



SPOKANE REGIONAL TRANSPORTATION COUNCIL

2021-2024

Transportation
Improvement
Program

Approved by
SRTC Board of Directors
October 8, 2020

Amended March 11, 2021

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TITLE VI NOTICE TO PUBLIC

Title VI and Americans with Disabilities Act (ADA) Notice to Public

The Spokane Regional Transportation Council (SRTC) fully complies with Title VI of the Civil Rights Act of 1964, the American Disabilities Act of 1990 and related statutes and regulations in all programs and activities. SRTC is committed to ensure that no person shall, on the grounds of race, color, national origin or sex, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against in any federally funded programs or activities. All meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities including written materials in alternate formats, sign language interpreters, or other reasonable accommodations can be arranged with two weeks' advance notice.

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 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 or call (509) 343-6370.

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

R-20-01 SRTC

**APPROVING THE FINDING OF TRANSPORTATION CONFORMITY WITH AIR
QUALITY PLANS FOR THE
2021-2024 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 2021-2024 Transportation Improvement Program (2021-2024 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 PM₁₀; and

WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2021-2024 TIP; and

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional

Transportation Council of Washington that the 2021-2024 Transportation Improvement Program for the Spokane Metropolitan Planning Area is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM₁₀ maintenance areas.

PASSED and APPROVED this 8th day of October 2020 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

Original signature on file

Mayor Ben Wick, City of Spokane Valley
Chair, SRTC Board of Directors

ATTEST

Original signature on file

Sabrina C. Minshall
Executive Director, SRTC

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

R-20-02 SRTC

**APPROVING THE 2021-2024 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 2021-2024 Transportation Improvement Program for the Spokane Metropolitan Planning Area (2021-2024 TIP) has been developed based on the contents, goals and objectives of the Horizon 2040; and

WHEREAS, the 2021-2024 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 2021-2024 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 2021-2024 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 2021-2024 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 8th day of October 2020 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

Original signature on file

Mayor Ben Wick, City of Spokane Valley
Chair, SRTC Board of Directors

ATTEST

Original signature on file

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 Transportation Council 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;
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; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

MPO

Sabrina C. Minshall

Signature

Sabrina Minshall

Printed Name
Executive Director

Title

see signature block Date 8/24/2020

WSDOT

Digitally signed by Anna Ragaza-Bourassa
Date: 2020.09.09 12:41:30 -07'00'

Signature

Anna Ragaza-Bourassa

Printed Name

Regional Coordinator

Title

see signature block

Date

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), , a transportation private sector representative (major employer representative), a freight/rail representative and the Chair of 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, 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, titled *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 and requires that aTIP:

- 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. 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 (2025 and 2026) have been included. SRTC's practice is to update the TIP annually. The TIP is also regularly amended or corrected for accuracy through a formal process. The amendment and modification schedule can be found in Appendix B.

Project Selection Process

SRTC is responsible for selecting projects for the federal Surface Transportation Block Grant (STBG) Program, STBG Set-Aside 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 the Guiding Principles which 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 2020-2023 TIP development. Documentation from the meetings is posted on the SRTC website, www.srtc.org.

To review and discuss the 2021-2024 TIP, a virtual public meeting was held on September 15, 2020 from 12:00 – 1:00 p.m. Staff from SRTC, STA and WSDOT were present to answer questions about projects in the program. The public meeting was recorded and posted to YouTube for additional viewing opportunities throughout the public comment period. A notice of the meeting was advertised in the Spokesman-Review, posted to the SRTC website and social media platforms, sent directly to an email distribution list of interested parties and flyers were posted at various community locations. In addition, the draft TIP document was posted on SRTC's website, with links to it from SRTC's blog, Facebook, Twitter, LinkedIn, and NextDoor accounts to provide an opportunity for public review of the document.



The 30-day public comment period for the document began September 1 and concluded September 30. Public comments received during the comment period were compiled and addressed in Appendix C. SRTC coordinated with member jurisdictions for responses.

Coordination with Neighboring Agencies

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

SRTC coordinates with the Spokane Tribe, Kalispel Tribe and the Northeast Washington Regional Transportation Planning Organization to incorporate tribal transportation projects into the TIP as applicable. Reservation lands for both tribes fall within the Northeast Washington RTPO's planning area, however, each tribe also 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. The draft TIP was provided to the Spokane Tribe and the Kalispel Tribe for input and comments.

TIP Consistency Determinations

Metropolitan Transportation Plan

The current MTP, Horizon 2040, was 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. The next scheduled update of the MTP will be in 2021.

Congestion Management Process

In 2014 the SRTC Board of Directors approved a Congestion Management Process (CMP) which is a regional approach for managing traffic congestion that includes information on the performance of the transportation system. The CMP also looks at strategies for managing congestion to 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 address 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 designed 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.

The CMP identifies sixteen congested corridors whose performance is monitored annually. Congestion management strategies were recommended for eight "Tier 1" corridors, with that have regional importance and significant congestion. Strategies were tailored for each corridor individually 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 the TIP call for projects application and scoring process after development of the CMP.

For all regionally significant 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 concluding that new lanes are necessary. This process is not limited to CMP Corridor projects; it pertains to all regionally significant projects in the TIP.

Air Quality Conformity

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 (PM₁₀) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On May 12, 2016 the EPA approved the Second 10-year LMP for PM₁₀ effective until 8/30/25. The Second 10-year LMP for CO was approved August 15, 2016, effective until 8/29/25. These LMPs demonstrate the minimal risk that PM₁₀ and CO from motor vehicles would contribute to a PM₁₀ 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).

LMPs do not establish a MVEB because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards (40 CFR 93.109(c)). As published in the PM₁₀ 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 annual growth rate of 1% included in Horizon 2040 is less than the 3.1% rate assumed in the PM₁₀ LMP, Horizon 2040 and the 2021-2024 TIP conform to the PM₁₀ LMP. Through the TIP consultation process it was agreed that the same VMT growth rate analysis is used to evaluate conformity with CO. The projects in the 2021-2024 TIP are consistent with Horizon 2040, which meets the conformity requirements of the Federal Clean Air Act Amendments of 1990 and the Washington Clean Air Act.

Transportation Control Measures (TCMs)

Per 40 CFR 93.101, a transportation control measure is any measure that is specifically identified and committed to in an implementation plan to reduce emissions or concentration of air pollutant from transportation sources by reducing vehicles use, changing traffic flow or congested conditions. Per the State Implementation Plan and LMP, there are no CO transportation control measures. PM₁₀ control measures include the Washington State (RCW 70.94, WAC 173-433) and Spokane Regional Clean Air Agency's (Regulations 6.05, 6.14, 6.15) programs to reduce residential wood smoke, paving critical unpaved roads, and street sweeping programs.

Contingency Measures

Contingency measures achieve emission reductions for a specified period of time. The mandatory vehicle inspection and maintenance (I&M) program was the predominant CO transportation contingency measure for Spokane County. The program ended on December 31, 2019 but may be reinstated if necessary. 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.

Safe and Complete Streets Policy

In September 2012 the SRTC Board approved the Safe and Complete Streets Policy which became effective January 2013. The primary purpose of the policy is to ensure that the safety and convenience of all transportation system users (pedestrians, bicyclists, transit users, motorists, freight providers and emergency responders) are considered during the planning and programming of projects. The SRTC Safe and Complete Streets Policy and checklist applies to all roadway construction and all phases roadway reconstruction projects that are required to be included in the TIP.

Performance Management

WSDOT and SRTC are currently in full compliance of setting performance targets as originally defined in Moving Ahead for Progress in the 21st Century (MAP-21). SRTC has agreed to plan and program projects so that they contribute to all statewide and public transit targets as reported to the Federal Highway Administration and Federal Transit Administration. Detailed performance targets can be found in Appendix D.

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 annual safety 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.

In 2019, WSDOT coordinated with MPOs through an established MAP-21 collaboration process. SRTC supports programs and projects that contribute to statewide annual safety targets set by WSDOT. Annual 2021 safety targets are currently in development and not available at the time of this report. Safety targets are reported to WSDOT and the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Pavement and Bridge Targets

RCW 47.05 and WSDOT's Highway System Plan set the direction for infrastructure condition management in Washington State, which is to preserve pavements and bridges at the lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

SRTC agrees to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515,

the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with SRTC and other MPOs to establish performance measures and communicate pavement and bridge management practices, as well as what these practices mean in the context of the NHS. WSDOT regularly release information about the annual average state facility needs for pavements and bridges within each MPO boundary..

System Performance, Freight, and CMAQ Targets

In 2018, Washington MPOs and WSDOT set, adopted, and reported statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures to FHWA. SRTC agrees to plan and program projects to work towards and achieve Washington Highway System Performance, Freight, and Congestion Mitigation and Emissions Performance under 23 CFR 490.

Washington State MPOs and WSDOT continue to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of this group is to increase the consistency between regional plans and WSDOT's statewide plans. This includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT is partnering with SRTC is by sharing performance data and analytics through the Regional Integrated Transportation Information System (RITIS) tool. The state's financial participation makes this tool available for WSDOT and SRTC to use the system in evaluating regional targets and to assist in our SRTC decision making processes.

To guide freight investments and improve freight system performance, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network. Presently WSDOT Secretary of Transportation establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders. The advisory committee role is to:

- (1) advise the State on freight-related priorities, issues, projects, and funding needs;
- (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
- (3) communicate and coordinate regional priorities with other organizations;
- (4) promote the sharing of information between the private and public sectors on freight issues; and
- (5) participate in the development of the next freight plan of the State.

The advisory committee final report is due to the Legislature by December 1, 2020.

Over the coming years WSDOT and its partners will further align planning and programming areas with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

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

Asset Management Targets

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 Appendix D). 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.

Public Transit Safety Targets

On December 17, 2020 STA adopted safety targets through their public transportation agency safety Plan as required by 49 U.S.C. 5329(d). As required by 23 CFR 306 4(iii), SRTC is integrating STA's safety performance targets into our planning processes as reported in Appendix D of this document.

2020-2023 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)). 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 2020).

Complete (Constructed/Implemented or Under Construction)

Agency	Project Name	STIP ID
Cheney	Cheney High and Betz Elementary Pedestrian & Bicycle Route Safety Project	WA-12493
Cheney	Washington Street Preservation Project	WA-09444
Fairfield	1 st Street Sidewalk Improvement Project	WA-11317
WSDOT	Asphalt Chip Seal Preservation Spokane Regional Transportation Council	BSRTC P1
WSDOT	Eastern Region Shoulder Rumble Strip Installation 2019-2021	600026A32
WSDOT	I-90/Barker Rd Intersection Improvements	609049M32
WSDOT	I-90/Barker to Harvard – Add Lane Harvard Rd Bridge	609049S23
WSDOT	I-90/Barker to Harvard – Improve Interchanges & Local Roads	609049L32
WSDOT	I-90/Barker to Harvard – WB on-Ramp Improvement	609049R23
WSDOT	I-90/US 2 Garden Springs to Broadway Ave – Variable Speed System	609047H32
WSDOT	SR 290/Spokane River E Trent Br – Replace Bridge	629001D32
WSDOT	US 2 & US 395 Safety Improvements – Shoulder Repair	600045J32

In Progress

Agency	Project Name	STIP ID
City of Spokane	Ben Burr Crossings at 2 nd Ave and 3 rd Ave	WA-11840
City of Spokane	Hamilton Street Corridor Intersection Improvements	WA-08163
City of Spokane	Post Street Bridge Replacement	WA-02363
Deer Park	Crawford & Colville Roundabout/N Colville Reconstruction	WA-11820
Spokane County	Bigelow Gulch/Forker Road – Project 2	CRP2990
Spokane County	Brooks Road Railway – Highway Crossings Program (Section 130)	WA-10947
Spokane County	Espanola Road Railway - Highway Crossings Program (Section 130)	WA-10948
Spokane County	Frideger Road	WA-10949
Spokane County	North Kentuck Trails Road	WA-10990
Spokane County	Wellesley Avenue Railway - Highway Crossings Program (Section 130)	WA-05128
Spokane Transit	Central City Line	
Spokane Valley	North Sullivan ITS	
Spokane Valley	Pines/BNSF ROW Early Acquisition	
Spokane Valley	Citywide Reflective Sign Post Panels	
Spokane Valley	Barker Road (Spokane River to Euclid Ave)	
WSDOT	Eastern Region – TMC Equipment Replacement	600026J32
WSDOT	I-90/Barker to Harvard Phase 2 – Improve Interchanges and Local Roads	609069J32
WSDOT	I-90/Lincoln Co. Line to Salnave Rd – Roadside Improvements	609023W32
WSDOT	I-90/Salnave Rd to BNSF RR Bridge – Roadside Improvement	609025A32
WSDOT	US 395/NSC Spokane River to Columbia	600015E32
WSDOT	US 395/NSC Spokane River to Columbia – Shared Use Path	600015F32
WSDOT	US 395/NSC-Wellesley Ave Improvements	600015D32

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 2020 program year, the annual listing will be published no later than March 31, 2021. The listing will be made available on the SRTC website, www.srtc.org, and presented to the SRTC Board and both advisory committees.

