,465  | \$8,713,314  | \$8,887,580  |           | \$34,508,483        |
| <b>State</b>   |               | \$0          | \$0          | \$0          | \$0          |           | \$0                 |
| <b>Local</b>   |               | \$2,091,281  | \$2,135,616  | \$2,178,328  | \$2,221,895  |           | \$8,627,120         |
| <b>Total</b>   |               | \$10,456,405 | \$10,678,081 | \$10,891,642 | \$11,109,475 |           | <b>\$43,135,603</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2012 | Approved | Adopted into the 2013-2016 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2012 | Project funds scheduled to obligate annually starting in 2013. |



**Spokane  
Transit**

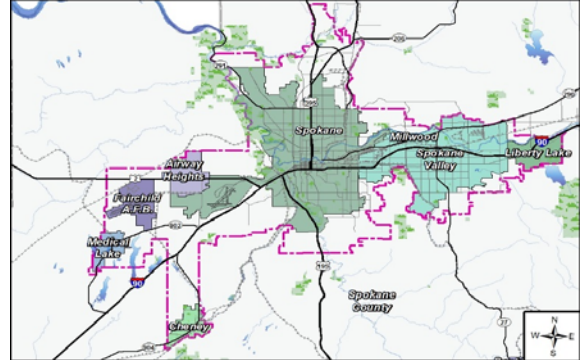
**Section 5310 Funding for Seniors and People with Disabilities**

ST018

**Federal Aid #:** WA-08579  
**STIP ID #:**

**Project Type:** Transit

**Road Name:** NA  
**15** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

The projects under this program include both traditional category projects (capital) and Other category projects (capital and operating). Each year STA will issue a call for projects to non profits, agencies, and jurisdictions to apply for the funds.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,168,731**

| Fund     | Source  | Amount      |
|----------|---------|-------------|
| FTA 5310 | Federal | \$1,622,185 |
| Local    | Local   | \$546,546   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021      | 2022      | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| <b>Federal</b> |               | \$393,230 | \$401,567 | \$409,598 | \$417,790 |           | \$1,622,185        |
| <b>State</b>   |               | \$0       | \$0       | \$0       | \$0       |           | \$0                |
| <b>Local</b>   |               | \$98,303  | \$100,392 | \$102,400 | \$245,451 |           | \$546,546          |
| <b>Total</b>   |               | \$491,533 | \$501,959 | \$511,998 | \$663,241 |           | <b>\$2,168,731</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Project funds scheduled to obligate annually starting in 2016. |

**Spokane Valley**      **Appleway Trail - Evergreen to Sullivan**

SV036

**Federal Aid #:**

**STIP ID #:** WA-08435

**Project Type:**

Bicycle & Pedestrian

**Road Name:**

Abandoned Milwaukee railroad

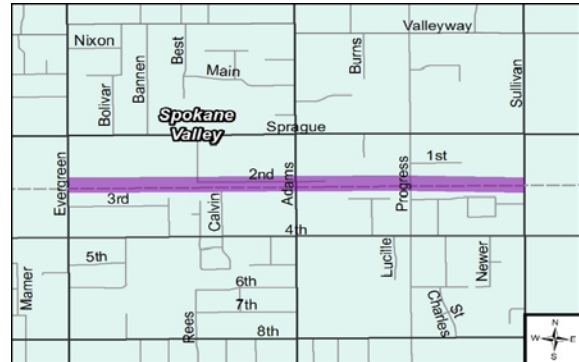
**From:**

Evergreen

**To:**

Sullivan

**Length: (miles)**



**Project Description:**

This phase of the Appleway Trail Project will construct a 1 mile long, 12-foot wide asphalt concrete trail from Evergreen to Sullivan Roads. Active traffic control for pedestrian crossings is proposed at intersecting streets in the form of High Intensity Activated Crosswalk (HAWK) traffic signal, rectangular rapid flash beacons (RRFBs), signing, and striping. The project also includes landscaping, irrigation, lighting and park furniture.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,395,000**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| CMAQ  | Federal | \$1,872,725 |
| TAP   | Federal | \$198,950   |
| Local | Local   | \$323,325   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020        | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|------|-------------|------|------|-----------|--------------------|
| <b>Federal</b> | \$125,425     |      | \$1,946,250 |      |      |           | \$2,071,675        |
| <b>State</b>   | \$0           |      | \$0         |      |      |           | \$0                |
| <b>Local</b>   | \$19,575      |      | \$303,750   |      |      |           | \$323,325          |
| <b>Total</b>   | \$145,000     |      | \$2,250,000 |      |      |           | <b>\$2,395,000</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP   |
| 4/12/2018 | Approved | Project amended to add CMAQ and TAP funds transferred from the University to Balfour Park segment of the Appleway trail and increased the total estimated project cost from \$1,645,000 to \$2,395,000; April amendment. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2020.               |
| 4/12/2018  | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2020.               |
| 10/11/2018 | Preliminary engineering obligated in 2018; Construction funds are scheduled to obligate in 2020. |

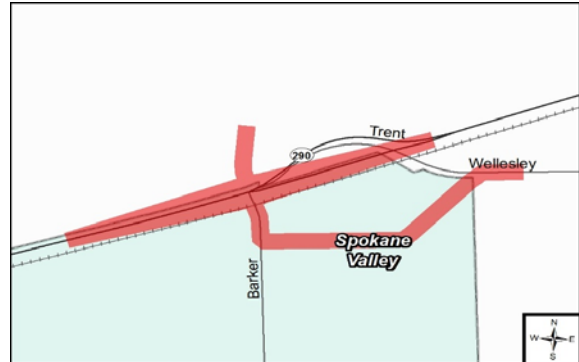
**Spokane Valley** **Barker Rd/BNSF Grade Separation**

SV026

**Federal Aid #:**  
**STIP ID #:** WA-06170

**Project Type:** Safety

**Road Name:** Barker Rd  
**From:** BNSF  
**To:** SR 290  
**Length: (miles)** 0.5



**Project Description:**

Construct a grade-separated intersection for Barker Road and Trent Avenue (SR 290) utilizing new and/or existing infrastructure to route vehicular traffic over the BNSF railroad tracks.

**Funding Sources**

**Total Estimated Cost of Project**

**\$36,035,000 \***

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| DEMO  | Federal | \$719,921   |
| WSDOT | State   | \$1,500,000 |
| Local | Local   | \$3,086,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021        | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|------|-------------|------|-----------|--------------------|
| <b>Federal</b> | \$719,921     | \$0       |      | \$0         |      |           | \$719,921          |
| <b>State</b>   | \$1,500,000   | \$0       |      | \$0         |      |           | \$1,500,000        |
| <b>Local</b>   | \$0           | \$668,000 |      | \$2,418,000 |      |           | \$3,086,000        |
| <b>Total</b>   | \$2,219,921   | \$668,000 |      | \$2,418,000 |      |           | <b>\$5,305,921</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 4/13/2017 | Approved | Project amended into the 2017-2020 TIP; April amendment.  |
| 9/14/2017 | Modified | Project administratively modified to add \$1.5 million that was recently awarded from the Legislature and remove \$600K in local funds. |
| 2/8/2018  | Approved | Project amended to add the right-of-way phase.  |

**Project Status**

| Date       | Status | Description  |
|------------|--------|--|
| 4/13/2017  |        | Preliminary engineering funds are scheduled to obligate in 2017.   |
| 10/12/2017 |        | Preliminary engineering obligated in 2017. Additional preliminary engineering funds scheduled to obligate in 2018.                       |
| 2/8/2018   |        | Preliminary engineering obligated in 2017. Additional preliminary engineering funds scheduled to obligate in 2018; Right-of-way in 2019. |
| 10/11/2018 |        | Preliminary engineering obligated in 2017 and 2018. Right-of-way funds are scheduled to obligate in 2019/2021.                           |

\* Only the Preliminary Engineering and Right-of-way phases of this project are fully funded and programmed in the 2019-2022 TIP.

**Spokane Valley** Evergreen - Mission Connector to Indiana

SV029

**Federal Aid #:**

**STIP ID #:** WA-07016

**Project Type:**

Preservation

**Road Name:**

Evergreen Rd

**From:**

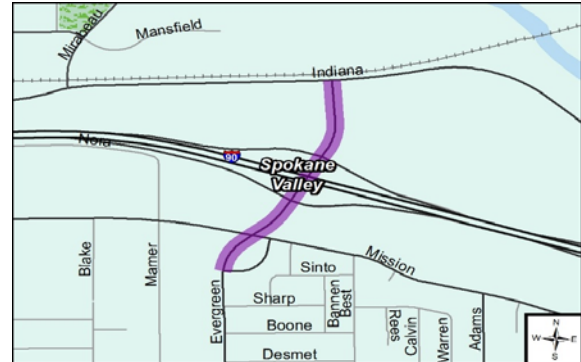
Mission Ave Connector

**To:**

Indiana Ave

**Length: (miles)**

0.7



**Project Description:**

This project will be a grind and overlay project. It will remove existing ruts, strengthen and improve the ride quality of the pavement surface, re-establish proper drainage, and provide a sealed road surface. This project will improve the bicycle facilities and provide continuity through the interchange. Pavement markings and signing for bike lane improvements will be incorporated in the design for ultimate construction.

**Funding Sources**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(UL) | Federal | \$570,900 |
| Local   | Local   | \$89,100  |

**Total Estimated Cost of Project**

**\$660,000**

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$59,685 | \$511,215 |      |      |           | \$570,900        |
| <b>State</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Local</b>   |               | \$9,315  | \$79,785  |      |      |           | \$89,100         |
| <b>Total</b>   |               | \$69,000 | \$591,000 |      |      |           | <b>\$660,000</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP  |
| 5/10/2018 | Modified | Project administratively modified to change the total project length from 0.53 to 0.62 miles to correct a previous error. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/9/2014  | Preliminary engineering and right-of-way funds are scheduled to obligate in 2018; construction funds in 2019.          |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way funds are scheduled to obligate in 2019; Construction in 2020. |

**Spokane Valley North Sullivan ITS Project**

SV024

**Federal Aid #:**  
**STIP ID #:** WA-06167

**Project Type:** Transportation Systems Management & Operations

**Road Name:** Sullivan Rd  
**From:** I-90  
**To:** Trent Ave  
**Length: (miles):** 1.82



**Project Description:**

The project includes the installation of conduit and extension of the fiber optic lines for the continuation of the Intelligent Transportation System (ITS) along Sullivan Road from I-90 to Trent Ave (SR290). This would connect the traffic signal controllers at Central Pre-Mix, Marietta, Euclid, Kiernan and Trent Ave to the SRTMC via existing fiber optic lines at Indiana. It would also install cameras at a couple locations.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| CMAQ  | Federal | \$790,790 |
| Local | Local   | \$123,419 |

**Total Estimated Cost of Project**

**\$914,209**

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$177,745     | \$613,045 |      |      |      |           | \$790,790        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$27,741      | \$95,678  |      |      |      |           | \$123,419        |
| <b>Total</b>   | \$205,486     | \$708,723 |      |      |      |           | <b>\$914,209</b> |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/10/2013 | Approved | Adopted into the 2014-2017 TIP  |
| 10/8/2015  | Approved | Project used one-time administrative delay to roll the PE phase into the 2016-2019 TIP.   |
| 3/10/2016  | Approved | Project amended to move the CN phase from 2018 to 2020; March Amendment                   |
| 4/13/2017  | Modified | Project administratively modified to transfer \$95,000 from the CN phase to the RW phase. |

| Date       | Description  |
|------------|--|
| 10/10/2013 | Preliminary engineering scheduled to obligate in 2015, construction in 2018.   |
| 10/8/2015  | Preliminary engineering funds were scheduled to obligate in 2015 and have been delayed to 2017; using one-time administrative delay. Right-of way funds scheduled for 2017; Construction for 2019. |
| 3/10/2016  | Preliminary engineering and right-of-way funds scheduled to obligate in 2017; Construction in 2018.  |
| 10/13/2016 | Preliminary engineering and right-of-way scheduled to obligate in 2017; Construction in 2018.  |
| 4/13/2017  | Preliminary engineering and right-of-way scheduled to obligate in 2017; Construction in 2018.  |
| 10/12/2017 | Preliminary engineering and right-of-way obligated in 2017. Construction funds are scheduled to obligate in 2018.  |
| 10/11/2018 | Preliminary engineering and right-of-way obligated in 2017. Construction funds are scheduled to obligate in 2019.  |

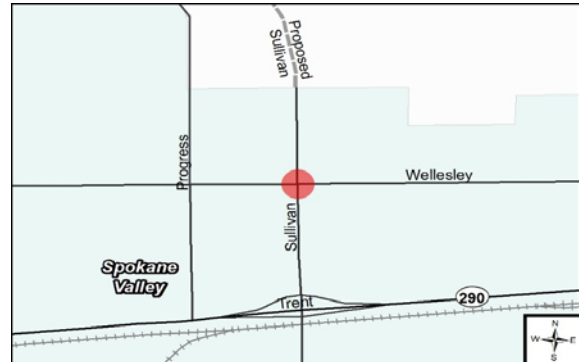
**Spokane Valley Sullivan-Wellesley Intersection Improvement Project**

SV037

**Federal Aid #:**  
**STIP ID #:** WA-08129

**Project Type:** Transportation Systems Management & Operations

**Road Name:** Sullivan & Wellesley Intersection  
**From:** NA  
**To:** NA  
**Length: (miles)** 0.3



**Project Description:**

The project includes either a signalized intersection or a 1-lane roundabout. The project will include sidewalks and a shared-use path. The intersection improvement will include street lights and appropriate traffic control devices along with new landscaping and irrigation.