FINANCIAL PLAN

A vital 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 in coordination 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 \$84 million annually to operate and maintain fixed route, vanpool and paratransit services. STA saw a 4.6% increase in its operating expenses between 2018 and 2019 mainly due to additional service and expenses related to the 10-year Moving Forward Plan. While the 2020 operating budget increased by 5.8% over the 2019 budget, this includes 2.8% 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 2021-2024 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 1 (page 11). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix E.

STA Financial Capacity

FTA, in its 2017 Triennial Review, found STA to be in compliance with financial capacity requirements. FTA's 2020 Triennial Review has been delayed due to the current pandemic associated with COVID-19. 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 2019. STA's adopted 2020 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 2019 of \$22.7 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.

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 2020-2040 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 2021 through 2026.
5. STA currently uses 8/10ths of one percent of the local sales tax. The statutory maximum rate of sales tax collection for public transportation is 9/10ths of one percent (RCW 82.14.045).

STA's 2020 budget assumes sales tax revenue to be consistent with what was collected in 2019. Fare revenue was projected in line with historical ridership trends and new service introduction.

Table 1. 2021-2024 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)	2021	(2,163,902)	8,031,194	5,867,292	5,570,737	296,555
			2022	296,555	8,031,194	8,327,749	6,885,295	1,442,454
			2023	1,442,454	8,031,194	9,473,648	5,168,900	4,304,748
			2024	4,304,748	8,031,914	12,335,942	441,170	11,894,772
		TAP REGIONAL (UL, US, R)	2021	826,918	577,620	1,404,538	915,359	489,179
			2022	489,179	577,620	1,066,799	671,200	395,599
			2023	395,599	577,620	973,219	332,000	641,219
			2024	641,219	577,620	1,218,839	575,200	643,639
		CMAQ	2021	1,531,893	3,287,230	4,819,123	1,720,862	3,098,261
			2022	3,098,261	3,287,230	6,385,491	3,684,184	2,701,307
			2023	2,701,307	3,287,230	5,988,537	1,234,800	4,753,737
			2024	4,753,737	3,287,230	8,040,967	-	8,040,967
		HIP REGIONAL (UL, US, R)	2021	2,599,236	-	2,599,236	2,169,556	429,680
			2022	429,680	-	429,680	-	429,680
			2023	429,680	-	429,680	-	429,680
			2024	429,680	-	429,680	-	429,680
		FTA 5307	2021	-	8,430,656	8,430,656	8,430,656	-
			2022	-	8,595,962	8,595,962	8,595,962	-
			2023	-	8,764,510	8,764,510	8,764,510	-
			2024	-	8,936,363	8,936,363	8,936,363	-
		FTA 5309	2021	-	-	-	-	-
			2022	-	-	-	-	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
		FTA 5310	2021	-	418,464	418,464	418,464	-
			2022	-	426,673	426,673	426,673	-
			2023	-	435,042	435,042	435,042	-
			2024	-	443,575	443,575	443,575	-
		FTA 5339	2021	-	1,078,638	1,078,638	1,078,638	-
			2022	-	1,099,779	1,099,779	1,099,779	-
			2023	-	1,121,334	1,121,334	1,121,334	-
			2024	-	1,143,312	1,143,312	1,143,312	-
	State Allocations to Local Projects	HSIP	2021	-	1,898,000	1,898,000	1,898,000	-
			2022	-	-	-	-	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
		NHFP	2021	-	6,000,000	6,000,000	6,000,000	-
			2022	-	-	-	-	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
		STP(BR)	2021	-	2,734,196	2,734,196	2,734,196	-
			2022	-	269,368	269,368	269,368	-
			2023	-	2,558,629	2,558,629	2,558,629	-
			2024	-	133,714	133,714	133,714	-
	State Allocations to State Projects	STP	2021	-	2,333,378	2,333,378	2,333,378	-
			2022	-	3,634,604	3,634,604	3,634,604	-
			2023	-	140,379	140,379	140,379	-
			2024	-	1,703,702	1,703,702	1,703,702	-
		HSIP	2021	-	-	-	-	-
			2022	-	216,650	216,650	216,650	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-

Table 1. 2021-2024 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		NHPP	2021	-	2,923,599	2,923,599	2,923,599	-
			2022	-	1,558,882	1,558,882	1,558,882	-
			2023	-	1,541,817	1,541,817	1,541,817	-
			2024	-	17,217,022	17,217,022	17,217,022	-
	Discretionary Programs	DEMO, BUILD, TIGER	2021	-	9,500,000	9,500,000	9,500,000	-
			2022	-	-	-	-	-
			2023	-	68,149	68,149	68,149	-
			2024	-	-	-	-	-
State	Local Projects	TIB, FMSIB, SRTS, CRAB, CWA	2021	-	9,147,186	9,147,186	9,147,186	-
			2022	-	5,111,968	5,111,968	5,111,968	-
			2023	-	91,968	91,968	91,968	-
			2024	-	-	-	-	-
	State Projects	STATE (INCLUDES CWA)	2021	-	72,454,853	72,454,853	72,454,853	-
			2022	-	232,844,971	232,844,971	232,844,971	-
			2023	-	63,745	63,745	63,745	-
			2024	-	239,525,837	239,525,837	239,525,837	-
Local	Local Projects	LOCAL (INCLUDES MATCH)	2021	-	8,038,046	8,038,046	8,038,046	-
			2022	-	7,106,324	7,106,324	7,106,324	-
			2023	-	10,146,144	10,146,144	10,146,144	-
			2024	-	5,000,034	5,000,034	5,000,034	-
					TOTAL	754,647,893	714,226,736	

2021-2024 TIP PROJECTS

Overview

The remainder of this document details the 2021-2024 projects that are regionally significant and/or are federally funded.

New Projects

There are 69 projects programmed in the TIP for the years 2021-2024 and 2 additional projects in 2025-2026 years. The majority of these are active projects that were included in the previous TIP. Six projects that are new to the 2021-2024 TIP and are listed in Table 2.

Table 2. New Projects in the 2021-2024 TIP

Agency	Project Name	TIP ID
Spokane Valley	Sullivan/Trent Interchange Design	WA-13031
WSDOT	ER Spokane Communication Switches, Upgrade	600026L32
WSDOT	US2/Deer Park & Milan Rd-Roundabout Conversion	600231D32
WSDOT	I-90/Sprague I/C to SR 904 I/C-Illumination Rebuild	609024H32
WSDOT	I-90/3 rd Ave Crossing Bridge Deck Rehabilitation	609048S32
WSDOT	US 305/Hastings Rd-Signal Rebuild	639516P32

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 3). 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).

Table 3. 2021-2024 Projects by Project Type

Project Type	Number of Projects	% of Projects	Programmed Amount	% of Program
Bicycle & Pedestrian	7	10%	6,683,316	1%
Bridge	10	14%	25,901,063	4%
Planning	4	6%	1,387,286	0%
Preservation	1	1%	10,317,818	1%
Reconstruction	3	4%	11,798,958	2%
Roadway Capital*	11	16%	54,980,473	8%
Roadway Capital-NSC**	3	4%	535,537,857	75%
Safety	8	12%	4,256,903	1%
Transit	4	6%	51,699,654	7%
TDM	6	9%	2,379,687	0%
TSMO	2	3%	1,958,898	0%
TSMO Preservation	10	14%	7,324,826	1%
TOTAL		100%	714,226,736	100%

* 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 2021-2024 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

The official TIP information for each project, which is submitted to WSDOT, is included in the Washington State TIP (STIP) is included as Appendix F.

Spokane Regional Transportation Council (SRTC) 2021-2024 Regional TIP Program Summary																								
			2021					2022					2023					2024						
Page #	Project Title	Agency	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	2021–24 Total	2024–25 Total not included in STIP or fiscal constraint
Page 29	Highway 2 Shared Use Path Gap Project	Airway Heights	RW CN	178,048	87,317	45,934	311,299		-	-	-	-		-	-	-	-		-	-	-	-	311,299	-
Page 30	Centennial Trail Gap, Summit Blvd to Pettet Drive	Spokane		-	-	-	-	CN	2,418,960	-	558,605	2,977,565		-	-	-	-		-	-	-	-	2,977,565	-
Page 31	Driscoll/Alberta/Cochran Sidewalk Infill	Spokane		-	-	-	-		-	-	-	-	PE RW	130,000	-	145,665	275,665	CN	575,200	-	823,800	1,399,000	1,674,665	-
Page 32	Hatch Road - Latah Creek Bridge Deck Repair	Spokane	CN	1,600,436	-	-	1,600,436		-	-	-	-		-	-	-	-		-	-	-	-	1,600,436	-
Page 33	Riverside Avenue - Wall to Monroe	Spokane	PE	645,000	-	71,670	716,670	RW	205,000	-	22,780	227,780	CN	4,045,700	-	1,000,000	5,045,700		-	-	-	-	5,990,150	-
Page 34	Thor and Freya Couplet from Hartson to Sprague	Spokane	CN CN	4,181,720	-	461,665	4,643,385	CN	3,000,000	-	336,090	3,336,090		-	-	-	-		-	-	-	-	7,979,475	-
Page 35	Wellesley-Maple Intersection	Spokane	RW CN	488,592	-	246,133	734,725		-	-	-	-		-	-	-	-		-	-	-	-	734,725	-
Page 36	57th Ave Freya St Roundabout	Spokane Co.	PE RW	152,000	-	15,200	167,200		-	-	-	-	CN	576,000	-	98,800	674,800		-	-	-	-	842,000	-
Page 37	Bigelow Gulch/Forker Connector - Project 2	Spokane Co.		-	-	-	-	CN CN	174,920	2,520,000	-	2,694,920	CN	-	-	3,604,250	3,604,250		-	-	-	-	6,299,170	-
Page 38	Bigelow Gulch/Forker Connector - Project 3	Spokane Co.	CN CN	-	4,174,100	306,579	4,480,679		-	-	-	-		-	-	-	-		-	-	-	-	4,480,679	-
Page 39	Bigelow Gulch/Forker Road Connector - Project 6	Spokane Co.	CN CN	1,960,089	2,000,000	2,279,230	6,239,319		-	-	-	-		-	-	-	-		-	-	-	-	6,239,319	-
Page 40	Brooks Road	Spokane Co.		-	-	-	-		-	-	-	-		-	-	-	-	CN	441,170	-	1,374,845	1,816,015	1,816,015	-
Page 41	Commute Trip Reduction - Spokane County 2021	Spokane Co.	PL	293,000	91,968	-	384,968		-	-	-	-		-	-	-	-		-	-	-	-	384,968	-
Page 42	Commute Trip Reduction - Spokane County 2022	Spokane Co.		-	-	-	-	PL	294,000	91,968	-	385,968		-	-	-	-		-	-	-	-	385,968	-
Page 43	Commute Trip Reduction - Spokane County 2023	Spokane Co.		-	-	-	-		-	-	-	-	PL	294,000	91,968	-	385,968		-	-	-	-	385,968	-
Page 44	Geiger Boulevard	Spokane Co.	CN	3,000,000	1	-	3,000,001		-	-	-	-		-	-	-	-		-	-	-	-	3,000,001	-
Page 45	Greta to Whitworth Bike Route	Spokane Co.		-	-	-	-	PE	44,500	-	5,000	49,500	CN	254,800	-	41,700	296,500		-	-	-	-	346,000	-
Page 46	Guardrail Safety 2019 County Safety Program	Spokane Co.	RW CN	1,141,100	-	6,500	1,147,600		-	-	-	-		-	-	-	-		-	-	-	-	1,147,600	-
Page 47	Horizontal Curve Safety 2019 County Safety Program	Spokane Co.	CN	180,600	-	-	180,600		-	-	-	-		-	-	-	-		-	-	-	-	180,600	-
Page 48	Little Spokane Connection Road Separated Pathway	Spokane Co.		-	-	-	-	CN	40,400	-	317,826	358,226		-	-	-	-		-	-	-	-	358,226	-
Page 49	Little Spokane Drive Bridge No.3704 Replacement	Spokane Co.	RW PE	252,934	-	63,234	316,168	RW PE	74,217	-	18,554	92,771	CN	2,540,565	-	396,504	2,937,069	CN	133,714	-	20,869	154,583	3,500,591	-
Page 50	Separated Spokane River Centennial Trail at Carlson Road	Spokane Co.	RW CN	373,300	-	58,261	431,561		-	-	-	-		-	-	-	-		-	-	-	-	431,561	-
Page 51	Stop Sign Retro-Reflectivity 2019 County Safety Program	Spokane Co.	CN	345,300	-	-	345,300		-	-	-	-		-	-	-	-		-	-	-	-	345,300	-
Page 52	Sunset Hwy Br No. 0415 Removal	Spokane Co.	PE RW	41,070	-	10,267	51,337	PE RW CN	165,635	-	41,409	207,044	CN	18,064	-	4,516	22,580		-	-	-	-	280,961	-
Page 53	Waikiki Road Bridge # 2606 Deck Rehabilitation	Spokane Co.	PE CN	569,656	-	88,906	658,562	CN	29,516	-	4,607	34,123		-	-	-	-		-	-	-	-	692,685	-
Page 54	2018-2020 Safe Routes to School	Spokane Regional Health District	PL	148,711	-	28,984	177,695		-	-	-	-		-	-	-	-		-	-	-	-	177,695	-
Page 55	2021-2023 Safe Routes to School Walking School Bus	Spokane Regional Health District	PL	198,000	-	30,902	228,902	PL	200,000	-	31,214	231,214	PL	202,000	-	31,526	233,526		-	-	-	-	693,642	-
Page 56	Walk Bike Bus Downtown	Spokane Regional Health District	PL	94,000	-	14,671	108,671	PL	100,000	-	15,607	115,607	PL	110,000	-	17,168	127,168		-	-	-	-	351,446	-
Page 57	Fixed Route Bus Purchase	Spokane Transit	CN	1,078,638	-	269,659	1,348,297		-	-	-	-	CN	1,121,334	-	280,334	1,401,668	CN	1,143,312	-	285,828	1,429,140	4,179,105	-
Page 58	Paratransit Van Replacement	Spokane Transit		-	-	-	-	CN	1,099,779	-	274,945	1,374,724		-	-	-	-		-	-	-	-	1,374,724	-
Page 59	Preventive Maintenance	Spokane Transit	CN	8,430,656	-	2,107,664	10,538,320	CN	8,595,962	-	2,148,991	10,744,953	CN	8,764,510	-	2,191,128	10,955,638	CN	8,936,363	-	2,234,091	11,170,454	43,409,365	-
Page 60	Section 5310 Funding for Seniors and People with Disabilities	Spokane Transit	CN	418,464	-	245,848	664,312	CN	426,673	-	250,670	677,343	CN	435,042	-	255,587	690,629	CN	443,575	-	260,601	704,176	2,736,460	-
Page 61	Barker @ UPRR Crossing	Spokane Valley	CN CN	233,984	293,800	771,216	1,299,000		-	-	-	-		-	-	-	-		-	-	-	-	1,299,000	-
Page 62	Barker Rd/BNSF Grade Separation	Spokane Valley	CN CN CN	12,500,000	2,500,000	250,000	15,250,000	CN	-	2,500,000	560,500	3,060,500	CN	68,149	-	2,000,930	2,069,079		-	-	-	-	20,379,579	-
Page 63	Pines and Mission Intersection Improvements	Spokane Valley	CN	430,770	-	67,230	498,000		-	-	-	-		-	-	-	-		-	-	-	-	498,000	-
Page 64	Pines Road/BNSF Grade Separation	Spokane Valley		-	-	-	-	RW	2,545,075	-	354,925	2,900,000		-	-	-	-		-	-	-	-	2,900,000	-
Page 65	Sprague/Barker Intersection Improvements	Spokane Valley	RW	262,500	-	40,968	303,468	CN	-	-	1,700,000	1,700,000		-	-	-	-		-	-	-	-	2,003,468	-
Page 66	Sullivan Bridge Deck Resurfacing	Spokane Valley	CN	270,100	-	-	270,100		-	-	-	-		-	-	-	-		-	-	-	-	270,100	-
Page 67	Sullivan/Trent Interchange Design	Spokane Valley	PE	-	-	500,000	500,000		-	-	-	-		-	-	-	-		-	-	-	-	500,000	-
Page 68	Sullivan-Wellesley Intersection Improvement Project	Spokane Valley		-	-	-	-	CN	826,724	-	276,776	1,103,500		-	-	-	-		-	-	-	-	1,103,500	-
Page 69	Wilbur Road Sidewalk:Boone to Mission	Spokane Valley	RW	17,300	-	2,700	20,000	CN	430,800	-	133,200	564,000		-	-	-	-		-	-	-	-	584,000	-
Page 70	2021 Metropolitan Transportation Planning	SRTC	PL	350,000	-	54,625	404,625		-	-	-	-		-	-	-	-		-	-	-	-	404,625	-