**Funding Sources**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| CMAQ  | Federal | \$1,085,425 |
| Local | Local   | \$284,575   |

**Total Estimated Cost of Project**

**\$1,370,000**

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021        | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|------|-------------|------|-----------|--------------------|
| <b>Federal</b> | \$126,735     | \$103,800 |      | \$854,890   |      |           | \$1,085,425        |
| <b>State</b>   | \$0           | \$0       |      | \$0         |      |           | \$0                |
| <b>Local</b>   | \$19,765      | \$16,200  |      | \$248,610   |      |           | \$284,575          |
| <b>Total</b>   | \$146,500     | \$120,000 |      | \$1,103,500 |      |           | <b>\$1,370,000</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP  |
| 3/9/2017  | Modified | Project administratively modified to remove the PE phase that obligated in late 2016.   |
| 4/13/2017 | Approved | Project amended to remove the PE phase that obligated in late 2016 and reprogram the CN phase from 2019 to 2021; April amendment. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds scheduled to obligate in 2017; Right-of-way in 2018; Construction in 2019.           |
| 3/9/2017   | Preliminary engineering obligated in 2016. Right-of-way funds scheduled to obligate in 2018; Construction in 2019. |
| 4/13/2017  | Preliminary engineering obligated in 2016. Right-of-way funds scheduled to obligate in 2018; Construction in 2021. |
| 10/11/2018 | Preliminary engineering obligated in 2016. Right-of-way funds scheduled to obligate in 2019; Construction in 2021. |

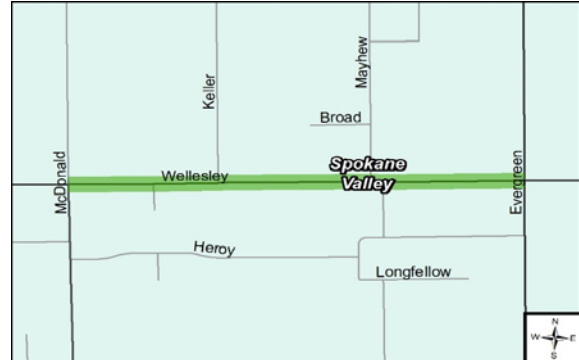
**Spokane Valley Wellesley Sidewalk Project, McDonald to Evergreen**

SV041

**Federal Aid #:**  
**STIP ID #:** WA-10072

**Project Type:** Safety

**Road Name:** Wellesley  
**From:** McDonald  
**To:** Evergreen  
**Length: (miles)** 0.5



**Project Description:**

This project will provide a sidewalk, curb and gutter and install ADA compliant ramps at intersecting streets on one side of Wellesley Avenue between McDonald and Evergreen Road.

**Funding Sources**

**Total Estimated Cost of Project**

**\$447,000 \***

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| TAP(SR) | Federal | \$402,270 |
| Local   | Local   | \$44,730  |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$31,200      | \$371,070 |      |      |      |           | \$402,270        |
| <b>State</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Local</b>   | \$3,467       | \$41,263  |      |      |      |           | \$44,730         |
| <b>Total</b>   | \$34,667      | \$412,333 |      |      |      |           | <b>\$447,000</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 9/14/2017 | Approved | Project amended into the 2017-2020 TIP; September amendment. |

**Project Status**

| Date       | Status | Description   |
|------------|--------|---|
| 9/14/2017  |        | Preliminary engineering is scheduled to obligate in 2017; Right-of-way and Construction in 2018.                  |
| 10/12/2017 |        | Preliminary engineering obligated in 2017. Right-of-way and Construction funds are scheduled to obligate in 2018. |
| 10/11/2018 |        | Preliminary engineering obligated in 2017. Right-of-way and Construction funds are scheduled to obligate in 2019. |



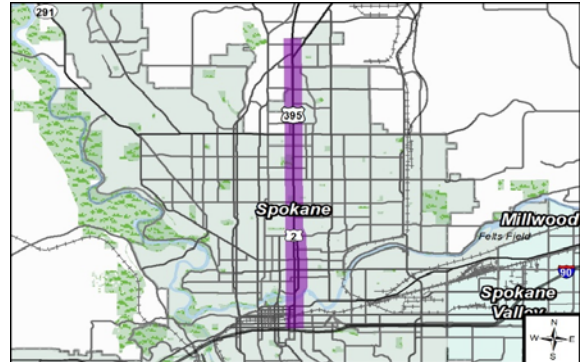
**SRTC Division Street Corridor Study**

SX004

**Federal Aid #:**  
**STIP ID #:** WA-11641

**Project Type:** Study

**Road Name:** Division Street  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

The project is a collaborative corridor study, considering the implementation of STA's High Performance Transit (HPT) in the context of the broader transportation system within and surrounding the Division Street corridor.

**Funding Sources**

**Total Estimated Cost of Project**

**\$500,000**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(UL) | Federal | \$400,000 |
| WSDOT   | State   | \$100,000 |
| Local   | Local   | \$0       |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$200,000 | \$200,000 |      |      |           | \$400,000        |
| <b>State</b>   |               | \$50,000  | \$50,000  |      |      |           | \$100,000        |
| <b>Local</b>   |               | \$0       | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$250,000 | \$250,000 |      |      |           | <b>\$500,000</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 9/13/2018 | Approved | Project amended into the 2018-2021 TIP; September amendment. |

**Project Status**

| Date      | Description   |
|-----------|---|
| 9/13/2018 | Project funds are scheduled to obligate in 2019 and 2020. |

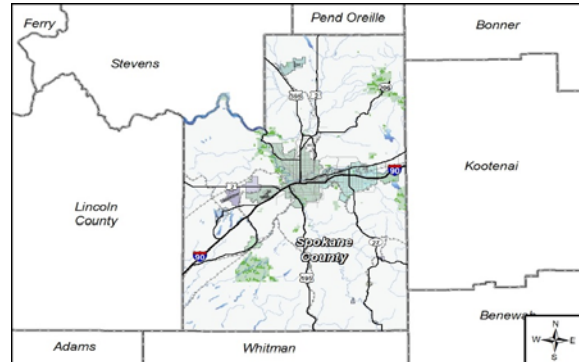
**SRTC Metropolitan Transportation Planning**

SX001

**Federal Aid #:** 9932044  
**STIP ID #:** WA-04790

**Project Type:** Planning

**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** 0



**Project Description:**

This project will support the tasks outlined in SRTC's Unified Planning Work Program, primarily tasks related to the development and maintenance of the Metropolitan Transportation Plan and Transportation Improvement Program, and any approved planning and consultation studies.

**Funding Sources**

**Total Estimated Cost of Project**

**\$3,468,213**

| Fund    | Source  | Amount      |
|---------|---------|-------------|
| STP(UL) | Federal | \$3,000,000 |
| Local   | Local   | \$468,213   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021      | 2022      | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| <b>Federal</b> | \$1,250,000   | \$350,000 | \$350,000 | \$350,000 | \$350,000 | \$350,000 | \$3,000,000        |
| <b>State</b>   | \$0           | \$0       | \$0       | \$0       | \$0       | \$0       | \$0                |
| <b>Local</b>   | \$195,088     | \$54,625  | \$54,625  | \$54,625  | \$54,625  | \$54,625  | \$468,213          |
| <b>Total</b>   | \$1,445,088   | \$404,625 | \$404,625 | \$404,625 | \$404,625 | \$404,625 | <b>\$3,468,213</b> |

**TIP Revisions**

| Date       | Status   | Description  |
|------------|----------|--|
| 10/11/2012 | Approved | Adopted into the 2013-2016 TIP   |
| 4/14/2016  | Modified | Project administratively modified to remove the amount programmed in 2016 since it obligated in late 2015. |
| 2/9/2017   | Approved | Project amended to remove the 2017 allocation that obligated in late 2016; February amendment.             |
| 5/10/2018  | Approved | Project amended to add \$57,804 (\$50,000 federal) to the 2018 allocation; May amendment.                  |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2012 | Project funds scheduled to obligate annually starting in 2013. |

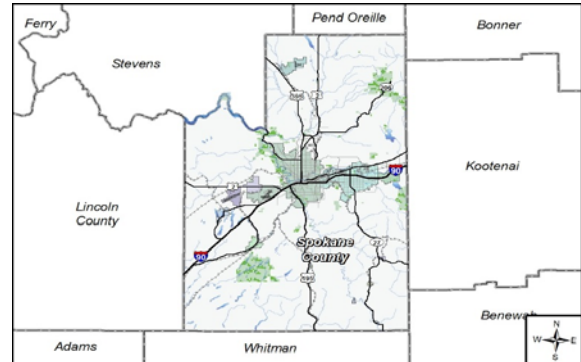
**SRTC SRTC Data Acquisition and Technical Tool Development**

SX003

**Federal Aid #:**  
**STIP ID #:** WA-11040

**Project Type:** Planning

**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** 0



**Project Description:**

SRTC will acquire data and procure assistance for the development of technical tools to support regional planning efforts.

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,156,072**

| Fund    | Source  | Amount      |
|---------|---------|-------------|
| STP(UL) | Federal | \$1,000,000 |
| Local   | Local   | \$156,072   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020      | 2021      | 2022      | 2023-2024 | Total Funding      |
|----------------|---------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| <b>Federal</b> |               | \$400,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$1,000,000        |
| <b>State</b>   |               | \$0       | \$0       | \$0       | \$0       | \$0       | \$0                |
| <b>Local</b>   |               | \$62,428  | \$23,411  | \$23,411  | \$23,411  | \$23,411  | \$156,072          |
| <b>Total</b>   |               | \$462,428 | \$173,411 | \$173,411 | \$173,411 | \$173,411 | <b>\$1,156,072</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 5/10/2018 | Approved | Project (2018 allocation only) amended into the 2018-2021 TIP; May amendment. |

**Project Status**

| Date      | Description   |
|-----------|---|
| 5/10/2018 | Project funds scheduled to obligate annually starting in 2018-2023. |

**SRTC US 195/I-90 Study**

SX005

**Federal Aid #:**  
**STIP ID #:** WA-11642

**Project Type:** Study

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

The US 195/Interstate 90 Study is a multimodal study to address safety, operational, and infrastructure issues in the corridors, particularly in the vicinity of the US 195/I-90 interchange. The purpose of the study is to develop a holistic plan for addressing these issues while considering the need for more coordinated land use planning and access management between agencies.

**Funding Sources**

| Fund    | Source  | Amount    |
|---------|---------|-----------|
| STP(UL) | Federal | \$150,000 |
| WSDOT   | State   | \$200,000 |
| Local   | Local   | \$50,000  |

**Total Estimated Cost of Project**

**\$400,000**

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$150,000 |      |      |      |           | \$150,000        |
| <b>State</b>   |               | \$200,000 |      |      |      |           | \$200,000        |
| <b>Local</b>   |               | \$50,000  |      |      |      |           | \$50,000         |
| <b>Total</b>   |               | \$400,000 |      |      |      |           | <b>\$400,000</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 9/13/2018 | Approved | Project amended into the 2018-2021 TIP; September amendment. |

**Project Status**

| Date      | Description                                      |
|-----------|--|
| 9/13/2018 | Project funds are scheduled to obligate in 2019. |

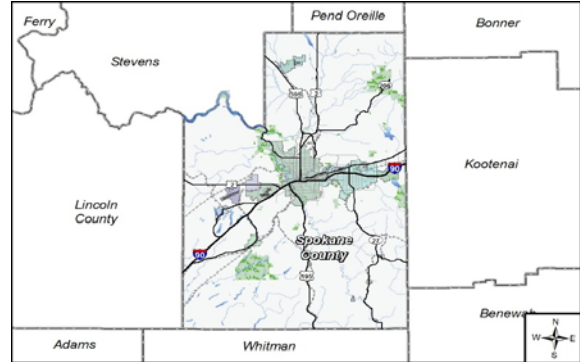
WSDOT 2019-2021 ER Regionwide Basic Safety - Guardrail

WS077

**Federal Aid #:**  
**STIP ID #:** 600026C32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**  
Guardrail preservation, retrofit and replacement.

**Funding Sources**

**Total Estimated Cost of Project**

**\$249,750**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$243,885 |
| State | State   | \$5,865   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$41,760      | \$202,125 |      |      |      |           | \$243,885        |
| <b>State</b>   | \$1,740       | \$4,125   |      |      |      |           | \$5,865          |
| <b>Local</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Total</b>   | \$43,500      | \$206,250 |      |      |      |           | <b>\$249,750</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |

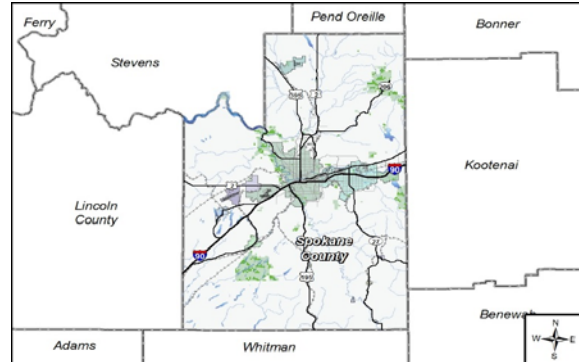
WSDOT 2019-2021 ER Regionwide Basic Safety - Signing

WS078

**Federal Aid #:**  
**STIP ID #:** 600026B32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Update signing based on visibility standards or sign conditions to include supports or posts.

**Funding Sources**

**Total Estimated Cost of Project**

**\$107,459**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$104,910 |
| State | State   | \$2,549   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$19,160      | \$85,750 |      |      |      |           | \$104,910        |
| <b>State</b>   | \$799         | \$1,750  |      |      |      |           | \$2,549          |
| <b>Local</b>   | \$0           | \$0      |      |      |      |           | \$0              |
| <b>Total</b>   | \$19,959      | \$87,500 |      |      |      |           | <b>\$107,459</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

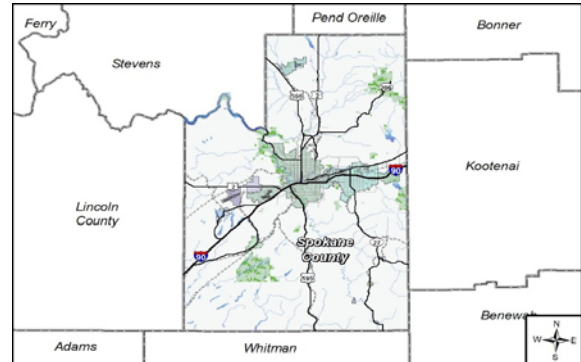
**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |

**WSDOT 2021-2023 SRTMC Operations and Maintenance**

WS144

**Federal Aid #:**  
**STIP ID #:** SRTMC2021  
**Project Type:** Transportation Systems Management & Operations  
**Road Name:** NA  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

3 years of funding for the Operations and Maintenance of the Spokane Regional Traffic Management Center (SRTMC).

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,834,000**

| Fund         | Source  | Amount |
|--------------|---------|--------|
| STP(UL)      | Federal |        |
| Toll Credits | State   |        |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021      | 2022      | 2023-2024 | Total Funding      |
|----------------|---------------|------|------|-----------|-----------|-----------|--------------------|
| <b>Federal</b> |               |      |      | \$600,500 | \$610,300 | \$623,200 | \$1,834,000        |
| <b>State</b>   |               |      |      | \$0       | \$0       | \$0       | \$0                |
| <b>Local</b>   |               |      |      | \$0       | \$0       | \$0       | \$0                |
| <b>Total</b>   |               |      |      | \$600,500 | \$610,300 | \$623,200 | <b>\$1,834,000</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2018 | Project funds are scheduled to obligate annually from 2021-2023. |



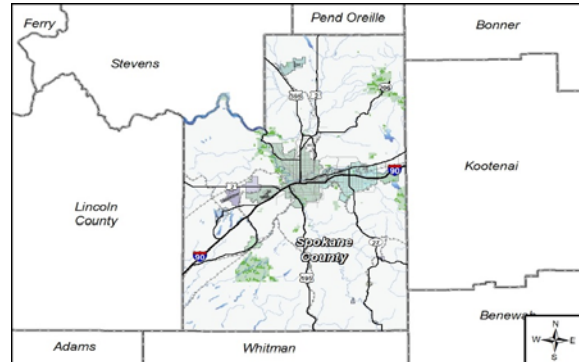
**WSDOT 2021-23 ER Region Wide Basic Safety - Signing**

WS113

**Federal Aid #:**  
**STIP ID #:** 600026F32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

To address region-wide worn and/or non-operational signing which may also include sign posts. This will assist the traveling public with sign visibility.

**Funding Sources**

**Total Estimated Cost of Project**

**\$187,500**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$183,300 |
| State | State   | \$4,200   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021     | 2022      | 2023-2024 | Total Funding    |
|----------------|---------------|------|------|----------|-----------|-----------|------------------|
| <b>Federal</b> |               |      |      | \$21,600 | \$161,700 |           | \$183,300        |
| <b>State</b>   |               |      |      | \$900    | \$3,300   |           | \$4,200          |
| <b>Local</b>   |               |      |      | \$0      | \$0       |           | \$0              |
| <b>Total</b>   |               |      |      | \$22,500 | \$165,000 |           | <b>\$187,500</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2022. |
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |

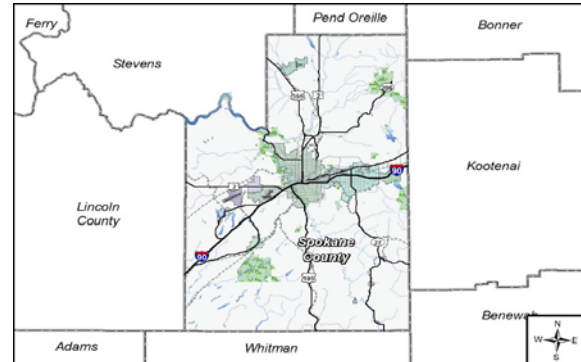
**WSDOT 2021-23 ER Region Wide Safety - Guardrail**

WS114

**Federal Aid #:**  
**STIP ID #:** 600026G32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**  
Guardrail preservation, retrofit and replacement.

**Funding Sources**

**Total Estimated Cost of Project**

**\$250,000**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$244,050 |
| State | State   | \$5,950   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021     | 2022      | 2023-2024 | Total Funding    |
|----------------|---------------|------|------|----------|-----------|-----------|------------------|
| <b>Federal</b> |               |      |      | \$45,600 | \$198,450 |           | \$244,050        |
| <b>State</b>   |               |      |      | \$1,900  | \$4,050   |           | \$5,950          |
| <b>Local</b>   |               |      |      | \$0      | \$0       |           | \$0              |
| <b>Total</b>   |               |      |      | \$47,500 | \$202,500 |           | <b>\$250,000</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |

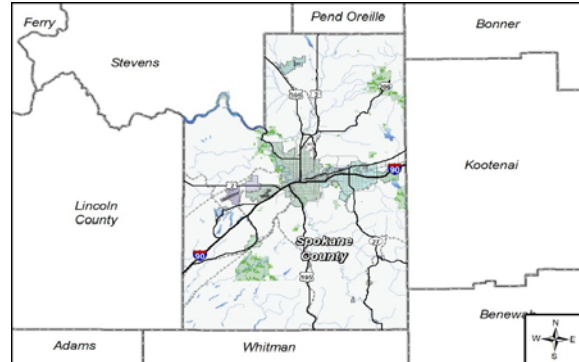
WSDOT 2023-2025 Eastern Region Region Wide Basic Safety - Guardrail

WS122

**Federal Aid #:**  
**STIP ID #:** 600045M32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Preserve, retrofit, and replace guardrail.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| STP   | Federal | \$323,862 |
| State | State   | \$7,619   |

**Total Estimated Cost of Project**

**\$331,481**

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021 | 2022     | 2023-2024 | Total Funding    |
|----------------|---------------|------|------|------|----------|-----------|------------------|
| <b>Federal</b> |               |      |      |      | \$47,568 | \$276,294 | \$323,862        |
| <b>State</b>   |               |      |      |      | \$1,981  | \$5,638   | \$7,619          |
| <b>Local</b>   |               |      |      |      | \$0      | \$0       | \$0              |
| <b>Total</b>   |               |      |      |      | \$49,549 | \$281,932 | <b>\$331,481</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

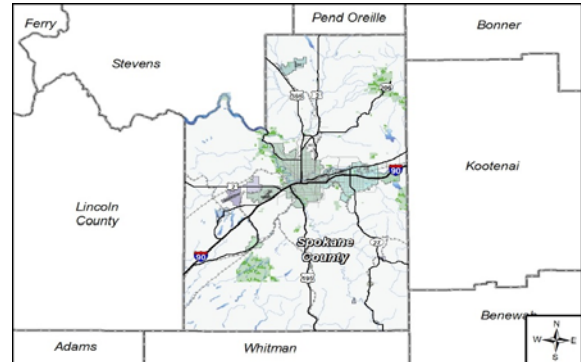
**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2022; Construction in 2023. |

**WSDOT Asphalt/Chip Seal Preservation - Spokane Regional Transportation Council**

WS069

**Federal Aid #:**  
**STIP ID #:** BSRTC P1  
**Project Type:** Preservation  
**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles):** NA



**Project Description:**

Grouping of preservation projects for state highways and freeways in Spokane County. Pavement condition rating is projected to drop below the adopted standards at multiple project locations. By inlaying the existing roadway with hot mix asphalt, the existing pavement condition rating will be increased to be within adopted standards. Programmatic entries in the TIP include projects that are evaluated annually, based on statewide priority. This annual evaluation will advance projects if pavement conditions deteriorate, or delay projects into the future if the pavement condition continues to perform adequately. Since this is a statewide priority, individual MPO entries are subject to change on an annual basis as a result of this process.

For a complete listing of statewide programmatic Projects, go to: <http://www.wsdot.wa.gov/projects/search/>

**Funding Sources**

**Total Estimated Cost of Project**

**\$37,038,114**

| Fund  | Source  | Amount       |
|-------|---------|--------------|
| STP   | Federal | \$8,031,853  |
| NHPP  | Federal | \$26,427,317 |
| State | State   | \$2,578,944  |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020        | 2021        | 2022        | 2023-2024   | Total Funding       |
|----------------|---------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| <b>Federal</b> | \$11,722,540  | \$8,864,085 | \$2,494,558 | \$3,101,145 | \$1,976,640 | \$6,300,202 | \$34,459,170        |
| <b>State</b>   | \$2,100,949   | \$179,785   | \$52,555    | \$68,445    | \$48,770    | \$128,440   | \$2,578,944         |
| <b>Local</b>   | \$0           | \$0         | \$0         | \$0         | \$0         | \$0         | \$0                 |
| <b>Total</b>   | \$13,823,489  | \$9,043,870 | \$2,547,113 | \$3,169,590 | \$2,025,410 | \$6,428,642 | <b>\$37,038,114</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 5/14/2015 | Approved | Project amended into the 2015-2018 TIP; May amendment. |

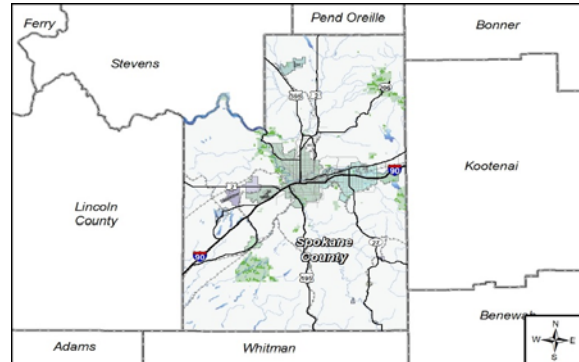
**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering and Construction funds are scheduled to obligate annually. |

**WSDOT Concrete Roadway Preservation - Spokane Regional Transportation Council**

WS070

**Federal Aid #:**  
**STIP ID #:** WSRTC P1  
**Project Type:** Preservation  
**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Grouping of preservation projects for state highways and freeways in Spokane County. Pavement condition rating is projected to drop below the adopted standards at multiple locations. Replacing existing failed pavement with thicker concrete and steel bars at the joints and grinding existing pavement that remains will extend the life of the pavement and provide a smoother ride. Programmatic entries in the TIP include projects that are evaluated annually, based on statewide priority. This annual evaluation will advance projects if pavement conditions deteriorate, or delay projects into the future if the pavement condition continues to perform adequately. Since this is a statewide priority, individual MPO entries are subject to change on an annual basis as a result of this process.