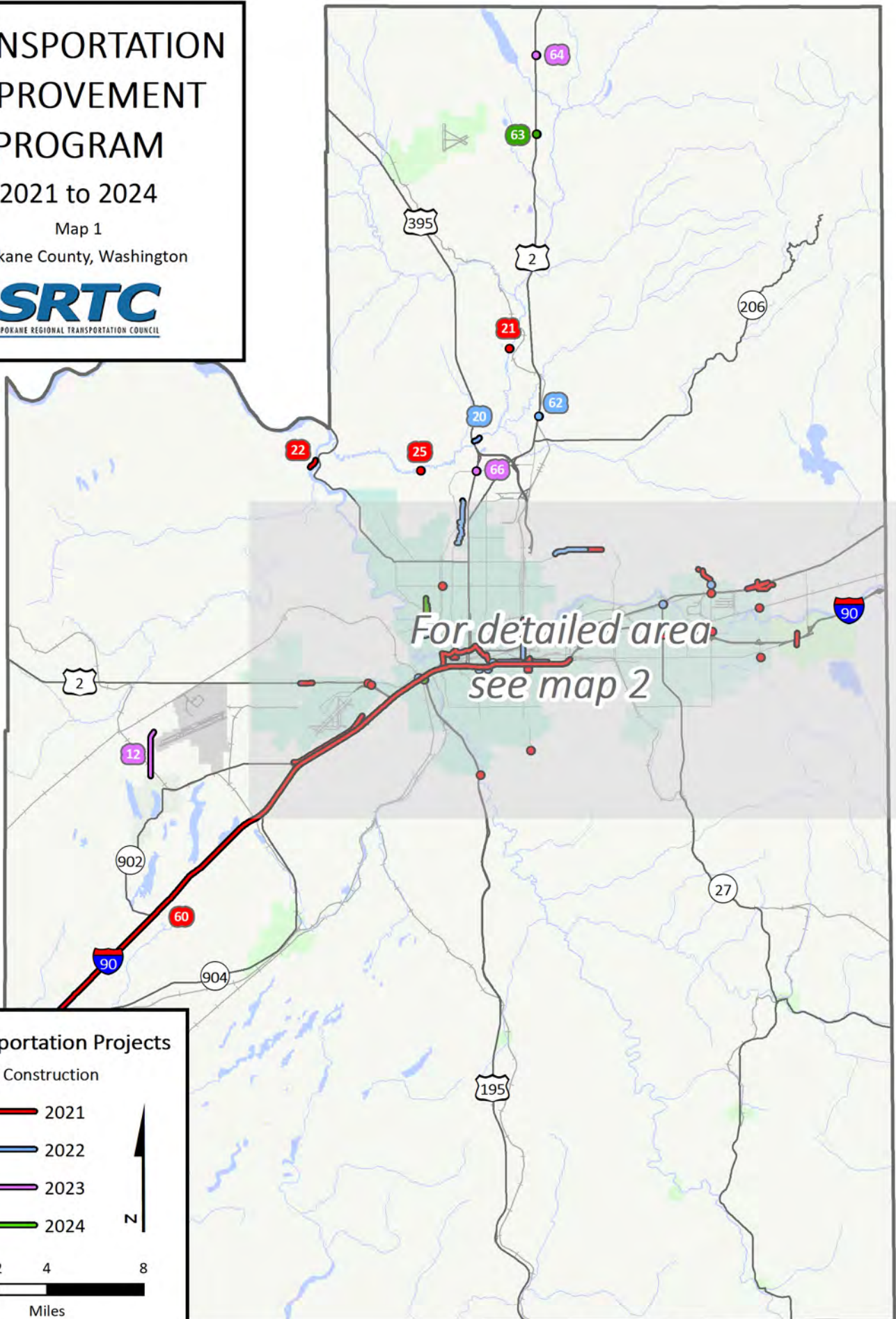
Spokane Regional Transportation Council (SRTC) 2021-2024 Regional TIP Program Summary																								
			2021					2022					2023					2024						
Page #	Project Title	Agency	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	2021–24 Total	2024–25 Total not included in STIP or fiscal constraint
Page 71	2022 Metropolitan Transportation Planning	SRTC		-	-	-	-	PL	350,000	-	54,625	404,625		-	-	-	-		-	-	-	-	404,625	-
Page 72	2023 Metropolitan Transportation Planning	SRTC		-	-	-	-		-	-	-	-	PL	350,000	-	54,625	404,625		-	-	-	-	404,625	-
Page 73	Update, Develop and Implement Regional Planning Tools	SRTC		-	-	-	-		-	-	-	-	PL	150,000	-	23,411	173,411		-	-	-	-	173,411	-
Page 74	2021-2023 SRTMC Operations and Maintenance	WSDOT - EAST	PE	600,500	-	-	600,500	PE	610,300	-	-	610,300	PE	623,200	-	-	623,200		-	-	-	-	1,834,000	-
Page 75	2021-23 ER Region Wide Basic Safety - Signing	WSDOT - EAST		-	-	-	-	PE CN	216,650	-	4,953	221,603		-	-	-	-		-	-	-	-	221,603	-
Page 76	2023-25 Eastern Region Regionwide Basic Safety - Signing	WSDOT - EAST		-	-	-	-		-	-	-	-	PE	27,624	-	1,151	28,775	CN	268,348	-	5,477	273,825	302,600	-
Page 77	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council	WSDOT - EAST	CN CN	2,159,587	-	43,192	2,202,779		-	-	-	-	PE	987,945	-	39,518	1,027,463	PE CN	6,936,944	-	150,632	7,087,576	10,317,818	9,982,134
Page 78	Eastern Region - TMC Equipment Replacement	WSDOT - EAST	CN	2,159,920	-	44,080	2,204,000		-	-	-	-		-	-	-	-		-	-	-	-	2,204,000	-
Page 79	Eastern Region Major Electrical Rehabilitation - RWIS Rebuild	WSDOT - EAST		-	-	-	-	PE	40,140	-	1,673	41,813		-	-	-	-	CN	401,653	-	8,197	409,850	451,663	-
Page 80	ER Spokane Communication Switches - Upgrades	WSDOT - EAST	PE	8,600	-	358	8,958	CN	113,621	-	2,319	115,940		-	-	-	-		-	-	-	-	124,898	-
Page 81	I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds	WSDOT - EAST		-	-	-	-	PE	10,589	-	441	11,030	CN	221,088	-	4,512	225,600		-	-	-	-	236,630	-
Page 82	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation	WSDOT - EAST		-	-	-	-	PE	522,086	-	21,754	543,840		-	-	-	-	CN	9,333,324	-	190,476	9,523,800	10,067,640	-
Page 83	I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local Roads	WSDOT - EAST	CN	-	8,500,000	150,000	8,650,000		-	-	-	-		-	-	-	-		-	-	-	-	8,650,000	-
Page 84	I-90/Lindeke St Crossing - Bridge Deck Repair	WSDOT - EAST		-	-	-	-		-	-	-	-	PE	170,640	-	7,110	177,750		-	-	-	-	177,750	688,600
Page 85	I-90/Mullan Rd Crossing - Bridge Deck Repair	WSDOT - EAST	CN	622,006	-	12,694	634,700		-	-	-	-		-	-	-	-		-	-	-	-	634,700	-
Page 86	I-90/Pines Interchange South - Signal Replacement	WSDOT - EAST		-	-	-	-		-	-	-	-	PE	162,144	-	6,756	168,900	CN	946,754	-	19,321	966,075	1,134,975	-
Page 87	I-90/Rosamond, Sherman, Arthur Crossings - Bridge Deck Rehabilitation	WSDOT - EAST		-	-	-	-	CN	2,632,329	-	53,721	2,686,050		-	-	-	-		-	-	-	-	2,686,050	-
Page 88	I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild	WSDOT - EAST	PE	151,344	-	6,306	157,650	CN	1,026,207	-	20,943	1,047,150		-	-	-	-		-	-	-	-	1,204,800	-
Page 89	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements	WSDOT - EAST		-	-	-	-		-	-	-	-	PE	3,603	-	150	3,753	CN	64,363	-	1,314	65,677	69,430	-
Page 90	US 2/Day Mt. Spokane - Signal Replacement	WSDOT - EAST		-	-	-	-	PE	133,800	-	5,575	139,375		-	-	-	-	CN	803,306	-	16,394	819,700	959,075	-
Page 91	US 2/Deer Park & Milan Rd - Roundabout Conversion	WSDOT - EAST		-	-	-	-		-	-	-	-	PE	109,152	-	4,548	113,700		-	-	-	-	113,700	777,400
Page 92	US 2/Elk Bridges Rd - Flasher Replacement	WSDOT - EAST		-	-	-	-		-	-	-	-		-	-	-	-	PE	55,728	-	2,322	58,050	58,050	152,500
Page 93	US 2/Sunset Interchange - Illumination Replacement	WSDOT - EAST	PE	155,520	-	6,480	162,000	CN	714,714	-	14,586	729,300		-	-	-	-		-	-	-	-	891,300	-
Page 94	US 395/Hastings Rd - Signal Rebuild	WSDOT - EAST		-	-	-	-		-	-	-	-		-	-	-	-	PE	110,304	-	4,596	114,900	114,900	328,900
Page 95	US 395/NSC I-90 to Sprague Ave	WSDOT - EAST		-	-	-	-		-	-	-	-		-	-	-	-	CN	-	239,127,108	-	239,127,108	239,127,108	-
Page 96	US 395/NSC Spokane River Crossing	WSDOT - EAST	CN	-	63,691,743	-	63,691,743		-	-	-	-		-	-	-	-		-	-	-	-	63,691,743	-
Page 97	US 395/NSC Sprague Ave to Spokane River	WSDOT - EAST		-	-	-	-	CN	-	232,719,006	-	232,719,006		-	-	-	-		-	-	-	-	232,719,006	-
			TOTAL	45,693,445	81,338,929	8,301,156	135,333,530		27,042,597	237,830,974	7,232,289	272,105,860		21,365,560	91,968	10,209,889	31,667,417		30,594,058	239,127,108	5,398,763	275,119,929	714,226,736	11,929,534

TRANSPORTATION IMPROVEMENT PROGRAM

2021 to 2024

Map 1

Spokane County, Washington



Transportation Projects

Year of Construction

- 2021
- 2022
- 2023
- 2024



0 2 4 8



Miles

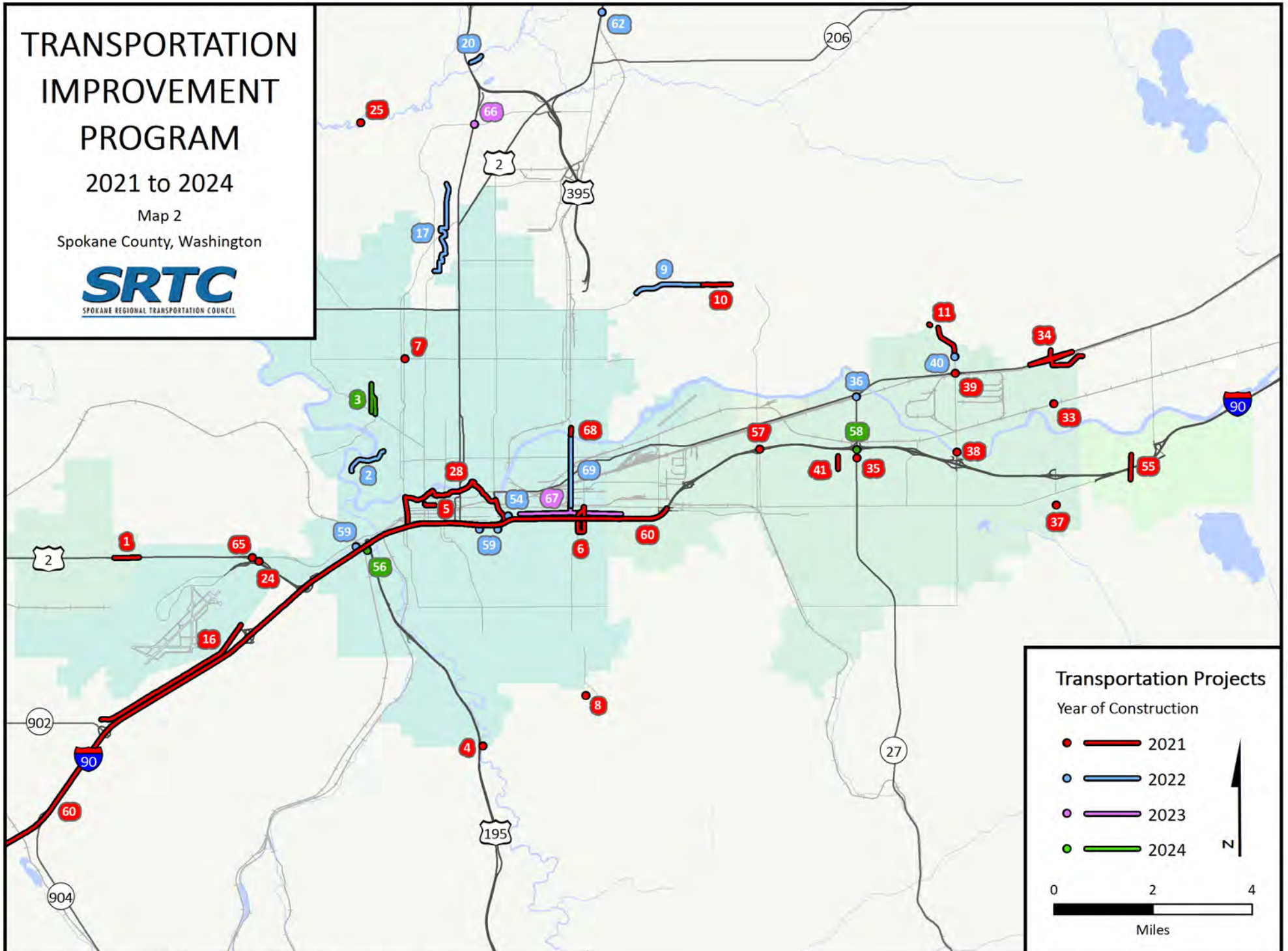
Data based on best available information. Date for illustration purposes only.

TRANSPORTATION IMPROVEMENT PROGRAM

2021 to 2024

Map 2

Spokane County, Washington



Data based on best available information. Date for illustration purposes only.

2021-2024 TIP PROJECTS

Project #	Project Name	Project #	Project Name
1	Highway 2 Shared Use Path Gap Project	51	Eastern Region Major Electrical Rehabilitation - RWIS Rebuild
2	Centennial Trail Gap, Summit Blvd to Pettet Drive	52	ER Spokane Communication Switches - Upgrades
3	Driscoll/Alberta/Cochran Sidewalk Infill	53	I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds
4	Hatch Road - Latah Creek Bridge Deck Repair	54	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation
5	Riverside Avenue - Wall to Monroe	55	I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local Roads
6	Thor and Freya Couplet from Hartson to Sprague	56	I-90/Lindeke St Crossing - Bridge Deck Repair
7	Wellesley-Maple Intersection	57	I-90/Mullan Rd Crossing - Bridge Deck Repair
8	57th Ave Freya St Roundabout	58	I-90/Pines Interchange South - Signal Replacement
9	Bigelow Gulch/Forker Connector - Project 2	59	I-90/Rosamond, Sherman, Arthur Crossings - Bridge Deck Rehabilitation
10	Bigelow Gulch/Forker Connector - Project 3	60	I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild
11	Bigelow Gulch/Forker Road Connector - Project 6	61	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements
12	Brooks Road	62	US 2/Day Mt. Spokane - Signal Replacement
13	Commute Trip Reduction - Spokane County 2021	63	US 2/Deer Park & Milan Rd - Roundabout Conversion
14	Commute Trip Reduction - Spokane County 2022	64	US 2/Elk Bridges Rd - Flasher Replacement
15	Commute Trip Reduction - Spokane County 2023	65	US 2/Sunset Interchange - Illumination Replacement
16	Geiger Boulevard	66	US 395/Hastings Rd - Signal Rebuild
17	Greta to Whitworth Bike Route	67	US 395/NSC I-90 to Sprague Ave
18	Guardrail Safety 2019 County Safety Program	68	US 395/NSC Spokane River Crossing
19	Horizontal Curve Safety 2019 County Safety Program	69	US 395/NSC Sprague Ave to Spokane River
20	Little Spokane Connection Road Separated Pathway		
21	Little Spokane Drive Bridge No.3704 Replacement		
22	Separated Spokane River Centennial Trail at Carlson Road		
23	Stop Sign Retro-Reflectivity 2019 County Safety Program		
24	Sunset Hwy Br No. 0415 Removal		
25	Waikiki Road Bridge # 2606 Deck Rehabilitation		
26	2018-2020 Safe Routes to School		
27	2021-2023 Safe Routes to School Walking School Bus		
28	Walk Bike Bus Downtown		
29	Fixed Route Bus Purchase		
30	Paratransit Van Replacement		
31	Preventive Maintenance		
32	Section 5310 Funding for Seniors and People with Disabilities		
33	Barker @ UPRR Crossing		
34	Barker Rd/BNSF Grade Separation		
35	Pines and Mission Intersection Improvements		
36	Pines Road/BNSF Grade Separation		
37	Sprague/Barker Intersection Improvements		
38	Sullivan Bridge Deck Resurfacing		
39	Sullivan/Trent Interchange Design		
40	Sullivan-Wellesley Intersection Improvement Project		
41	Wilbur Road Sidewalk:Boone to Mission		
42	2021 Metropolitan Transportation Planning		
43	2022 Metropolitan Transportation Planning		
44	2023 Metropolitan Transportation Planning		
45	Update, Develop and Implement Regional Planning Tools		
46	2021-2023 SRTMC Operations and Maintenance		
47	2021-23 ER Region Wide Basic Safety - Signing		
48	2023-25 Eastern Region Regionwide Basic Safety - Signing		
49	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council		
50	Eastern Region - TMC Equipment Replacement		

APPENDIX A SRTC INFORMATION

Spokane Regional Transportation Council (SRTC) is an intergovernmental agency made up of local jurisdictions within Spokane County. The Council was founded in 1967 as both the federally mandated Metropolitan Planning Organization and state mandated Regional Transportation Planning Organization.

SRTC MISSION, VISION AND VALUES

Mission: Develop plans and programs that coordinate transportation planning in the Spokane region.

Vision: The Spokane region possesses the best multi-modal/multi-jurisdictional transportation network that optimizes safety, capacity and efficiency in the movement of people and goods for a region of our size.

Values: Regional Leadership, Collaboration, Accountability, Innovation, Transparency, Inclusiveness, Integrity

MEMBER JURISDICTIONS, AGENCIES, AND PARTICIPATING TRIBES

City of Airway Heights	City of Spokane Valley	Town of Latah
City of Cheney	Kalispel Tribe of Indians	Town of Spangle
City of Deer Park	Spokane County	Town of Rockford
City of Liberty Lake	Spokane Transit Authority	Town of Waverly
City of Medial Lake	Spokane Tribe of Indians	WSDOT-Eastern Region
City of Millwood	Town of Fairfield	WA State Transportation Commission
City of Spokane		

2020 MEMBERSHIP OF SRTC BOARD OF DIRECTORS

<u>Jurisdiction</u>	<u>Name of Representative</u>
City of Spokane Valley	Mayor Ben Wick , <i>Chair</i>
City of Cheney	Paul Schmidt , Council Member, <i>Vice-Chair</i>
City of Airway Heights	James “Sonny” Weathers , Council Member
City of Liberty Lake	Mayor Shane Brickner
City of Spokane	Lori Kinnear , Council Member
City of Spokane	Kate Burke , Council Member
Major Employer Representative	Larry Stone
Small Towns Representative	Micki Harnois , Town of Rockford Council Member
Spokane County	Al French , Commissioner
Spokane County	Mary Kuney , Commissioner
Spokane Transit Authority	E Susan Meyer
WSDOT-Eastern Region	Mike Gribner
WA State Transportation Commission	Kelly Fukai
Freight/Rail Representative	Matt Ewers
Transportation Advisory Committee Chair	Kennet Bertelsen
Transportation Technical Committee Chair	Karl Otterstrom
SRTC Executive Director	Sabrina Minshall
Legal Counsel	Stanley Schwartz

2020 TRANSPORTATION TECHNICAL COMMITTEE

<u>Jurisdiction</u>	<u>Name of Representative</u>
Spokane Transit Authority	Karl Otterstrom, <i>Chair</i>
City of Spokane Valley	Adam Jackson, <i>Vice-Chair</i>
City of Airway Heights	Heather Trautman
City of Cheney	Todd Ableman
City of Deer Park (Small Cities/Towns Rep.)	Roger Krieger
City of Liberty Lake	Lisa Key
City of Spokane	Inga Note
City of Spokane	Kara Mowery
City of Spokane	Kevin Picanco
City of Spokane Valley	Gloria Mantz
Kalispel Tribe of Indians	Julia Whitford
Spokane County	Brandi Colyar
Spokane County	Steve Davenport
Spokane County	Barry Greene
Spokane Regional Clean Air Agency	April Westby
Spokane Regional Health District	Cindy Green
Spokane Tribe of Indians	Rachelle Bradley
Spokane Transit Authority	Kristine Williams
WSDOT-Eastern Region	Mary Jensen
WSDOT-Eastern Region	Larry Larson
WSDOT-Eastern Region	Glenn Wagemann