For a complete listing of statewide programmatic Projects, go to: <http://www.wsdot.wa.gov/projects/search/>

**Funding Sources**

**Total Estimated Cost of Project**

**\$6,551,594**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| NGPP  | Federal | \$6,423,131 |
| State | State   | \$128,463   |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> |               | \$6,423,131 |      |      |      |           | \$6,423,131        |
| <b>State</b>   |               | \$128,463   |      |      |      |           | \$128,463          |
| <b>Local</b>   |               | \$0         |      |      |      |           | \$0                |
| <b>Total</b>   |               | \$6,551,594 |      |      |      |           | <b>\$6,551,594</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 5/14/2015 | Approved | Project amended into the 2015-2018 TIP; May amendment. |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/8/2015  | Preliminary engineering and Construction funds scheduled to obligate in 2019. |
| 10/12/2017 | Construction funds are scheduled to obligate in 2019.                         |

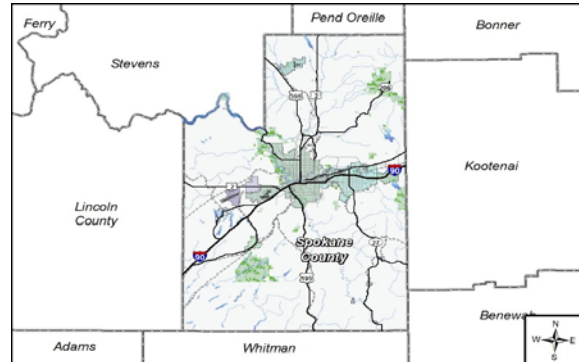
**WSDOT Eastern Region ADA Project - Pedestrian Ramp Retrofits**

WS138

**Federal Aid #:**  
**STIP ID #:** 600026H32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Design and construct ADA compliant pedestrian access for existing walkways.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| STP   | Federal | \$990,290 |
| State | State   | \$20,210  |

**Total Estimated Cost of Project**

**\$1,010,500**

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021 | 2022        | 2023-2024 | Total Funding      |
|----------------|---------------|------|------|------|-------------|-----------|--------------------|
| <b>Federal</b> |               |      |      |      | \$990,290   |           | \$990,290          |
| <b>State</b>   |               |      |      |      | \$20,210    |           | \$20,210           |
| <b>Local</b>   |               |      |      |      | \$0         |           | \$0                |
| <b>Total</b>   |               |      |      |      | \$1,010,500 |           | <b>\$1,010,500</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/11/2018 | Construction funds are scheduled to obligate in 2022. |

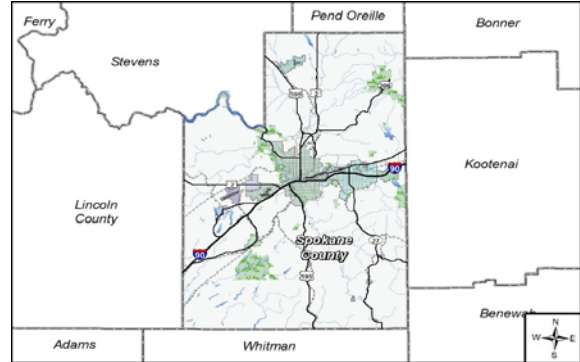
WSDOT Eastern Region Breakaway Cable Terminal - Remove and Replace

WS123

**Federal Aid #:**  
**STIP ID #:** 600045O32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Remove and replace breakaway cable guardrail terminals.

**Funding Sources**

**Total Estimated Cost of Project**

**\$251,526**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$256,618 |
| State | State   | \$6,069   |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|-----------|------|------|------|-----------|------------------|
| <b>Federal</b> | \$39,132      | \$217,486 |      |      |      |           | \$256,618        |
| <b>State</b>   | \$1,630       | \$4,439   |      |      |      |           | \$6,069          |
| <b>Local</b>   | \$0           | \$0       |      |      |      |           | \$0              |
| <b>Total</b>   | \$40,762      | \$221,925 |      |      |      |           | <b>\$262,687</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |



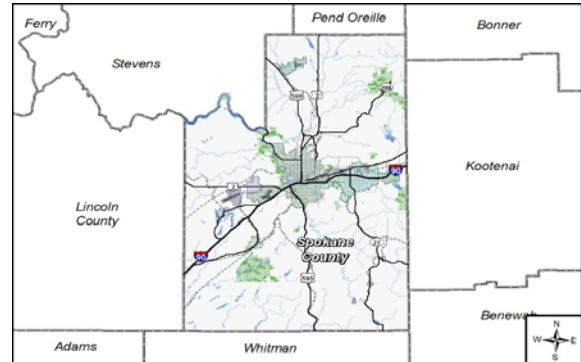
WSDOT Eastern Region BST Rumble Strips C - Install Rumble Strip

WS081

**Federal Aid #:**  
**STIP ID #:** 600045G32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install rumble strips to alert distracted, inattentive, sleeping or intoxicated drivers.

**Funding Sources**

**Total Estimated Cost of Project**

**\$93,134**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$90,998 |
| State | State   | \$2,136  |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020 | 2021 | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|----------|------|------|------|-----------|---------------|
| <b>Federal</b> | \$13,104      | \$77,894 |      |      |      |           | \$90,998      |
| <b>State</b>   | \$546         | \$1,590  |      |      |      |           | \$2,136       |
| <b>Local</b>   | \$0           | \$0      |      |      |      |           | \$0           |
| <b>Total</b>   | \$13,650      | \$79,484 |      |      |      |           | \$93,134      |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2019.               |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019. |

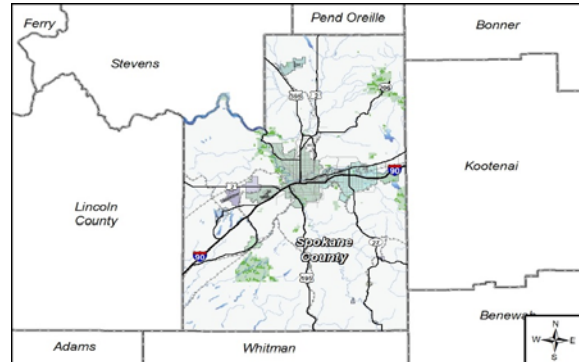
WSDOT Eastern Region BST Rumble Strips D - Install Rumble Strip

WS082

**Federal Aid #:**  
**STIP ID #:** 600045F32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install rumble strips to alert distracted, inattentive, sleeping or intoxicated drivers.

**Funding Sources**

**Total Estimated Cost of Project**

**\$90,919**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$88,818 |
| State | State   | \$2,132  |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020     | 2021 | 2022 | 2023-2024 | Total Funding   |
|----------------|---------------|----------|----------|------|------|-----------|-----------------|
| <b>Federal</b> |               | \$13,560 | \$75,258 |      |      |           | \$88,818        |
| <b>State</b>   |               | \$565    | \$1,536  |      |      |           | \$2,101         |
| <b>Local</b>   |               | \$0      | \$0      |      |      |           | \$0             |
| <b>Total</b>   |               | \$14,125 | \$76,794 |      |      |           | <b>\$90,919</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |

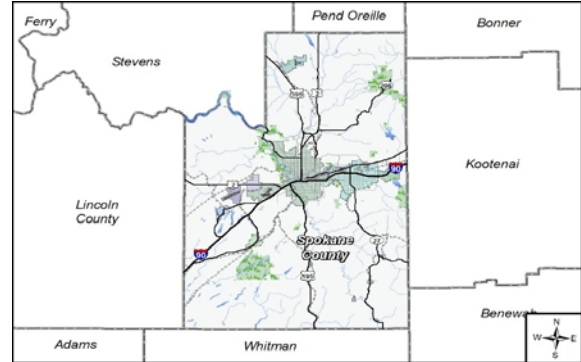
**WSDOT Eastern Region BST Rumble Strips E - Install Rumble Strip**

WS099

**Federal Aid #:**  
**STIP ID #:** 600045A32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install rumble strips to alert distracted, inattentive, sleeping or intoxicated drivers.

**Funding Sources**

**Total Estimated Cost of Project**

**\$93,087**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$90,937 |
| State | State   | \$2,150  |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020     | 2021     | 2022 | 2023-2024 | Total Funding   |
|----------------|---------------|------|----------|----------|------|-----------|-----------------|
| <b>Federal</b> |               |      | \$13,860 | \$77,077 |      |           | \$90,937        |
| <b>State</b>   |               |      | \$577    | \$1,573  |      |           | \$2,150         |
| <b>Local</b>   |               |      | \$0      | \$0      |      |           | \$0             |
| <b>Total</b>   |               |      | \$14,437 | \$78,650 |      |           | <b>\$93,087</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |

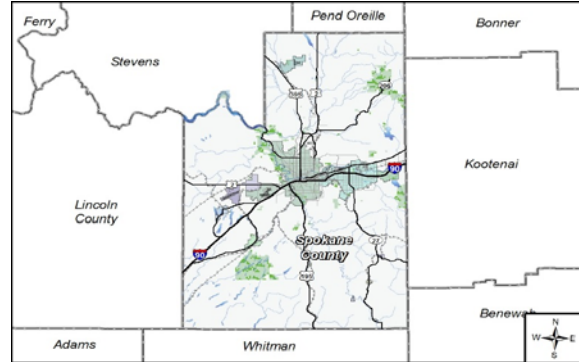
**WSDOT Eastern Region BST Rumble Strips F - Install Rumble Strips**

WS124

**Federal Aid #:**  
**STIP ID #:** 600045C32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles):** NA



**Project Description:**

Install rumble strips for BST routes based on engineering analysis to alert distracted and inattentive drivers.

**Funding Sources**

**Total Estimated Cost of Project**

**\$94,993**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$92,798 |
| State | State   | \$2,195  |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021     | 2022     | 2023-2024 | Total Funding   |
|----------------|---------------|------|------|----------|----------|-----------|-----------------|
| <b>Federal</b> |               |      |      | \$14,172 | \$78,626 |           | \$92,798        |
| <b>State</b>   |               |      |      | \$590    | \$1,605  |           | \$2,195         |
| <b>Local</b>   |               |      |      | \$0      | \$0      |           | \$0             |
| <b>Total</b>   |               |      |      | \$14,762 | \$80,231 |           | <b>\$94,993</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2022; Construction in 2023. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |

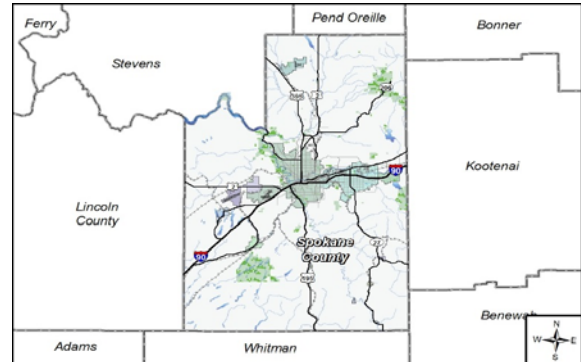
**WSDOT Eastern Region BST Rumble Strips G - Install Rumble Strips**

WS125

**Federal Aid #:**  
**STIP ID #:** 600045H32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install rumble strips for BST routes based on engineering analysis to alert distracted and inattentive drivers.