2020 TRANSPORTATION ADVISORY COMMITTEE

Kennet Bertelsen , Chair
 Rhonda Young, *Vice-Chair*
 Christopher Barnes
 Raychel Callary
 Todd Coleman
 Mark Haberman
 Liz Hall
 Carlie Hoffman
 Dave Richardson
 Melanie Rose
 Jonathan Schrock
 Kieran Sprague
 Janet Weldon

APPENDIX B AMENDMENTS & ADMINISTRATIVE MODIFICATIONS

AMENDMENTS

Amendment means a to a TIP that involves a major change to a project included in the TIP, including the additional or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes),(23 CFR 450.104). Examples of an amendment would be:

- Adding a new project
- Deleting a project
- Changes to a project's total programmed amount greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases.
- Major scope changes
- Changes to a project that affects transportation conformity with air quality plans
- Adding a future phase of a project
- Adding federal dollars to a project currently in the TIP that does not have federal funds (federalizing a project)

ADMINISTRATIVE MODIFICATIONS

Administrative Modification means a minor revision to a Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. Examples of an administrative modification would be:

- Revisions to lead agency
- Adding a prior phase of a project previously authorized
- Changes to a project's total programmed amount less than 30%. This includes adding or subtracting funds from currently programmed phases
- Minor scope changes
- Minor changes or corrections in project information, such as: environmental type, right-of-way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.
- Moving a project within the first four years of the TIP
- Changes in a project's federal fund source (ex. IM to NHS)
- Any and/or all federal funds currently programmed in the TIP for a project without consideration of the phase split
- All adjustments in a project's funding authorization for award of contract

APPENDIX C PUBLIC COMMENTS

COMMENT 1

Date Received	Name	Method	Regarding Project
9/1/2020	Charles Hansen	SRTC Blog	Barker Rd improvements

Comment:

Well I drive on Trent from Evergreen to the state line and on to Twin Lakes a lot in the summer months, Like the improvements at Barker and on Highway 53 Idaho will start in 2022.

Agency Response:

None required

Jurisdiction Response:

None required

COMMENT 2

Date Received	Name	Method	Regarding Project
9/3/2020	Mark Foutch, E-W Committee Co-Chair, All Board Washington	Email	None specified

Comment:

Thanks for giving us here at All Aboard Washington an opportunity to comment on SRTC's draft '21-'24 TIP.

I've checked with some people with transportation planning experience. Our East-West initiative to extend passenger rail service to/from Seattle-Spokane via Stampede Pass and the Yakima Valley has made some progress but not to the project level. So unless SRTC would consider including a general statement covering the current state of passenger rail service there (AMTRAK Empire Builder connections to/from Seattle and Portland to/from Minneapolis and Chicago, arriving in Spokane at very inconvenient hours, and the proposed Spokane-Seattle daytime service via the YV), we'll take a "pass" at this time.

I'm told that it would be appropriate to include that information and a progress statement when SRTC's Metropolitan Transportation Plan is being updated, although that's believed to be a few years away.

Please let me know if we've missed something. Thanks again

Agency Response:

Hi Mark – Thank you very much for taking the time to comment. You are correct that this rail initiative does not apply directly to the draft 2021-2024 TIP, but we would be happy to include your statements as a general comment on passenger rail service in the Spokane region.

The next update of the SRTC Metropolitan Transportation Plan is scheduled to go before our Board for approval in **December 2021**, so I would estimate that the public comment period for that will take place in September or October 2021. You are on our email distribution list and will receive notification, but please feel free to contact us anytime.

Thank you,
Julie Meyers-Lehman

Jurisdiction Response:

None required

COMMENT 3

Date Received	Name	Method	Regarding Project
9/17/2020	Mark Foutch, E-W Committee Co-Chair, All Board Washington	Email	None specified

Comment:

Re: Intercity Passenger Rail Service To/From Spokane Area

Current Status: AMTRAK's "Empire Builder" offers Spokane Area passengers one train a day West to and from Seattle (via Wenatchee and Everett) and Portland (via Pasco), and East to/from St. Paul and Chicago. However, trains travelling in either direction arrive and depart Spokane at very inconvenient hours. The City and the region deserve more and better service.

Future Vision: All Aboard Washington, a nonprofit advocacy group, has had steady success working with the Washington State Legislature and Department of Transportation Rail Office to re-establish passenger train service over the Stampede Pass route owned by BNSF, and currently used to backhaul empty coal cars and oil tank cars from Western Washington. A State-funded study has concluded that it is feasible to upgrade this route to add passenger service, similar to the current AMTRAK Cascades service on BNSF tracks from Vancouver, B.C. through Seattle and Portland to Eugene, OR. Initially two trains per day to/from Seattle arriving at and departing from Spokane, morning and afternoon, are envisioned, with stops at Auburn, Cle Elum, Ellensburg, Yakima, Pasco, and probably one more TBD, such as Ritzville.

Challenges: COVID-19 and its economic impacts will make it challenging for legislators and DOT staff to fund the State share of capital costs to upgrade the Stampede Pass line. It's necessary to demonstrate that adding this new service will pay for itself in economic and environmental benefits, including travel safety and convenience compared with driving over Snoqualmie pass especially in winter. AMTRAK studies have shown that more frequent and reliable service draws more passengers. AAWA will be asking the 2021 Legislature to fund a study to estimate the full range of costs and benefits for this "East-West" service, and to establish a funding source for County Rail Districts, already authorized in law, to assist communities (for example) to renovate station stops along the route.

Multi-State Opportunities: AAWA and its Oregon counterpart "AORTA" are beginning to engage similar groups in Montana and Idaho to establish a Rail Commission, similar to one formed by states in the south to retain and expand AMTRAK service.

However: Meanwhile, AMTRAK headquarters continues to try to cut long distance service, despite the fact that many Empire Builder passengers (for example) don't ride the entire distance from Seattle/Portland to St. Paul/Chicago, and that the train offers the only alternative to driving in places without affordable air or long distance bus service. The last we've heard, AMTRAK wants to reduce Empire Builder trip frequency from daily to three per week. Elected officials along the route should study this issue and, we hope, oppose the service cut.

Agency Response:

None required

Jurisdiction Response:

None required

COMMENT 4

Date Received	Name	Method	Regarding Project
9/17/2020	Robert Hyslop, President, The Glenrose Association	Email	57 th Ave Freya St Roundabout

Comment:

Gentlemen:

Thank you for putting on the recent webinar and allowing the opportunity for the public to comment. I am the president of The Glenrose Association and have lived in the Glenrose Community for the past 32 years. The Glenrose Community is located in Spokane County. My comment can be split into two sections.

First, it is apparent from the webinar, but also from the many news articles since the passage of Initiative 976, and actually well before that, infrastructure projects are severely underfunded. If we cannot make bridge improvements and are forced to the alternative – to close or limit usage of a bridge we have a serious problem. I question the validity of having any new projects at all if we cannot maintain the infrastructure that we already have. I know, from my conversations with Spokane County that due to a lack of funding Spokane County is only able to focus on main arterials when it comes to road maintenance due to lack of funds. At the same time the region is woefully underfunded for its infrastructure projects we are seeing unprecedented growth in the area. Spokane has been discovered! In 2019 US News and World Report ranked Spokane 65th best places to live. In 2020 they rank Spokane 56th best place to retire. In 2019 Spokane was ranked as one of the hottest real estate markets – read this article - <https://www.spokesman.com/stories/2019/jul/22/spokane-housing-market-among-hottest-in-country/>. Those two opposing forces, inability to maintain and improve infrastructure and unprecedented growth spell gridlock to me. The state of Washington was fairly blunt with the City of Spokane earlier this year in regards to State Hwy 195 – click on this link to read the article <https://www.spokesman.com/stories/2020/feb/24/wsdot-to-city-pause-development-deal-with-safety-i/>. The state asked the city of Spokane to “adopt a development moratorium for the U.S. 195 traffic shed area” until it deals with the “crisis in management of safety within the corridor.” If the population is not willing to fund infrastructure, in other words they are not willing to pay the necessary taxes, then what better message could be sent then to quit making improvements! What better message could be sent then to quit developing new property and encouraging growth in the area!

The only project on the books in the 2021-2024 TIP for the Glenrose area is a roundabout at 57th and Freya. This may make sense based on the exponential growth that is happened from apartment complexes and housing developments that have occurred in the last 10 years from Regal heading east to Glenrose Road. What we have seen in Glenrose is a huge increase in traffic on Glenrose Road. Because the intersection of Hatch and 195 has become a nightmare during rush hour and the Thor/Freya Couplet has been overridden with traffic Glenrose Road has been discovered. The main bottleneck for this traffic is at 8th and Carnahan. As a lay person watching the traffic flow I would put in a roundabout at 8th and Carnahan way before putting in one at 57th and Freya. Because of the relentless development being allowed along Glenrose Road, 55th, 57th, and beyond the intersection at 8th and Carnahan will look like the intersection at Hatch and Hwy 195 in the very near future. Even if there is a roundabout installed at 8th and Carnahan peoples ability to access I-90 east or west bound is challenged. To go east bound one has to travel through a residential neighborhood off of 8th and Dearborn. To go west bound the intersections of Havana and 2nd and Havana and 3rd are already overrun with traffic at busy times of the day. In my opinion the Spokane County Commissioners and the City of Spokane Valley should put a moratorium on development in the Glenrose area and along Carnahan until improvements to the infrastructure can be made in the area.

When Spokane County does a review of the comprehensive plan and looks at the urban growth area serious consideration for the ability of the infrastructure should be taken into account. When I look at the gridlock in California as people are trying to escape wildfires I think of what Glenrose Road and the feeder streets would look like if Tower Mountain and Browns Mountain were on fire. I think of the huge responsibility Spokane County Commissioners have in managing responsible growth. If we cannot afford to enhance our infrastructure we should make the hard call and have a moratorium on development. By doing that it will get the attention of the general population and they can better decide whether they are willing to pay the taxes to fund the quality of life they want. Thank you again for the opportunity to comment on the draft.

Agency Response: 9/17/2020
Forwarded to City of Spokane Valley and Spokane County

Jurisdiction Response: City of Spokane Valley 9/22/2020
Good morning Robert - I want to thank you for your comment.

In 2018, the City of Spokane Valley improved the alignment of the Carnahan approaches at this intersection. Currently, there are no operational or safety concerns at the intersection. Based on turning movement counts conducted by WSDOT in October, 2019, the intersection of 8th and Carnahan is operating at level of service (LOS) C during the AM and PM peak hours. These traffic volumes were checked against City collected volumes from 2016 to verify consistency. Additionally, there were only two reported crashes at this location between 2015-2019.

The City will continue to monitor this intersection for operations and safety. Future development will be evaluated and may be required to financially contribute to improve the intersection.

Take care - Gloria Mantz, City of Spokane Valley

Reply from Commenter: 9/23/2020
Dear Ms. Mantz,

Thank you for getting back to me and referencing the October, 2019 traffic study. I'd like to take a moment to expand on the topic of the intersection of Carnahan and 8th.

I believe the value of the Spokane Regional Transportation Council is to look beyond the boundaries of the various cities and the county to try and allocate funds for road improvement where the best benefit can be attained. In my comment I simply said if I were going to put in a roundabout I would put it in at 8th and Carnahan way before I would install one at 57th and Freya. I'm not privy to the various traffic studies but because I live in the area I am able to study the traffic every day. I am also aware of the various developments that are in process that will eventually impact the traffic flow.

In the case of the intersection of 8th and Carnahan you reference a study done in October, 2019. The challenge to do a new study today is the impact that the Covid-19 Pandemic is having on traffic. I know that the traffic counts are artificially low due to people driving less. My hunch is that it will be another year or well into 2021 before we can get a meaningful traffic count at this intersection. At the same time development is in full swing in the area. Under construction today is Trickle Creek 3&4 which includes 72 Single Family residences. Under construction today is the Twisted Willows development which includes 109 Single Family residences. Both are planned to exit onto Glenrose Road. At 1301 S Carnahan the Carnahan Glen apartment complex which includes 122 apartments is under construction. It is located immediately to the south of the intersection.

Based on my prior experience with roundabouts once a traffic study is completed that justifies the improvement of an intersection it will take at least two years before the construction is completed and the upgraded intersection is operational. In my opinion we are now talking about an upgrade of the intersection of 8th and Carnahan roughly in 2023 assuming a traffic study in 2021 warrants the upgrade to the intersection. I would be very surprised if you don't receive a fair amount of grief from the community before then.