**Funding Sources**

**Total Estimated Cost of Project**

**\$96,844**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$94,605 |
| State | State   | \$2,239  |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021     | 2022     | 2023-2024 | Total Funding   |
|----------------|---------------|------|------|----------|----------|-----------|-----------------|
| <b>Federal</b> |               |      |      | \$14,496 | \$80,109 |           | \$94,605        |
| <b>State</b>   |               |      |      | \$604    | \$1,635  |           | \$2,239         |
| <b>Local</b>   |               |      |      | \$0      | \$0      |           | \$0             |
| <b>Total</b>   |               |      |      | \$15,100 | \$81,744 |           | <b>\$96,844</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2022; Construction in 2023. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |

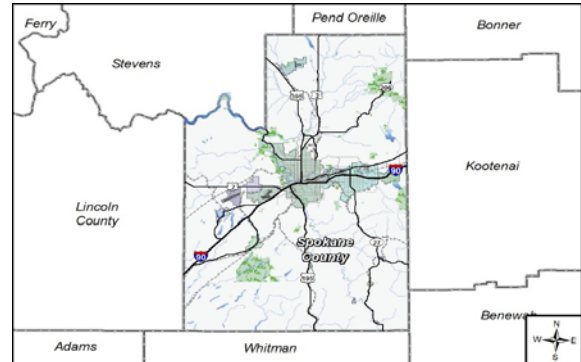
**WSDOT Eastern Region Guardrail Installation and Retrofit 2019-2021**

WS100

**Federal Aid #:**  
**STIP ID #:** 600025V32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Guardrail retrofit, installation and replacement throughout Eastern Region.

**Funding Sources**

**Total Estimated Cost of Project**

**\$175,250**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$171,140 |
| State | State   | \$4,110   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$29,040 | \$142,100 |      |      |           | \$171,140        |
| <b>State</b>   |               | \$1,210  | \$2,900   |      |      |           | \$4,110          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$30,250 | \$145,000 |      |      |           | <b>\$175,250</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |

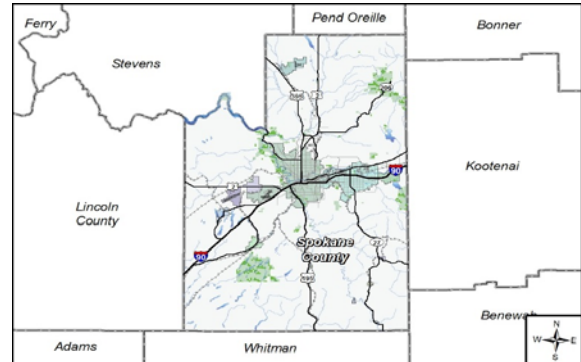
**WSDOT Eastern Region Safety Improvements - Install Rumble Strips**

WS101

**Federal Aid #:**  
**STIP ID #:** 600045132

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Install rumble strips for HMA routes based on engineering analysis,

**Funding Sources**

**Total Estimated Cost of Project**

**\$140,663**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$137,385 |
| State | State   | \$3,278   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$22,270 | \$115,115 |      |      |           | \$137,385        |
| <b>State</b>   |               | \$928    | \$2,350   |      |      |           | \$3,278          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$23,198 | \$117,465 |      |      |           | <b>\$140,663</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |



**WSDOT Eastern Region Shoulder Rumble Strip Installation 2019-2021**

WS089

**Federal Aid #:**  
**STIP ID #:** 600026A32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**  
Install shoulder rumble strips

**Funding Sources**

**Total Estimated Cost of Project**

**\$220,000**

| Fund  | Source  | Amount   |
|-------|---------|----------|
| HSIP  | Federal | \$97,500 |
| State | State   | \$2,500  |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$28,800 | \$186,200 |      |      |           | \$215,000        |
| <b>State</b>   |               | \$1,200  | \$3,800   |      |      |           | \$5,000          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$30,000 | \$190,000 |      |      |           | <b>\$220,000</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date      | Description  |
|-----------|--|
| 10/8/2015 | Preliminary engineering funds scheduled to obligate in 2019; Construction in 2020. |

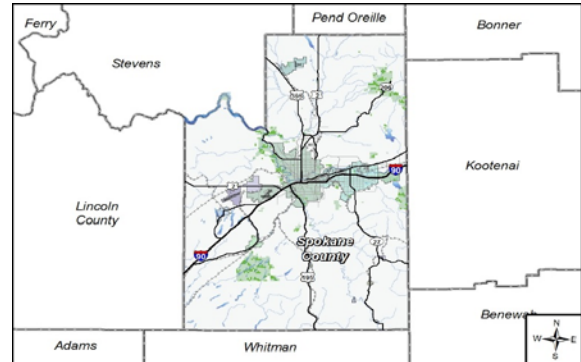
WSDOT ER Regionwide ADA Project - Pedestrian Ramp Upgrades

WS090

**Federal Aid #:**  
**STIP ID #:** 600026E37

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Design and construct ADA compliant pedestrian access for existing walkways

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| STP   | Federal | \$258,010 |
| State | State   | \$8,013   |

**Total Estimated Cost of Project**

**\$266,023**

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021      | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|------|-----------|------|-----------|------------------|
| <b>Federal</b> | \$129,258     |      |      | \$128,752 |      |           | \$258,010        |
| <b>State</b>   | \$5,386       |      |      | \$2,627   |      |           | \$8,013          |
| <b>Local</b>   | \$0           |      |      | \$0       |      |           | \$0              |
| <b>Total</b>   | \$134,644     |      |      | \$131,379 |      |           | <b>\$266,023</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP  |
| 1/14/2016 | Modified | Project administratively modified to change federal funds from HSIP to STP.         |
| 3/8/2018  | Modified | Project administratively modified to move the construction phase from 2018 to 2021. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds scheduled to obligate in 2017; Construction in 2018.               |
| 10/12/2017 | Preliminary engineering obligated in 2017. Construction funds are scheduled to obligate in 2018. |
| 3/8/2018   | Preliminary engineering obligated in 2017. Construction funds are scheduled to obligate in 2021. |

**WSDOT I-90/Barker Rd Intersection Improvements**

WS115

**Federal Aid #:**  
**STIP ID #:** 609049M32

**Project Type:** Reconstruction with Added Capacity

**Road Name:** I-90  
**From:** 293.7  
**To:** 294  
**Length: (miles)** 0.3



**Project Description:**

Improve the intersection of the eastbound I-90 on and off-ramps and Barker Rd by constructing a roundabout, and realigning Broadway Ave, by grading, drainage, paving, site preparation, permanent signing, traffic control and other work.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,500,000**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| DEMO  | Federal | \$2,450,000 |
| State | State   | \$50,000    |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|-------------|------|------|------|-----------|---------------|
| <b>Federal</b> |               | \$2,450,000 |      |      |      |           | \$2,450,000   |
| <b>State</b>   |               | \$50,000    |      |      |      |           | \$50,000      |
| <b>Local</b>   |               | \$0         |      |      |      |           | \$0           |
| <b>Total</b>   |               | \$2,500,000 |      |      |      |           | \$2,500,000   |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Construction funds scheduled to obligate in 2017. Right-of-way purchased under I-90 Spokane to Idaho State Line - Corridor Design project. |
| 10/12/2017 | Construction funds are scheduled to obligate in 2018.  |
| 10/11/2018 | Construction funds are scheduled to obligate in 2019.  |

WSDOT I-90/Barker to Harvard - Improve Interchanges & Local Roads

WS137

**Federal Aid #:**  
**STIP ID #:** 609049L32  
**Project Type:** Roadway Capital  
**Road Name:** I-90  
**From:** 293.96  
**To:** 296.19  
**Length: (miles)** 2.23



**Project Description:**

Improve Barker Rd and Harvard Rd Interchanges and connect local road network north and south at Henry Road.

**Funding Sources**

Total Estimated Cost of Project

**\$26,900,000**

| Fund  | Source | Amount      |
|-------|--------|-------------|
| CWA   | State  | \$2,750,000 |
| State | State  | \$500,000   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021        | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|------|------|-------------|------|-----------|---------------------|
| <b>Federal</b> | \$0           |      |      | \$0         |      |           | \$0                 |
| <b>State</b>   | \$3,250,000   |      |      | \$9,150,000 |      |           | \$12,400,000        |
| <b>Local</b>   | \$0           |      |      | \$0         |      |           | \$0                 |
| <b>Total</b>   | \$3,250,000   |      |      | \$9,150,000 |      |           | <b>\$12,400,000</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 6/14/2018 | Approved | Project amended into the 2018-2021 TIP; June amendment. |

**Project Status**

| Date       | Description   |
|------------|---|
| 6/14/2018  | Preliminary engineering and right-of-way funds are scheduled to obligate in 2018.   |
| 10/11/2018 | Preliminary engineering and right-of-way funds obligated in 2018. Partial Construction funds scheduled to obligate in 2021. |

\* Full funding is secured, but not within the 6-year time period of this TIP

WSDOT I-90/Fishtrap to Latah Creek - Illumination Retrofit

WS102

Federal Aid #: STIP ID #: 609047K32

Project Type: Safety

Road Name: I-90  
From: 275.9  
To: 279.71  
Length: (miles) 3.81



**Project Description:**

Replace, retrofit and upgrade existing illumination system.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$873,412 |
| State | State   | \$20,088  |

**Total Estimated Cost of Project**

**\$893,500**

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$106,464     |      | \$766,948 |      |      |           | \$873,412        |
| <b>State</b>   | \$4,436       |      | \$15,652  |      |      |           | \$20,088         |
| <b>Local</b>   | \$0           |      | \$0       |      |      |           | \$0              |
| <b>Total</b>   | \$110,900     |      | \$782,600 |      |      |           | <b>\$893,500</b> |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP  |
| 3/8/2018   | Modified | Project administratively modified to move the preliminary engineering phase from 2018 to 2019 and the construction phase from 2019 to 2021. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020.           |
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019.           |
| 3/8/2018   | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2021.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2020. |

WSDOT I-90/Hamilton St EB Off-Ramp - Bridge Deck Repair

WS126

**Federal Aid #:**  
**STIP ID #:** 609048L32

**Project Type:** Bridge

**Road Name:** I-90  
**From:** MP 0.4  
**To:** MO 0.59  
**Length: (miles)** 0.19



**Project Description:**

Rehabilitate existing bridge deck and perform additional depth deck repair as needed. Replace deck with a high early modified concrete overlay to preserve the structural integrity of the bridge.

**Funding Sources**

**Total Estimated Cost of Project**

**\$2,699,975**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| NHPP  | Federal | \$2,641,021 |
| State | State   | \$58,954    |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021        | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|------|-----------|-------------|------|-----------|---------------|
| <b>Federal</b> |               |      | \$237,816 | \$2,403,205 |      |           | \$2,641,021   |
| <b>State</b>   |               |      | \$9,909   | \$49,045    |      |           | \$58,954      |
| <b>Local</b>   |               |      | \$0       | \$0         |      |           | \$0           |
| <b>Total</b>   |               |      | \$247,725 | \$2,452,250 |      |           | \$2,699,975   |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |

WSDOT I-90/Latah Creek Crossing - Study Bridge Movement

WS139

Federal Aid #: STIP ID #: 609047E32

Project Type: Study

Road Name: I-90  
From: MP 279.49  
To: MP 279.72  
Length: (miles) 0.23



**Project Description:**

Study the pier movement on the South and North Latah Creek crossing bridge to ensure and preserve structural integrity, asset utility and extend the life of the bridge.

**Funding Sources**

Total Estimated Cost of Project

**\$345,150**

| Fund  | Source  | Amount |
|-------|---------|--------|
| NHPP  | Federal |        |
| State | State   |        |

**Funding Obligation Information**

|         | Prior Funding | 2019      | 2020 | 2021 | 2022 | 2023-2024 | Total Funding |
|---------|---------------|-----------|------|------|------|-----------|---------------|
| Federal |               | \$331,344 |      |      |      |           | \$331,344     |
| State   |               | \$13,806  |      |      |      |           | \$13,806      |
| Local   |               | \$0       |      |      |      |           | \$0           |
| Total   |               | \$345,150 |      |      |      |           | \$345,150     |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description                                      |
|------------|--|
| 10/11/2018 | Project funds are scheduled to obligate in 2019. |



WSDOT I-90/Lincoln Co. Line to Salnave Rd - Roadside Improvements

WS127

**Federal Aid #:**  
**STIP ID #:** 609023W32

**Project Type:** Safety

**Road Name:** I-90  
**From:** MP 255  
**To:** MP 264.3  
**Length: (miles)** 9.3



**Project Description:**  
Roadside Clear zone mitigation

**Funding Sources**

**Total Estimated Cost of Project**

**\$530,183**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$518,180 |
| State | State   | \$12,003  |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$67,150      |      | \$451,030 |      |      |           | \$518,180        |
| <b>State</b>   | \$2,798       |      | \$9,205   |      |      |           | \$12,003         |
| <b>Local</b>   | \$0           |      | \$0       |      |      |           | \$0              |
| <b>Total</b>   | \$69,948      |      | \$460,235 |      |      |           | <b>\$530,183</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2020.           |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2020. |

WSDOT I-90/Lindeke St Crossing - Bridge Deck Repair

WS140

Federal Aid #: STIP ID #: 609048N32

Project Type: Bridge

Road Name: I-90  
From: MP 279.27  
To: MP 279.28  
Length: (miles) 0.01



**Project Description:**

Rehabilitate existing bridge deck and perform additional depth deck repair as needed. Replace deck with a high early modified concrete overlay to preserve the structural integrity of the bridge.