Thanks again for getting back to me. I recognize the challenges you have trying to keep up with the traffic flow. Development happens way faster than infrastructure improvements. Developers don't seem to have to pay their fair share of infrastructure improvements and the general public resists paying increased taxes to support infrastructure improvements. Of course what you hear is people crying about gridlock!

Sincerely, Bob Hyslop

Jurisdiction Response: Spokane County 9/30/2020

Spokane County has included improvement projects to Glenrose Road in the County 6-year Transportation Plan in anticipation of the increasing demand. The projects start in Year 5 (2025) and have not yet move into the time frame of the regional plan.

Chad Coles, Spokane County

COMMENT 5

Date Received	Name	Method	Regarding Project
9/24/2020	Karen Carlberg, West Hills Neighborhood Council	Email	Sunset Hwy Br No. 0415 Removal

Comment:

West Hills residents are asking: Where is this bridge? To us, “Sunset Bridge” is the one over Latah Creek, connecting the West Hills and Browne’s Addition neighborhoods. The dot on your map looks like this is actually on Highway 2 near its intersection with Sunset Boulevard. Thanks for clarifying.

Agency Response:

Forwarded to Spokane County

Jurisdiction Response: **Spokane County** **9/25/2020**

The Spokane County Project Bridge 0514 Removal is located on the Old Sunset Highway just West of Highway 2 and Airway Heights. I have attached a vicinity map for reference.

Thanks - Brandi Colyar P.E., Capital Projects Program Manager

Reply from Commenter: **9/25/2020**

Thanks for the clarification, Brandi. That’s not even one of the two locations I had guessed! I’ve passed it on to our neighborhood.

APPENDIX D PERFORMANCE MEASURES AND STATEWIDE TARGETS

PERFORMANCE MEASURE 1: SAFETY TARGETS

Measure 5-year Averages)	2019 Baseline Statewide 5-year rolling avg.	Statewide Targets for 2021*
Number of Fatalities	542.8	444.1
Rate of Fatalities	0.885	0.724
Number of Serious Injuries	2208.6	1807.0
Rate of Serious Injuries	3.599	2.944
Number of Fatalities & Serious Injuries for Non-Motorized transportation	577.0	472.1

*The SRTC Board supported using statewide safety targets on May 9, 2019

PERFORMANCE MEASURE 2: BRIDGE AND PAVEMENT TARGETS

Bridge Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of NHS Bridges in good condition (weighted by deck area)	32.8%	30%	30%
Percent of NHS Bridges in poor condition (weighted by deck area)	7.8%	10%	10%

*Supported by the SRTC Board on November 8, 2018

Pavement Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of Interstate pavement on the NHS in good condition	32.5%	N/A	30%
Percent of Interstate pavement on the NHS in poor condition	3.6%	N/A	4%
Percent of Non-Interstate pavement on the NHS in good condition	18%	45%	18%
Percent of Non-Interstate pavement on the NHS in poor condition	5%	21%	5%

*Supported by the SRTC Board on November 8, 2018

PERFORMANCE MEASURE 3: SYSTEM PERFORMANCE, FREIGHT AND CMAQ TARGETS

Highway System Performance (congestion)	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of person-miles traveled on the Interstate System that are reliable	73%	70%	68%
Percent of person-miles traveled on the Non-Interstate System that are reliable	77%	N/A	61%
Truck Travel Time Reliability (TTTR) index	1.63	1.70	1.75
Carbon Monoxide (CO kg/day)	313.160	309.000	309.060
Particulate Matter less than 10 microns PM10 (kg/day)	435.690	0.305	224.000

**Supported by the SRTC Board on November 8, 2018*

OTHER PERFORMANCE MEASURES: PUBLIC TRANSIT TARGETS ASSET MANAGEMENT

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target
Rolling Stock	Buses	98%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	99%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	99%	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	94%	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 and parking facilities	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3(adequate) or better

**Supported by the SRTC Board on June 14, 2018*

OTHER PERFORMANCE MEASURES: STA PUBLIC TRANSIT SAFETY TARGETS

5.1.1. Safety Goals, Objectives, and Performance Targets

GOAL 1: SMS TO REDUCE CASUALTIES/OCCURRENCES

Using a safety management systems framework to identify safety hazards, mitigate risk and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance.

FIXED ROUTE FATALITIES

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of fatalities	Number of fatalities per year	1	0

PARATRANSIT FATALITIES

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of fatalities	Number of fatalities per year	0	0

FIXED ROUTE PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.6	0.08 or less

PARATRANSIT PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.13	0.1 or less

FIXED ROUTE PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

PARATRANSIT PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

FIXED ROUTE SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of events per year	Total number of events per year	316	310

PARATRANSIT SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of safety events per year	Number of safety events per year	54	50

EMPLOYEE INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of employee injuries	Number of employee injuries per 1000 hours	.05	.07

EMPLOYEE INJURY SEVERITY

Objective	Metrics (KPIs)	Baseline	Target
Reduce employee time loss due to injury or illness	Number of days lost per 1,000 hours	.03	.04

FACILITY SAFETY INSPECTIONS

Objective	Metrics (KPIs)	Baseline	Target
Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks	Number of facility safety audits and inspections completed quarterly per year	1 per quarter	Meet the baseline

GOAL 2: SMS TO FOSTER A ROBUST SAFETY CULTURE

Foster Agency-wide support for transit safety by establishing a culture where managers are held

SAFETY TRAINING

Objective	Metrics (KPIs)	Baseline	Target
Increase attendance at monthly safety meetings	Percent of employees who participate in the monthly safety meetings	Establishing in 2020	Safety Committee Target = 100%
Annual Advanced Training completed by all Fixed Route, Paratransit, and Maintenance	Percentage of employees who complete Advanced training	100%	100%

GOAL 3: SYSTEMS/EQUIPMENT

Provide safe and reliable transit operations by ensuring that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed.

FIXED ROUTE ROAD CALLS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of Fixed Route Road Calls	Number of miles between road calls	6,722 miles	7,500 miles

PARATRANSIT ROAD CALLS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of Paratransit Road Calls	Number of miles between road calls	67,537 miles	75,000 miles

FACILITIES PREVENTIVE (SAFETY) INSPECTIONS & REPAIRS

Objective	Metrics (KPIs)	Baseline	Target
Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	90% of all PM services completed on time	80% of all PM services completed on time

**Supported by the SRTC Board on March 11, 2021*

Appendix D was approved in March 11, 2021 as part of the 2021-2024 Transportation Improvement Program March Amendment.

APPENDIX E LOCAL, STATE, AND FEDERAL REVENUES

FEDERAL

The current federal surface transportation program, *Fixing America's Surface Transportation (FAST) Act* was signed December 4, 2015 and includes the following federal programs:

Congestion Mitigation and Air Quality (CMAQ): The CMAQ category addresses congestion mitigation and air quality improvement in non-attainment and/or maintenance areas. Funds are distributed to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

Highway Infrastructure Program (HIP): Provides support for road and bridge projects and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Eligible activities include only construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Construction includes design and right of way that directly relates to the construction of these projects (23 USC 101(a)(4)). HIP funds are not eligible to be utilized on: Rural minor collectors or local access, transportation alternatives, ferries, transit, etc.; nor transportation planning and studies.

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The NHPP provides funding for the following types of projects: construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System.

Surface Transportation Block Grant (STP): This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STP program includes sub-allocated funds based on population and flexible funds for use anywhere. STP funds are divided into the following categories:

- **Bridge STP (STP(BR)):** Replacement, rehabilitation, preservation, protection of local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.
- **Regional STP (STP(UL), STP(US), STP(R)):** MPOs and county lead agencies are allocated STP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and county lead agency programs projects for funding based upon their established procedures.

- WSDOT's STP (STP): A portion of the STP funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

Surface Transportation Block Grant Set-Aside (formerly TAP): Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A set-aside for the Recreational Trails Program is provided. MPOs and RTPOs are allocated TAP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and RTPOs programs projects for funding based upon their established procedures.

- Safe Routes to Schools (TAP(SR)): The planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school. Also, may include activities to encourage walking and bicycling to school. The state prioritizes and programs safe routes to school (SR) projects for funding.

Highway Safety Improvement Program (HSIP): In FAST Act the objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 called Target Zero. This program has a set-aside for the railway/highway crossing program.

Demonstration Projects (DEMO): Demonstration projects are identified through appropriation bills approved by Congress. High Priority Projects (DEMO): The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)].

FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act

(ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan and included in the RTPO program in their respective area. WSDOT administers these funds through the state consolidated grant program.

FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include program administration, Rural Transit Assistance Program (RTAP) technical assistance, intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the general public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP.

FTA Section 5339 - Bus and Bus Facilities: Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. WSDOT administers these funds through the state consolidated grant program.

STATE

Transportation Improvement Board (TIB): An independent state agency that provides state funding through a share of the statewide gas tax, for street construction and maintenance to cities and counties.

- Urban Arterial Program (UAP): funds roadway projects that improve safety and mobility.
- Urban Corridor Program (UCP): funds roadway projects with multiple funding partners that expand capacity.
- Sidewalk Program (SP): funds sidewalk projects that improve safety and connectivity.
- Small City Arterial Program (SCAP): funds small city (under 5,000 population) projects that improve safety and roadway conditions.
- Small City Preservation Program (SCPP): funds small city (under 5,000 population) projects for rehabilitation and in some cases partners with WSDOT or county paving projects.

Connecting Washington Account (CWA): 2015 CWA package is a \$16 billion investment over the next 16 years.

County Road Administration Board (CRAB): An independent state agency that provides state funding through a share of the statewide gas tax, for county roadway projects and the county owned ferry system.

- Rural Arterial Program (RAP): funds improvements on the county existing rural arterial road network.
- County Arterial Preservation Program (CAPP): funds pavement preservation projects of a county's existing paved arterial road network.
- The County Ferry Capital Improvement Program (CFCIP): offers financial assistance for major capital improvements to the four county-operated ferry systems.

Freight Mobility Strategic Investment Board (FMSIB): An independent state agency that provides state or federal STP flexible funds, combined with partnership funding, for freight mobility and freight mitigation projects along strategic freight corridors as approved by the legislature and Governor.

Pedestrian and Bicycle Program (Ped/Bike): This program's objective is to improve the transportation system to enhance safety and mobility for people who chose to walk or bike. The state prioritizes and programs projects.

Safe Routes to School (TAP(SR)): This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects.

LOCAL

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

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

Transportation Impact Fees: House Bill No. 2929 of the 1990 Legislative session authorized jurisdictions to impose impact fees for transportation facilities on development activity, as a part of the Growth Management Programs.

APPENDIX F PROJECT PAGE DETAILS

Washington State S. T. I. P.
2021 to 2024
(Project Funds to Nearest Dollar)
totals for years 2021 thru 2024

Report Date - August 31, 2020

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Envrionmental Classification	Current Action
Priority Number	Future Action Submit to WSDOT
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Airway Heights

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0002(863)		WA-11818	28	0.400	CE	Yes	Hayford Road	Deer Heights Road	346,777	

Highway 2 Shared Use Path Gap Project

Construct new pedestrian pathway gap along south edge of US-2 and complete shared use pathway gap on north side of US2 between Hayford Rd. and Deer Heights Rd.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		TAP(UL)	2,000		0	2,000	4,000
CN	2021		TAP(UL)	176,048	TIB	87,317	43,934	307,299
Project Totals				178,048		87,317	45,934	311,299

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
	0	0	0	0	0
Totals	0	0	0	0	0

Federal Funds	State Funds	Local Funds	Total
Agency Totals for Airway Heights	87,317	45,934	311,299

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1220(036)		WA-09829	28	0.860	CE	Yes	Summit Blvd	Pettet Dr	3,274,218	2006 AdMod

Centennial Trail Gap, Summit Blvd to Pettet Drive

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

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022	CMAQ	2,418,960		0	558,605	2,977,565
Project Totals			2,418,960		0	558,605	2,977,565

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,977,565	0	0	0	0
Totals	2,977,565	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-11841	28	1.000	CE	Yes	Northwest Blvd	Garland Ave	1,674,665	2002

Driscoll/Alberta/Cochran Sidewalk Infill

Sidewalk infill generally along both sides of the roadway. Transit stop improvements as appropriate.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		TAP(UL)	130,000		0	65,665	195,665
RW	2023			0		0	80,000	80,000
CN	2024		TAP(UL)	575,200		0	823,800	1,399,000
Project Totals				705,200		0	969,465	1,674,665

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	195,665	0	0
RW	0	0	80,000	0	0
CN	0	0	0	1,399,000	0
Totals	0	0	275,665	1,399,000	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	3881(010)		WA-11854	14	0.030	CE	No	East Deck Landing	West Deck Landing	1,922,186	

Hatch Road - Latah Creek Bridge Deck Repair

Replace the deck of the bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP(BR)	1,600,436		0	0	1,600,436
Project Totals				1,600,436		0	0	1,600,436

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
	0	0	0	0	0
Totals	0	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-11645	04	0.220	CE	Yes	Wall Street	Monroe Street	5,990,150	

Riverside Avenue - Wall to Monroe

Full depth pavement reconstruction, sidewalk repair, secure vaulted sidewalks, lane reconfiguration, bicycle facilities, signal upgrades, conduit and lighting.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP(UL)	645,000		0	71,670	716,670
RW	2022		STP(UL)	205,000		0	22,780	227,780
Project Totals				850,000		0	94,450	944,450

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	716,670	0	0	0	0
RW	0	227,780	0	0	0
Totals	716,670	227,780	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(064)		WA-11837	04	1.190	CE	Yes	Hartson Ave	Sprague Ave	9,021,228	2004 AdMod

Thor and Freya Couplet from Hartson to Sprague

Pavement reconstruction with repair/replacement of curbing and sidewalk as necessary. Updates of signals, lighting, and communication lines.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP(UL)	2,712,164		0	298,044	3,010,208
CN	2021		HIP(UL)	1,469,556		0	163,621	1,633,177
CN	2022		STP(UL)	3,000,000		0	336,090	3,336,090
Project Totals				7,181,720		0	797,755	7,979,475

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,000,000	6,000,000	979,754	0	0
Totals	1,000,000	6,000,000	979,754	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(067)		WA-11838	03	0.040	CE	Yes	0.1 Mi South of Wellesley	0.1 Mi North of Wellesley	837,553	2002 AdMod

Wellesley-Maple Intersection

Widening of one approach to the intersection and modification of signals.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		CMAQ	39,235		0	19,765	59,000
CN	2021		CMAQ	449,357		0	226,368	675,725
Project Totals				488,592		0	246,133	734,725

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	675,725	0	0	0	0
Totals	675,725	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane	13,244,908	0	2,666,408	15,911,316

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-11849	21	0.200	CE	Yes	Freya	Freya	842,000	

57th Ave Freya St Roundabout

Construct a roundabout at the intersection of Freya Street and 57th Avenue

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		CMAQ	86,000		0	8,600	94,600
RW	2021		CMAQ	66,000		0	6,600	72,600
CN	2023		CMAQ	576,000		0	98,800	674,800
Project Totals				728,000		0	114,000	842,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	94,600	0	0	0
RW	0	72,600	0	0	0
CN	0	0	674,800	0	0
Totals	0	167,200	674,800	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	M320(002)	S 06-15	CRP-2620	03	1.180	DCE	Yes	Urban Boundary	East Weile Road	15,256,654	2006 AdMod

Bigelow Gulch/Forker Connector - Project 2

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

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		0	CRAB	830,000	0	830,000
CN	2022	STP(R)	174,920	FMSIB	1,690,000	0	1,864,920
CN	2023		0		0	3,604,250	3,604,250
Project Totals			174,920		2,520,000	3,604,250	6,299,170

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,694,920	3,604,250	0	0
Totals	0	2,694,920	3,604,250	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			CRP 2924	03	1.100	EA	Yes	East Weile Road	Jensen Rd	5,230,680	

Bigelow Gulch/Forker Connector - Project 3

Reconstruct the existing roadway and add two new lanes and a center turn lane and wide shoulders for pedestrians and bicycles. PE/RW also under federal project M320(003).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021			0	CRAB	1,904,100	306,579	2,210,679
CN	2021			0	FMSIB	2,270,000	0	2,270,000
Project Totals				0		4,174,100	306,579	4,480,679

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,480,680	0	0	0	0
Totals	4,480,680	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4103(013)		CRP 2991	03	0.910	EA	Yes	Wellesley Avenue	Evergreen Road	8,731,439	2006 AdMod

Bigelow Gulch/Forker Road Connector - Project 6

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP(UL)	1,260,089		0	180,000	1,440,089
CN	2021		HIP(UL)	700,000	FMSIB	2,000,000	2,099,230	4,799,230
Project Totals				1,960,089		2,000,000	2,279,230	6,239,319

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	6,239,319	0	0	0	0
Totals	6,239,319	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	I321(006)		WA-06998	04	1.870	CE	Yes	MP 0.00	MP 1.87	2,132,060	

Brooks Road

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 to accommodate pedestrians and bicycles.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		STP(R)	441,170		0	1,374,845	1,816,015
Project Totals				441,170		0	1,374,845	1,816,015

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	1,816,015	0
Totals	0	0	0	1,816,015	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11856	27		CE	No	N/A	N/A	384,968	

Commute Trip Reduction - Spokane County 2021

This project will focus on "Cutting the Congestion" on the I-90 corridor and impacting connecting corridors, including CMP corridors, through reducing drive-alone trips. Strong emphasis will be on transportation demand management strategies, individualized marketing for small businesses, and educational- and public-awareness outreach efforts to increase the use of riding the bus, bicycling, walking, carpooling, and vanpooling. Additionally, this project will focus on educating and encouraging compressed work schedules and telework options, which take trips off the roadways completely.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021	CMAQ	293,000	WSDOT	91,968	0	384,968
Project Totals			293,000		91,968	0	384,968

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	384,968	0	0	0	0
Totals	384,968	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11857	27		CE	No	N/A	N/A	385,986	

Commute Trip Reduction - Spokane County 2022

This project will focus on "Cutting the Congestion" on the I-90 corridor and impacting connecting corridors, including CMP corridors, through reducing drive-alone trips. Strong emphasis will be on transportation demand management strategies, individualized marketing for small businesses, and educational- and public-awareness outreach efforts to increase the use of riding the bus, bicycling, walking, carpooling, and vanpooling. Additionally, this project will focus on educating and encouraging compressed work schedules and telework options, which take trips off the roadways completely.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2022	CMAQ	294,000	WSDOT	91,968	0	385,968
Project Totals			294,000		91,968	0	385,968

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	385,968	0	0	0
Totals	0	385,968	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11858	27		CE	No	N/A	N/A	385,968	

Commute Trip Reduction - Spokane County 2023

This project will focus on "Cutting the Congestion" on the I-90 corridor and impacting connecting corridors, including CMP corridors, through reducing drive-alone trips. Strong emphasis will be on transportation demand management strategies, individualized marketing for small businesses, and educational- and public-awareness outreach efforts to increase the use of riding the bus, bicycling, walking, carpooling, and vanpooling. Additionally, this project will focus on educating and encouraging compressed work schedules and telework options, which take trips off the roadways completely.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2023	CMAQ	294,000	WSDOT	91,968	0	385,968
Project Totals			294,000		91,968	0	385,968

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	0	385,968	0	0
Totals	0	0	385,968	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9932(062)		WA-11210	03	3.440	CE	Yes	0.10	Grove Rd	20,300,002	

Geiger Boulevard

This project includes a range of infrastructure improvements to the existing Geiger Boulevard, including interchange ramp terminal roundabouts, illumination, widening to include center turn lanes, intersection improvements, utilities, a shared use pathway and pedestrian facilities, transit stop improvements and extended shoulders.

This is a two staged project. Stage I is on Geiger Blvd from MP.10 (Hayford) to Soda Road; this includes widening, signal upgrade and utilities. Stage I also includes the multi-use path at the Medical Lake interchange (WSDOT) STIP ID 609047C32. Stage II is on Geiger Blvd from Soda Road to Electric Ave and includes widening, intersection improvements at Electric and utilities. Stage II also includes a roundabout at the Grove interchange (WSDOT) STIP ID 609067D32.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		BUILD	3,000,000	WSDOT	1	0	3,000,001
Project Totals				3,000,000		1	0	3,000,001

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
	0	0	0	0	0
Totals	0	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			Greta to W	28	2.240	CE	No	MP 0.11 @ I/S of Greta & Wall	MP 0.83 @ I/S of Ivanhoe & Whitworth Dr.	346,000	20-05

Greta to Whitworth Bike Route

Establish a signed bike route on existing low volume residential streets and construction of intersection improvements at arterial crossings. A paved pathway will be constructed on an approximate 500' foot segment of Whitehouse Street.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		CMAQ	44,500		0	5,000	49,500
CN	2023		CMAQ	254,800		0	41,700	296,500
Project Totals				299,300		0	46,700	346,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	49,500	0	0	0
CN	0	0	296,500	0	0
Totals	0	49,500	296,500	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-12599	21	3.860	CE	Yes	Varies - See Below	Varies - See Below	1,275,700	20-03

Guardrail Safety 2019 County Safety Program

Install/Upgrade Guardrail and Signing:

a.Old 195 Highway from MP 2.30-3.10

b.Cheney Plaza Road fom MP 10.40-12.50

c.Williams Lake Road from MP 0.90-1.71

d.Valley Chapel Road from MP 0.25-0.40

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		HSIP	58,500		0	6,500	65,000
CN	2021		HSIP	1,082,600		0	0	1,082,600
Project Totals				1,141,100		0	6,500	1,147,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,082,600	0	0	0	0
Totals	1,082,600	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-12600	21		CE	No	Countywide	Countywide	226,000	20-03
Horizontal Curve Safety 2019 County Safety Program											
Install/Upgrade Signing (curve signs).											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		HSIP	180,600		0	0	180,600
Project Totals				180,600		0	0	180,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	180,600	0	0	0	0
Totals	180,600	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08155	44	0.230	CE	No	Wandermere Road	Little Spokane Drive	415,200	

Little Spokane Connection Road Separated Pathway

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		TAP(UL)	40,400		0	317,826	358,226
Project Totals				40,400		0	317,826	358,226

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	389,715	0	0	0
Totals	0	389,715	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-12666	11	0.340	CE	No	5.11	5.45	3,539,362	2006 AdMod

Little Spokane Drive Bridge No.3704 Replacement

In addition to the bridge replacement, the existing roadway alignment has limited sight distance this project will study and reconstruct approach roadway.

Funding

				Federal Funds					
Phase	Start Date	Federal	Fund Code	State Fund Code	State Funds	Local Funds	Total		
PE	2021		STP(BR)		248,134	0	62,034	310,168	
PE	2022		STP(BR)		31,017	0	7,754	38,771	
RW	2021		STP(BR)		4,800	0	1,200	6,000	
RW	2022		STP(BR)		43,200	0	10,800	54,000	
CN	2023		STP(BR)		2,540,565	0	396,504	2,937,069	
CN	2024		STP(BR)		133,714	0	20,869	154,583	
Project Totals					3,001,430	0	499,161	3,500,591	

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	310,168	38,771	0	0	0
RW	6,000	54,000	0	0	0
CN	0	0	2,937,069	154,583	0
Totals	316,168	92,771	2,937,069	154,583	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	2032(125)		WA-08111	28	0.600	CE	Yes	Carlson Road MP 1.23	Old Charles Road	509,961	

Separated Spokane River Centennial Trail at Carlson Road

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		TAP(R)	4,325		0	675	5,000
CN	2021		TAP(R)	368,975		0	57,586	426,561
Project Totals				373,300		0	58,261	431,561

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,000	0	0	0	0
CN	426,561	0	0	0	0
Totals	431,561	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-12601	21		CE	No	Countywide	Countywide	414,000	20-03

Stop Sign Retro-Reflectivity 2019 County Safety Program

Install/Upgrade Signing (Stop Signs).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		HSIP	345,300		0	0	345,300
Project Totals				345,300		0	0	345,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	345,300	0	0	0	0
Totals	345,300	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			CRP 3263	11	0.480	CE	Yes	1.93	2.41	292,251	20-03

Sunset Hwy Br No. 0415 Removal

Removal of existing Sunset Highway Bridge No. 0415, including restoration of the creek banks and removal of the east approach to US 2.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP(BR)	33,870		0	8,467	42,337
PE	2022		STP(BR)	2,258		0	565	2,823
RW	2021		STP(BR)	7,200		0	1,800	9,000
RW	2022		STP(BR)	800		0	200	1,000
CN	2022		STP(BR)	162,577		0	40,644	203,221
CN	2023		STP(BR)	18,064		0	4,516	22,580
Project Totals				224,769		0	56,192	280,961

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	42,337	2,823	0	0	0
RW	9,000	1,000	0	0	0
CN	0	203,221	22,580	0	0
Totals	51,337	207,044	22,580	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-12655	14	2.690	CE	No	2.69	0.00	784,815	20-03

Waikiki Road Bridge # 2606 Deck Rehabilitation

Project will repair the existing bridge deck, including new asphalt approaches and expansion joint reconstruction/replacement.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP(BR)	8,855		0	1,382	10,237
CN	2021		STP(BR)	560,801		0	87,524	648,325
CN	2022		STP(BR)	29,516		0	4,607	34,123
Project Totals				599,172		0	93,513	692,685

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	10,237	0	0	0	0
CN	0	684,325	34,123	0	0
Totals	10,237	684,325	34,123	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Co.	13,390,550	8,970,005	8,757,057	31,117,612

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Regional Health
District

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08409	38	0.000	CE	No	NA	NA	533,081	

2018-2020 Safe Routes to School

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021		TAP(UL)	148,711		0	28,984	177,695
Project Totals				148,711		0	28,984	177,695

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	177,695	0	0	0	0
Totals	177,695	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Regional Health
District

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11852	38	0.000	CE	No	NA	NA	693,642	

2021-2023 Safe Routes to School Walking School Bus

The goal of the Safe Routes to School (SR2S) Walking School Bus (WSB) program is to increase the number of students who walk and bike to school and to ensure they are educated to do so safely to ultimately reduce traffic congestion and related air pollution around schools.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021		TAP(UL)	198,000		0	30,902	228,902
PL	2022		TAP(UL)	200,000		0	31,214	231,214
PL	2023		TAP(UL)	202,000		0	31,526	233,526
Project Totals				600,000		0	93,642	693,642

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	228,902	231,241	233,526	0	0
Totals	228,902	231,241	233,526	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Regional Health
District

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11851	38	0.000	CE	No	NA	NA	351,446	

Walk Bike Bus Downtown

The Walk Bike Bus (WBB) Downtown Spokane program will be based on a highly successful individual marketing program designed to get people out of their cars and choosing sustainable alternatives such as transit, biking and walking for trips. This year-round, three year program will target not only residents, but will target students attending local universities in the University District and employees of businesses who are members of Downtown Spokane Partnership.