**Funding Sources**

Total Estimated Cost of Project

**\$816,250**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$796,547 |
| State | State   | \$19,703  |

**Funding Obligation Information**

|         | Prior Funding | 2019 | 2020 | 2021      | 2022      | 2023-2024 | Total Funding |
|---------|---------------|------|------|-----------|-----------|-----------|---------------|
| Federal |               |      |      | \$162,144 | \$634,403 |           | \$796,547     |
| State   |               |      |      | \$6,756   | \$12,947  |           | \$19,703      |
| Local   |               |      |      | \$0       | \$0       |           | \$0           |
| Total   |               |      |      | \$168,900 | \$647,350 |           | \$816,250     |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |

WSDOT I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction

WS093

**Federal Aid #:**  
**STIP ID #:** 609047C32

**Project Type:** Reconstruction with Added Capacity

**Road Name:** I-90  
**From:** MP 271.81  
**To:** MP 277.26  
**Length: (miles)** 4.45



**Project Description:**

Reconstruct the existing Medical Lake interchange and improvements at the Geiger interchange to improve safety and increase capacity through the interchanges.

**Funding Sources**

Total Estimated Cost of Project

**\$27,164,700**

| Fund | Source | Amount       |
|------|--------|--------------|
| CWA  | State  | \$26,600,000 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021      | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|--------------|------|-----------|------|-----------|---------------------|
| <b>Federal</b> | \$0           | \$0          |      | \$0       |      |           | \$0                 |
| <b>State</b>   | \$4,000,000   | \$22,784,000 |      | \$380,700 |      |           | \$27,164,700        |
| <b>Local</b>   | \$0           | \$0          |      | \$0       |      |           | \$0                 |
| <b>Total</b>   | \$4,000,000   | \$22,784,000 |      | \$380,700 |      |           | <b>\$27,164,700</b> |

**TIP Revisions**

| Date      | Status   | Description                    |
|-----------|----------|--------------------------------|
| 10/8/2015 | Approved | Adopted into the 2016-2019 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering funds scheduled to obligate in 2017 and 2019; Right-of-way in 2018 and 2019; Construction in 2019 and 2021.  |
| 10/12/2017 | Preliminary engineering obligated in 2017. Additional Preliminary engineering funds are scheduled to obligate in 2019; Right-of-way in 2018 and 2019; Construction in 2019 and 2021.         |
| 10/11/2018 | Preliminary engineering obligated in 2017; Right-of-way in 2018. Additional Preliminary engineering and right-of-way funds are scheduled to obligate in 2019; Construction in 2019 and 2021. |

WSDOT I-90/Mullan Rd Crossing - Bridge Deck Repair

WS128

Federal Aid #: STIP ID #: 609048Z32

Project Type: Bridge

Road Name: I-90  
From: MP 287.83  
To: MP 287.97  
Length: (miles) 0.14



**Project Description:**

Rehabilitate existing bridge deck and perform additional depth deck repair as needed. Replace deck with a high early modified concrete overlay to preserve the structural integrity of the bridge.

**Funding Sources**

Total Estimated Cost of Project

**\$228,620**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$220,745 |
| State | State   | \$7,875   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021     | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|-----------|----------|------|-----------|------------------|
| <b>Federal</b> |               |      | \$158,544 | \$62,201 |      |           | \$220,745        |
| <b>State</b>   |               |      | \$6,606   | \$1,269  |      |           | \$7,875          |
| <b>Local</b>   |               |      | \$0       | \$0      |      |           | \$0              |
| <b>Total</b>   |               |      | \$165,150 | \$63,470 |      |           | <b>\$228,620</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2021; Construction in 2022. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |

WSDOT I-90/Salnave Rd to BNSF RR Bridge - Roadside Improvements

WS129

Federal Aid #: STIP ID #: 609025A32

Project Type: Safety

Road Name: I-90  
From: MP 264.3  
To: MP 270.1  
Length: (miles) 5.8



Project Description:  
Roadside clear zone mitigation.

Funding Sources

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$518,180 |
| State | State   | \$12,003  |

Total Estimated Cost of Project

**\$530,183**

Funding Obligation Information

|         | Prior Funding | 2019 | 2020      | 2021 | 2022 | 2023-2024 | Total Funding |
|---------|---------------|------|-----------|------|------|-----------|---------------|
| Federal | \$67,150      |      | \$451,030 |      |      |           | \$518,180     |
| State   | \$2,798       |      | \$9,205   |      |      |           | \$12,003      |
| Local   | \$0           |      | \$0       |      |      |           | \$0           |
| Total   | \$69,948      |      | \$460,235 |      |      |           | \$530,183     |

TIP Revisions

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

Project Status

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2020.           |
| 10/11/2018 | Preliminary engineering obligated in 2018; Construction funds are scheduled to obligate in 2020. |

**WSDOT I-90/US 2 Garden Springs to Broadway Ave - Variable Speed System**

WS059

**Federal Aid #:**  
**STIP ID #:** 609047H32

**Project Type:** Transportation Systems Management & Operations

**Road Name:** I-90  
**From:** 277.74  
**To:** 286.24  
**Length: (miles)** 8.5



**Project Description:**

Install congestion mitigation countermeasures which may include variable speed limits.

**Funding Sources**

**Total Estimated Cost of Project**

**\$5,432,000**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| HSIP  | Federal | \$5,312,730 |
| State | State   | \$119,270   |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$917,184     | \$4,395,546 |      |      |      |           | \$5,312,730        |
| <b>State</b>   | \$29,565      | \$89,705    |      |      |      |           | \$119,270          |
| <b>Local</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Total</b>   | \$946,749     | \$4,485,251 |      |      |      |           | <b>\$5,432,000</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 10/9/2014 | Approved | Adopted into the 2015-2018 TIP  |
| 3/8/2018  | Modified | Project administratively modified to move the construction phase from 2018 to 2021. |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/9/2014  | Preliminary Engineering funds scheduled to obligate in 2015; Construction in 2016.  |
| 10/8/2015  | Preliminary Engineering obligated in 2015. Construction funds scheduled to obligate in 2016.  |
| 10/13/2016 | Preliminary Engineering obligated in 2015. Construction funds scheduled to obligate in 2018.  |
| 3/8/2018   | Preliminary Engineering obligated in 2015. Construction funds scheduled to obligate in 2021.  |
| 10/11/2018 | Preliminary Engineering obligated in 2015; Construction obligated in 2018. Additional Construction funds are scheduled to obligate in 2019. |

WSDOT SR 290/Spokane River E Trent Bridge - Replace Bridge

WS073

**Federal Aid #:**  
**STIP ID #:** 629001D32

**Project Type:** Bridge

**Road Name:** SR 290  
**From:** MP 0.82  
**To:** MP 0.92  
**Length: (miles)** 0.1



**Project Description:**

Replace existing Bridge 290/5 with new structure.

**Funding Sources**

**Total Estimated Cost of Project**

**\$20,027,646**

| Fund  | Source  | Amount       |
|-------|---------|--------------|
| STP   | Federal | \$3,260,000  |
| NHPP  | Federal | \$727,000    |
| State | State   | \$16,040,646 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021 | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|--------------|------|------|------|-----------|---------------------|
| <b>Federal</b> | \$1,646,000   | \$2,341,000  |      |      |      |           | \$3,987,000         |
| <b>State</b>   | \$377,646     | \$15,663,000 |      |      |      |           | \$16,040,646        |
| <b>Local</b>   | \$0           | \$0          |      |      |      |           | \$0                 |
| <b>Total</b>   | \$2,023,646   | \$18,004,000 |      |      |      |           | <b>\$20,027,646</b> |

**TIP Revisions**

| Date      | Status   | Description  |
|-----------|----------|--|
| 5/14/2015 | Approved | Project amended into the 2015-2018 TIP; May amendment.   |
| 3/7/2017  | Approved | Project amended to increase total project cost and change the funding source from federal to State; March amendment. |
| 8/10/2017 | Modified | Project administratively modified to phase the construction funding over 3-years (2018, 2019, 2020).                 |
| 3/8/2018  | Modified | Project administratively modified to move the construction phase from 2018 to 2021.                                  |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/8/2015  | Preliminary engineering and right-of-way are scheduled to obligate in 2016; Construction in 2020.                                |
| 10/13/2016 | Preliminary engineering obligated in 2016. Right-of-way funds are scheduled to obligate in 2017; Construction in 2018.           |
| 10/12/2017 | Preliminary engineering obligated in 2016. Right-of-way obligated in 2017. Construction funds are scheduled to obligate in 2018. |
| 3/8/2018   | Preliminary engineering obligated in 2016. Right-of-way obligated in 2017. Construction funds are scheduled to obligate in 2019. |



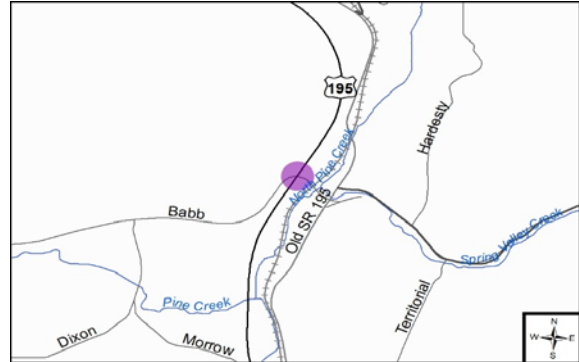
WSDOT US 195/Babb & N Pine Rock Rockfall Slopes - Scaling

WS141

**Federal Aid #:**  
**STIP ID #:** 619506132

**Project Type:** Safety

**Road Name:** US 195  
**From:** MP 68.17  
**To:** MP 68.9  
**Length: (miles)** 0.73



**Project Description:**

Scale unstable rock slope for risk reduction. Reduce potential for active rockfall into roadway.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| STP   | Federal | \$465,012 |
| State | State   | \$10,861  |

**Total Estimated Cost of Project**

**\$475,873**

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$64,526 | \$400,486 |      |      |           | \$465,012        |
| <b>State</b>   |               | \$2,689  | \$8,172   |      |      |           | \$10,861         |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$67,215 | \$408,658 |      |      |           | <b>\$475,873</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/11/2018 | Preliminary engineering is scheduled to obligate in 2019; Construction in 2020. |

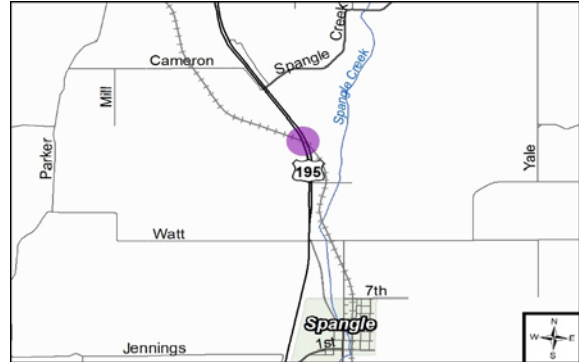
**WSDOT US 195/RR Overcrossings - Expansion Joint Repair**

WS143

**Federal Aid #:**  
**STIP ID #:** 619505A32

**Project Type:** Bridge

**Road Name:** US 195  
**From:** MP 53.55  
**To:** MP 81.53  
**Length: (miles)** 27.98



**Project Description:**

Remove and replace expansion joints; work to preserve structural integrity, asset utility and extend the life of the bridge. Bridges 195/38, 195/42 and 195/112W.

**Funding Sources**

**Total Estimated Cost of Project**

**\$271,900**

| Fund  | Source  | Amount |
|-------|---------|--------|
| NHPP  | Federal |        |
| State | State   |        |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|------|-----------|------|------|-----------|------------------|
| <b>Federal</b> | \$49,824      |      | \$215,600 |      |      |           | \$265,424        |
| <b>State</b>   | \$2,076       |      | \$4,400   |      |      |           | \$6,476          |
| <b>Local</b>   | \$0           |      | \$0       |      |      |           | \$0              |
| <b>Total</b>   | \$51,900      |      | \$220,000 |      |      |           | <b>\$271,900</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2020. |

**WSDOT US 195/Thorpe Rd - Intersection Improvements**

WS121

**Federal Aid #:**  
**STIP ID #:** 619509Q32a

**Project Type:** Safety

**Road Name:** US 195  
**From:** 94.44  
**To:** 95.44  
**Length: (miles)** 1



**Project Description:**

Revise the US 195 and Thorpe Road intersection to restrict left turn movements from Thorpe onto US 195. Left turns will need to turn right onto US 195, then make a U-turn instead of turning left (J-turn).

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,497,014**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| NHPP  | Federal | \$1,464,352 |
| State | State   | \$32,662    |

**Funding Obligation Information**

|                | Prior Funding | 2019        | 2020 | 2021 | 2022 | 2023-2024 | Total Funding      |
|----------------|---------------|-------------|------|------|------|-----------|--------------------|
| <b>Federal</b> | \$117,734     | \$1,346,618 |      |      |      |           | \$1,464,352        |
| <b>State</b>   | \$5,180       | \$27,482    |      |      |      |           | \$32,662           |
| <b>Local</b>   | \$0           | \$0         |      |      |      |           | \$0                |
| <b>Total</b>   | \$122,914     | \$1,374,100 |      |      |      |           | <b>\$1,497,014</b> |

**TIP Revisions**

| Date      | Status   | Description   |
|-----------|----------|---|
| 9/14/2017 | Approved | Project amended into the 2017-2020 TIP; September amendment.  |
| 2/8/2018  | Modified | Project administratively modified to add a PE phase back into the project that didn't obligate in 2017. |

**Project Status**

| Date       | Description   |
|------------|---|
| 9/14/2017  | Preliminary engineering is scheduled to obligate in 2017; Construction in 2018.                       |
| 10/12/2017 | Preliminary engineering obligated in late 2017. Construction funds are scheduled to obligate in 2018. |
| 2/8/2018   | Preliminary engineering and construction funds are scheduled to obligate in 2018.                     |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2019.      |

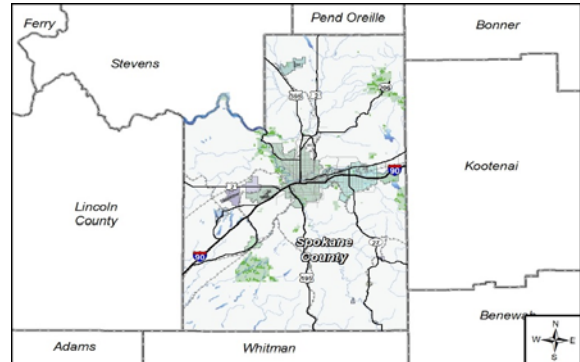
WSDOT US 2 and US 395 Safety Improvements - Shoulder Repair

WS131

**Federal Aid #:**  
**STIP ID #:** 600045J32

**Project Type:** Safety

**Road Name:** Various  
**From:** NA  
**To:** NA  
**Length: (miles)** NA



**Project Description:**

Repair existing surfacing beyond the paved shoulder that has compacted, settled or eroded.

**Funding Sources**

**Total Estimated Cost of Project**

**\$167,175**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| HSIP  | Federal | \$162,850 |
| State | State   | \$4,325   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$47,088 | \$115,762 |      |      |           | \$162,850        |
| <b>State</b>   |               | \$1,962  | \$2,363   |      |      |           | \$4,325          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$49,050 | \$118,125 |      |      |           | <b>\$167,175</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |

WSDOT US 2/Division Wye to Farwell Rd ADA - Pedestrian Ramp Retrofit

WS132

Federal Aid #: STIP ID #: 600229F32

Project Type: Safety

Road Name: US 2  
From: MP 292.96  
To: MP 295.66  
Length: (miles) 2.7



**Project Description:**

Design and construct ADA compliant pedestrian access for existing walkways.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$325,164 |
| State | State   | \$6,636   |

**Total Estimated Cost of Project**

**\$331,800**

**Funding Obligation Information**

|         | Prior Funding | 2019 | 2020 | 2021      | 2022 | 2023-2024 | Total Funding |
|---------|---------------|------|------|-----------|------|-----------|---------------|
| Federal |               |      |      | \$325,164 |      |           | \$325,164     |
| State   |               |      |      | \$6,636   |      |           | \$6,636       |
| Local   |               |      |      | \$0       |      |           | \$0           |
| Total   |               |      |      | \$331,800 |      |           | \$331,800     |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/12/2017 | Construction funds are scheduled to obligate in 2018. |
| 10/11/2018 | Construction funds are scheduled to obligate in 2021. |

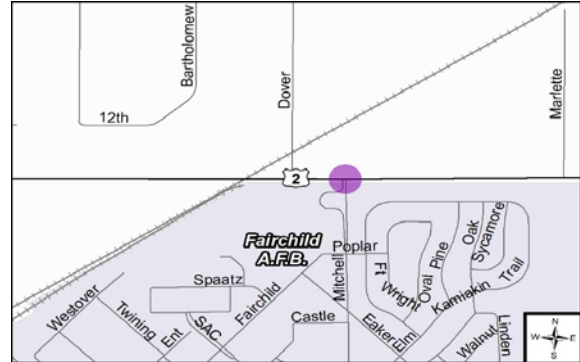
WSDOT US 2/Fairchild AFB - Signal Replacement

WS104

Federal Aid #: STIP ID #: 600227P32

Project Type: Safety

Road Name: US 2  
From: 275.33  
To: 275.34  
Length: (miles) 0.01



Project Description:  
Remove and replace existing traffic signal.

Funding Sources

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$695,970 |
| State | State   | \$16,614  |

Total Estimated Cost of Project

**\$712,584**

Funding Obligation Information

|         | Prior Funding | 2019      | 2020      | 2021 | 2022 | 2023-2024 | Total Funding |
|---------|---------------|-----------|-----------|------|------|-----------|---------------|
| Federal |               | \$113,434 | \$582,536 |      |      |           | \$695,970     |
| State   |               | \$4,726   | \$11,888  |      |      |           | \$16,614      |
| Local   |               | \$0       | \$0       |      |      |           | \$0           |
| Total   |               | \$118,160 | \$594,424 |      |      |           | \$712,584     |

TIP Revisions

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

Project Status

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |

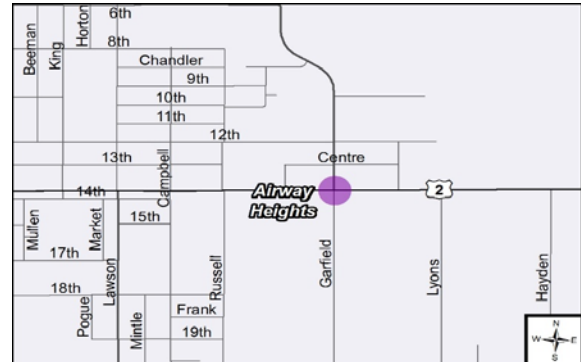
WSDOT US 2/Garfield Rd - Signal Rehabilitation

WS105

**Federal Aid #:**  
**STIP ID #:** 600227S32

**Project Type:** Safety

**Road Name:** US 2  
**From:** 278.47  
**To:** 278.48  
**Length: (miles)** 0.01



**Project Description:**

Replace outdated controller, controller cabinet, loops and failing signal system components.

**Funding Sources**

**Total Estimated Cost of Project**

**\$302,005**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$294,804 |
| State | State   | \$7,201   |

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$55,704 | \$239,100 |      |      |           | \$294,804        |
| <b>State</b>   |               | \$2,321  | \$4,880   |      |      |           | \$7,201          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$58,025 | \$243,980 |      |      |           | <b>\$302,005</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds scheduled to obligate in 2020; Construction in 2021.     |
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |



WSDOT US 2/Geiger Blvd Crossing - Bridge Deck Rehab/Expansion Joint

WS142

**Federal Aid #:**  
**STIP ID #:** 600282B32

**Project Type:** Bridge

**Road Name:** US 2  
**From:** MP 282.65  
**To:** MP 282.68  
**Length: (miles)** 0.03



**Project Description:**

Bridge deck rehab and expansion joint repair on Bridge 2/616N&S

**Funding Sources**

**Total Estimated Cost of Project**

**\$1,655,800**

| Fund  | Source  | Amount      |
|-------|---------|-------------|
| NHPP  | Federal | \$1,618,128 |
| State | State   | \$37,672    |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021 | 2022 | 2023-2024   | Total Funding |
|----------------|---------------|------|------|------|------|-------------|---------------|
| <b>Federal</b> |               |      |      |      |      | \$1,618,128 | \$1,618,128   |
| <b>State</b>   |               |      |      |      |      | \$37,672    | \$37,672      |
| <b>Local</b>   |               |      |      |      |      | \$0         | \$0           |
| <b>Total</b>   |               |      |      |      |      | \$1,655,800 | \$1,655,800   |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/11/2018 | Approved | Adopted into the 2019-2022 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2023; Construction in 2024. |

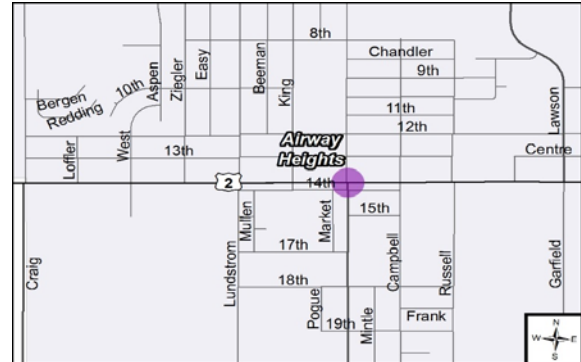
**WSDOT US 2/Lawson Rd - Signal Rehabilitation**

WS106

**Federal Aid #:**  
**STIP ID #:** 600227R32

**Project Type:** Safety

**Road Name:** US 2  
**From:** 277.98  
**To:** 277.99  
**Length: (miles)** 0.01



**Project Description:**

Replace outdated controller, controller cabinet, loops and failing signal system components.

**Funding Sources**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$294,804 |
| State | State   | \$7,201   |

**Total Estimated Cost of Project**

**\$302,005**

**Funding Obligation Information**

|                | Prior Funding | 2019     | 2020      | 2021 | 2022 | 2023-2024 | Total Funding    |
|----------------|---------------|----------|-----------|------|------|-----------|------------------|
| <b>Federal</b> |               | \$55,704 | \$239,100 |      |      |           | \$294,804        |
| <b>State</b>   |               | \$2,321  | \$4,880   |      |      |           | \$7,201          |
| <b>Local</b>   |               | \$0      | \$0       |      |      |           | \$0              |
| <b>Total</b>   |               | \$58,025 | \$243,980 |      |      |           | <b>\$302,005</b> |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Preliminary engineering funds are scheduled to obligate in 2020; Construction in 2021. |
| 10/12/2017 | Preliminary engineering funds are scheduled to obligate in 2018; Construction in 2019. |
| 10/11/2018 | Preliminary engineering funds are scheduled to obligate in 2019; Construction in 2020. |

**WSDOT US 2/Reardan to Espanola Rd ADA - Pedestrian Ramp Retrofit**

WS133

**Federal Aid #:**  
**STIP ID #:** 600226F32

**Project Type:** Safety

**Road Name:** US 2  
**From:** MP 263.45  
**To:** MP 271.02  
**Length: (miles)** 7.57



**Project Description:**

Design and construct ADA compliant pedestrian access for existing walkways.

**Funding Sources**

**Total Estimated Cost of Project**

**\$171,825**

| Fund  | Source  | Amount    |
|-------|---------|-----------|
| NHPP  | Federal | \$168,388 |
| State | State   | \$3,437   |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020 | 2021      | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|------|------|-----------|------|-----------|---------------|
| <b>Federal</b> |               |      |      | \$168,388 |      |           | \$168,388     |
| <b>State</b>   |               |      |      | \$3,437   |      |           | \$3,437       |
| <b>Local</b>   |               |      |      | \$0       |      |           | \$0           |
| <b>Total</b>   |               |      |      | \$171,825 |      |           | \$171,825     |

**TIP Revisions**

| Date       | Status   | Description                    |
|------------|----------|--------------------------------|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP |

**Project Status**

| Date       | Description   |
|------------|---|
| 10/12/2017 | Construction funds are scheduled to obligate in 2018. |
| 10/11/2018 | Construction funds are scheduled to obligate in 2021. |

WSDOT US 395/NSC BNSF - 2nd Railroad Realignment

WS135

**Federal Aid #:**  
**STIP ID #:** 600015C32  
**Project Type:** Roadway Capital  
**Road Name:** US 395  
**From:** MP 159.06  
**To:** MP 160.59  
**Length: (miles)** 1.53



**Project Description:**

Realignment and relocation of BNSF railroad track west of existing track from Rowan Street to Cleveland Street. Includes two new railroad structures over Wellesley Avenue and spur line to the tank farm east of the NSC alignment. Other work to include grading, realignment of city streets, utility relocations, retaining walls, drainage, minor paving and sidewalks.

**Funding Sources**

**Total Estimated Cost of Project**

**\$52,747,946**

| Fund | Source | Amount       |
|------|--------|--------------|
| CWA  | State  | \$52,747,946 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021 | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|--------------|------|------|------|-----------|---------------------|
| <b>Federal</b> | \$0           | \$0          |      |      |      |           | \$0                 |
| <b>State</b>   | \$20,197,946  | \$32,550,000 |      |      |      |           | \$52,747,946        |
| <b>Local</b>   | \$0           | \$0          |      |      |      |           | \$0                 |
| <b>Total</b>   | \$20,197,946  | \$32,550,000 |      |      |      |           | <b>\$52,747,946</b> |

**TIP Revisions**

| Date     | Status   | Description  |
|----------|----------|--|
| 3/8/2018 | Approved | Project amended into the 2018-2021 TIP; March amendment. |

**Project Status**

| Date       | Description   |
|------------|---|
| 3/8/2018   | Preliminary engineering and right-of-way funds are scheduled to obligate in 2018; Construction in 2019.                 |
| 10/11/2018 | Preliminary engineering and right-of-way funds obligated in 2018. Construction funds are scheduled to obligate in 2019. |

WSDOT US 395/NSC I-90 to Sprague Ave

WS108

**Federal Aid #:**  
**STIP ID #:** 600015S32  
**Project Type:** Roadway Capital  
**Road Name:** I-90  
**From:** MP 282.37  
**To:** MP 285.59  
**Length: (miles)** 3.22



**Project Description:**

This project provides for the improvement of the North Spokane Corridor by constructing a new interchange with Interstate 90, by grading, drainage, paving, structures, erosion control, traffic control, site preparation, and other work

**Funding Sources**

**Total Estimated Cost of Project**

**\$296,146,398**

| Fund | Source | Amount        |
|------|--------|---------------|
| CWA  | State  | \$296,146,398 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021 | 2022 | 2023-2024     | Total Funding        |
|----------------|---------------|--------------|------|------|------|---------------|----------------------|
| <b>Federal</b> | \$0           | \$0          |      |      |      | \$0           | \$0                  |
| <b>State</b>   | \$1,026,243   | \$20,435,157 |      |      |      | \$274,684,998 | \$296,146,398        |
| <b>Local</b>   | \$0           | \$0          |      |      |      | \$0           | \$0                  |
| <b>Total</b>   | \$1,026,243   | \$20,435,157 |      |      |      | \$274,684,998 | <b>\$296,146,398</b> |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/12/2017 | Approved | Adopted into the 2018-2021 TIP  |
| 6/14/2018  | Approved | Add preliminary engineering and right-of-way phases, decreased the cost of the construction phase and increased the total project cost. |

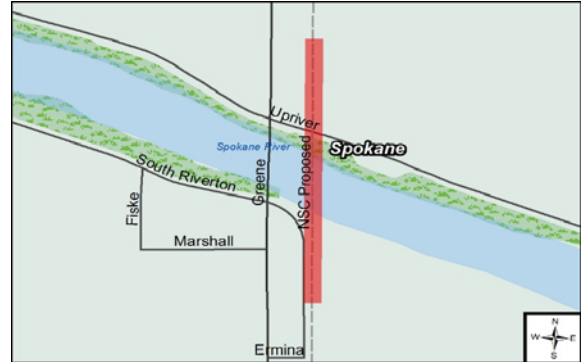
**Project Status**

| Date       | Description   |
|------------|---|
| 10/12/2017 | Construction funds are scheduled to obligate in 2023. Preliminary engineering and right-of-way were done under a separate project.                            |
| 6/14/2018  | Preliminary engineering and right-of-way funds scheduled to obligate in 2018. Construction in 2023.   |
| 10/11/2018 | Preliminary engineering obligated in 2018. Additional preliminary engineering and right-of-way funds are scheduled to obligate in 2019; Construction in 2024. |

WSDOT IS 395/NSC Spokane River Crossing

WS109

**Federal Aid #:**  
**STIP ID #:** 600015J32  
**Project Type:** Roadway Capital  
**Road Name:** US 395  
**From:** 158.8  
**To:** 159.05  
**Length: (miles)** 0.25



**Project Description:**

This project provides for the improvement of the North Spokane Corridor by constructing a new Spokane River crossing with a new bridge, paving, erosion control, traffic control, site preparation and other work.

**Funding Sources**

**Total Estimated Cost of Project**

**\$61,129,895**

| Fund | Source | Amount       |
|------|--------|--------------|
| CWA  | State  | \$61,129,895 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021         | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|--------------|------|--------------|------|-----------|---------------|
| <b>Federal</b> | \$0           | \$0          |      | \$0          |      |           | \$0           |
| <b>State</b>   | \$7,192,600   | \$12,368,495 |      | \$41,568,800 |      |           | \$61,129,895  |
| <b>Local</b>   | \$0           | \$0          |      | \$0          |      |           | \$0           |
| <b>Total</b>   | \$7,192,600   | \$12,368,495 |      | \$41,568,800 |      |           | \$61,129,895  |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP  |
| 2/8/2018   | Approved | Project amended to add preliminary engineering (\$2,572,500) and right-of-way (\$17,400,000) phases and increase the construction funding from \$25,000,000 to \$39,057,200 |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Construction funds are scheduled to obligate in 2021. Preliminary engineering and right-of-way were done under a separate project.                 |
| 2/8/2018   | Preliminary engineering and right-of-way funds scheduled to obligate in 2018. Construction in 2021.  |
| 10/11/2018 | Preliminary engineering and right-of-way obligated in 2018. Additional right-of-way funds are scheduled to obligate in 2019; Construction in 2021. |

WSDOT US 395/NSC Spokane River to Columbia

WS112

**Federal Aid #:** 600015E32  
**STIP ID #:**  
**Project Type:** Roadway Capital  
**Road Name:** US 395  
**From:** 160.16  
**To:** 161.16  
**Length: (miles)** 1



**Project Description:**

This project provides for the improvement of the North Spokane Corridor by constructing three lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.

**Funding Sources**

**Total Estimated Cost of Project**

**\$70,518,100**

| Fund | Source | Amount       |
|------|--------|--------------|
| CWA  | State  | \$70,518,100 |

**Funding Obligation Information**

|                | Prior Funding | 2019      | 2020 | 2021         | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|-----------|------|--------------|------|-----------|---------------|
| <b>Federal</b> | \$0           | \$0       |      | \$0          |      |           | \$0           |
| <b>State</b>   | \$4,071,600   | \$558,500 |      | \$65,888,000 |      |           | \$70,518,100  |
| <b>Local</b>   | \$0           | \$0       |      | \$0          |      |           | \$0           |
| <b>Total</b>   | \$4,071,600   | \$558,500 |      | \$65,888,000 |      |           | \$70,518,100  |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP  |
| 3/8/2018   | Approved | Project amended to add preliminary engineering (\$4,071,600) and right-of-way (\$558,000) phases. The construction phase of the Spokane River to Wellesley project has been combined with this project. |

**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Construction funds are scheduled to obligate in 2017. Preliminary engineering and right-of-way were done under a separate project. |
| 10/12/2017 | Construction funds are scheduled to obligate in 2018.  |
| 3/8/2018   | Preliminary engineering and right-of-way funds scheduled to obligate in 2018. Construction in 2020.                                |
| 10/11/2018 | Preliminary engineering obligated in 2018. Right-of-way funds are scheduled to obligate in 2019; Construction in 2020.             |



WSDOT US 395/NSC Sprague Ave to Spokane River

WS111

**Federal Aid #:**  
**STIP ID #:** 600015M32  
**Project Type:** Roadway Capital  
**Road Name:** US 395  
**From:** 157.23  
**To:** 158.84  
**Length: (miles)** 1.61



**Project Description:**

This project provides for the improvement of the North Spokane Corridor by constructing two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.

**Funding Sources**

**Total Estimated Cost of Project**

**\$367,121,300**

| Fund | Source | Amount        |
|------|--------|---------------|
| CWA  | State  | \$367,121,300 |

**Funding Obligation Information**

|                | Prior Funding | 2019         | 2020 | 2021          | 2022 | 2023-2024 | Total Funding |
|----------------|---------------|--------------|------|---------------|------|-----------|---------------|
| <b>Federal</b> | \$0           | \$0          |      | \$0           |      |           | \$0           |
| <b>State</b>   | \$3,803,322   | \$51,355,478 |      | \$311,962,500 |      |           | \$367,121,300 |
| <b>Local</b>   | \$0           | \$0          |      | \$0           |      |           | \$0           |
| <b>Total</b>   | \$3,803,322   | \$51,355,478 |      | \$311,962,500 |      |           | \$367,121,300 |

**TIP Revisions**

| Date       | Status   | Description   |
|------------|----------|---|
| 10/13/2016 | Approved | Adopted into the 2017-2020 TIP  |
| 6/14/2018  | Approved | Add preliminary engineering and right-of-way phases, increased the cost of the construction phase and increased the total project cost. |

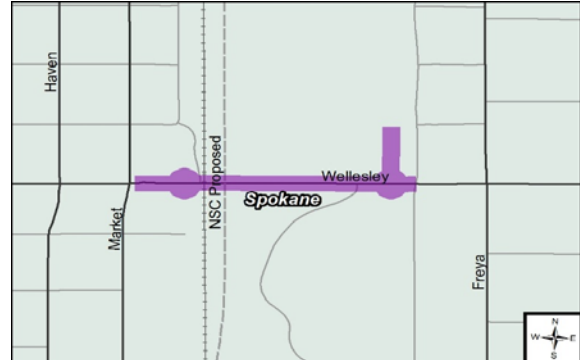
**Project Status**

| Date       | Description  |
|------------|--|
| 10/13/2016 | Construction funds are scheduled to obligate in 2021. Preliminary engineering and right-of-way were done under a separate project.   |
| 6/14/2018  | Preliminary engineering and right-of-way funds scheduled to obligate in 2018. Construction in 2021.  |
| 10/11/2018 | Preliminary engineering and right-of-way funds obligated in 2018. Additional preliminary engineering and right-of-way funds are scheduled to obligate in 2019; Construction in 2021. |

WSDOT US 395/NSC - Wellesley Ave Improvements

WS136

**Federal Aid #:**  
**STIP ID #:** 600015D32  
**Project Type:** Roadway Capital  
**Road Name:** US 395  
**From:** MP 160.05  
**To:** MP 160.98  
**Length: (miles)** 0.93



**Project Description:**

Construct a new interchange at Wellesley Ave to include new bridges, city streets, mainline roadway, retaining walls and utility relocation.

**Funding Sources**

**Total Estimated Cost of Project**

**\$30,450,300**

| Fund | Source | Amount       |
|------|--------|--------------|
| CWA  | State  | \$30,450,300 |

**Funding Obligation Information**

|                | Prior Funding | 2019 | 2020         | 2021 | 2022 | 2023-2024 | Total Funding       |
|----------------|---------------|------|--------------|------|------|-----------|---------------------|
| <b>Federal</b> | \$0           |      | \$0          |      |      |           | \$0                 |
| <b>State</b>   | \$1,766,300   |      | \$28,684,000 |      |      |           | \$30,450,300        |
| <b>Local</b>   | \$0           |      | \$0          |      |      |           | \$0                 |
| <b>Total</b>   | \$1,766,300   |      | \$28,684,000 |      |      |           | <b>\$30,450,300</b> |

**TIP Revisions**

| Date     | Status   | Description  |
|----------|----------|--|
| 3/8/2018 | Approved | Project amended into the 2018-2021 TIP; March amendment. |

**Project Status**

| Date       | Description  |
|------------|--|
| 3/8/2018   | Preliminary engineering funds scheduled to obligate in 2018; Construction in 2020.               |
| 10/11/2018 | Preliminary engineering obligated in 2018. Construction funds are scheduled to obligate in 2020. |