Funding

				Federal Funds				State Funds		Local Funds	Total
Phase	Start Date	Federal	Fund Code			State Fund Code					
PL	2021		CMAQ	94,000			0		14,671		108,671
PL	2022		CMAQ	100,000			0		15,607		115,607
PL	2023		CMAQ	110,000			0		17,168		127,168
Project Totals				304,000			0		47,446		351,446

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	108,671	115,607	127,168	0	0
Totals	108,671	115,607	127,168	0	0

		Federal Funds		State Funds		Local Funds	Total
Agency Totals for Spokane Regional Health District		1,052,711		0		170,072	1,222,783

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-07237	23	0.000	CE	No	NA	NA	4,179,105	

Fixed Route Bus Purchase

Purchase diesel/electric buses for fixed route transit service.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		5339	1,078,638		0	269,659	1,348,297
CN	2023		5339	1,121,334		0	280,334	1,401,668
CN	2024		5339	1,143,312		0	285,828	1,429,140
Project Totals				3,343,284		0	835,821	4,179,105

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,348,297	0	1,401,668	1,429,140	0
Totals	1,348,297	0	1,401,668	1,429,140	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-13105	23			No			1,374,724	

Paratransit Van Replacement

Replace paratransit vans that have met their useful life.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022	5339	1,099,779		0	274,945	1,374,724
Project Totals			1,099,779		0	274,945	1,374,724

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,374,724	0	0	0
Totals	0	1,374,724	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04660	23	0.000	CE	No	NA	NA	43,409,365	

Preventive Maintenance

Eligible preventive maintenance activities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		5307	8,430,656		0	2,107,664	10,538,320
CN	2022		5307	8,595,962		0	2,148,991	10,744,953
CN	2023		5307	8,764,510		0	2,191,128	10,955,638
CN	2024		5307	8,936,363		0	2,234,091	11,170,454
Project Totals				34,727,491		0	8,681,874	43,409,365

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,538,320	10,744,953	10,955,638	11,170,454	0
Totals	10,538,320	10,744,953	10,955,638	11,170,454	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-09380	23		CE	No	N/A	N/A	2,736,460	

Section 5310 Funding for Seniors and People with Disabilities

The projects under this program include both traditional category projects (capital) and Other category projects (capital and operating). STA will issue a call for projects in 2021 to non profits, agencies, and jurisdictions to apply for the funds. The local share amount varies depending on the project type either a 80/20 match rate or a 50/50 match is used for a portion of the funding.

Funding

		Federal Funds				State Funds		Local Funds	Total
Phase	Start Date	Federal	Fund Code	State Fund Code	State Funds	Local Funds	Total		
CN	2021		5310		418,464	0	245,848	664,312	
CN	2022		5310		426,673	0	250,670	677,343	
CN	2023		5310		435,042	0	255,587	690,629	
CN	2024		5310		443,575	0	260,601	704,176	
Project Totals					1,723,754	0	1,012,706	2,736,460	

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	664,312	677,343	690,629	704,176	0
Totals	664,312	677,343	690,629	704,176	0

		Federal Funds		State Funds		Local Funds	Total
Agency Totals for Spokane Transit			40,894,308		0	10,805,346	51,699,654

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9932(068)		WA-12679	03	0.070	CE	Yes	Euclid (east leg)	Euclid (west leg)	1,469,000	20-03

Barker @ UPRR Crossing

Reconstruct Barker Rd at UPRR crossing and the offset intersection of Euclid Ave. and provide shared use path from Spokane River to Grade separation project limits on SR290.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP(UL)	2,984	FMSIB	293,800	241,216	538,000
CN	2021		HSIP	231,000		0	530,000	761,000
Project Totals				233,984		293,800	771,216	1,299,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	500,000	799,000	0	0	0
Totals	500,000	799,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4123(005)		WA-06170	01	0.500	CE	Yes	BNSF	.5 mi South of SR 290	26,170,000	2001 AdMod

Barker Rd/BNSF Grade Separation

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

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
CN	2021		NHFP		6,000,000	0	6,000,000
CN	2021		TIGER		6,500,000	0	6,500,000
CN	2021			FMSIB	0	250,000	2,750,000
CN	2022			FMSIB	0	560,500	3,060,500
CN	2023		TIGER		68,149	2,000,930	2,069,079
Project Totals					12,568,149	2,811,430	20,379,579

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	12,250,000	6,060,500	2,069,079	0	0
Totals	12,250,000	6,060,500	2,069,079	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4060(001)		WA-11813	03	0.200	CE	No	Mission Ave	Mission Ave	588,000	

Pines and Mission Intersection Improvements

Eliminate split-phase signal timing for traffic on Mission Ave and will reconfigure signal operations to provide a dedicated left-turn for vehicles on Mission turning to Pines.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		CMAQ	430,770		0	67,230	498,000
Project Totals				430,770		0	67,230	498,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	498,000	0	0	0	0
Totals	498,000	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-10615	22	0.350	CE	Yes	Mirabeau Parkway	800' North of Trent (on Cement)	27,497,110	2004 AdMod

Pines Road/BNSF Grade Separation

Construct a grade-separated intersection for Pines Road (SR 27) at the BNSF railway crossing. The project proposes a Pines Road underpass at the railroad tracks; lowers the intersection and adds lanes at the nearby Pines Road/Trent Avenue (SR 290); and closes at-grade crossing of University at the BNSF railway.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022	STP(UL)	2,545,075		0	354,925	2,900,000
Project Totals			2,545,075		0	354,925	2,900,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	2,900,000	0	0	0
Totals	0	2,900,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-11814	01	0.200	CE	Yes	Sprague Ave	Sprague Ave	2,300,000	2003 AdMod

Sprague/Barker Intersection Improvements

Build a roundabout to address increasing traffic and safety issues.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		CMAQ	262,500		0	40,968	303,468
CN	2022			0		0	1,700,000	1,700,000
Project Totals				262,500		0	1,740,968	2,003,468

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	303,468	0	0	0	0
CN	0	1,174,000	0	0	0
Totals	303,468	1,174,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-12635	47	0.020	CE	No	@ UP RR bridge (south edge)	@ UP RR bridge (north edge)	337,625	20-03

Sullivan Bridge Deck Resurfacing

Bridge deck resurfacing of north-bound Sullivan Road over-crossing at the Union Pacific Railroad.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP(BR)	270,100		0	0	270,100
Project Totals				270,100		0	0	270,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	270,100	0	0	0	0
Totals	270,100	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4103(011)		WA-08129	44	0.300	CE	Yes	Sullivan	Wellesley	1,402,576	2002 AdMod

Sullivan-Wellesley Intersection Improvement Project

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

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021	CMAQ	826,724		0	276,776	1,103,500
Project Totals			826,724		0	276,776	1,103,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,103,500	0	0	0	0
Totals	1,103,500	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13031	15	0.100	CE	No	@ Trent	@ Trent	500,000	

Sullivan/Trent Interchange Design

PE phase for interchange reconstruction of Sullivan Road over SR 290 (Trent) and BNSF Railway tracks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021			0		0	500,000	500,000
Project Totals				0		0	500,000	500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	0	0	0	0
Totals	500,000	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-12693	28	0.250	CE	Yes	Boone	Mission	644,000	20-04

Wilbur Road Sidewalk:Boone to Mission

Provide new sidewalk on Wilbur Road from Boone to Mission.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		TAP(UL)	17,300		0	2,700	20,000
CN	2022		TAP(UL)	430,800		0	133,200	564,000
Project Totals				448,100		0	135,900	584,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	20,000	0	0	0	0
CN	0	564,000	0	0	0
Totals	20,000	564,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Valley	17,585,402	5,293,800	6,658,445	29,537,647

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: SRTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11845	18	0.000	CE	No	NA	NA	404,625	

2021 Metropolitan Transportation Planning

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021		STP(UL)	350,000		0	54,625	404,625
Project Totals				350,000		0	54,625	404,625

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	404,625	0	0	0	0
Totals	404,625	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: SRTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11846	18	0.000	CE	No	NA	NA	404,625	

2022 Metropolitan Transportation Planning

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2022		STP(UL)	350,000		0	54,625	404,625
Project Totals				350,000		0	54,625	404,625

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	404,625	0	0	0
Totals	0	404,625	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: SRTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-11847	18	0.000	CE	No	NA	NA	404,625	

2023 Metropolitan Transportation Planning

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2023		STP(UL)	350,000		0	54,625	404,625
Project Totals				350,000		0	54,625	404,625

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	0	404,625	0	0
Totals	0	0	404,625	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County: Spokane

Agency: SRTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9932(063)		WA-11040	18	0.000	CE	No	NA	NA	1,156,072	

Update, Develop and Implement Regional Planning Tools

SRTC will lead a consultant services team in developing and implementing a data/technical tool improvement plan. The plan will prioritize improvements which will be executed to deliver elements for regional use such as: updated socio-economic data, refined land use forecasting methodologies, education to member jurisdictions in the appropriate application of regional tools and developing necessary documentation to support new or changed tools. This project will improve SRTC's ability to fulfill its federal requirement to plan for current and forecasted transportation and land use conditions and trends.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2023		STP(UL)	150,000		0	23,411	173,411
Project Totals				150,000		0	23,411	173,411

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	0	173,411	0	0
Totals	0	0	173,411	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for SRTC	1,200,000	0	187,286	1,387,286

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			SRTMC2021	24	0.000	CE	No	0.00	0.00	1,834,000	

2021-2023 SRTMC Operations and Maintenance

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP(UL)	600,500		0	0	600,500
PE	2022		STP(UL)	610,300		0	0	610,300
PE	2023		STP(UL)	623,200		0	0	623,200
Project Totals				1,834,000		0	0	1,834,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	600,500	610,300	623,200	0	0
Totals	600,500	610,300	623,200	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600026F	600026F32	21		CE	No	Various	Various	221,603	

2021-23 ER Region Wide Basic Safety - Signing

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	25,035		0	1,043	26,078
CN	2022		HSIP	191,615		0	3,910	195,525
Project Totals				216,650		0	4,953	221,603

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	25,516	183,114	12,973	0
Totals	0	25,516	183,114	12,973	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600045K	600045K32	21	0.000	CE	No	0.00	0.00	302,600	

2023-25 Eastern Region Regionwide Basic Safety - Signing

Address signing regionwide based on priority, visibility standards or sign conditions to include supports or posts.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STP	27,624		0	1,151	28,775
CN	2024		STP	268,348		0	5,477	273,825
Project Totals				295,972		0	6,628	302,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	28,775	273,825	0
Totals	0	0	28,775	273,825	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSRTC	BSRTC P1	05	0.000	CE	No	000	000	20,299,952	

Asphalt/Chip Seal Preservation Spokane Regional Transportation Council

Grouping of preservation projects for state highways and freeways in Spokane County. Pavement condition rating is project 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. Find a list of included projects at www.wsdot.wa.gov/ProjectSearch

Funding

				Federal Funds							
Phase	Start Date	Federal	Fund Code			State Fund Code	State Funds	Local Funds			Total
PE	2023		NHPP	987,945			0	39,518	1,027,463		
PE	2024		NHPP	594,655			0	23,786	618,441		
CN	2021		STP	9,338			0	0	9,338		
CN	2021		NHPP	2,150,249			0	43,192	2,193,441		
CN	2024		NHPP	6,342,289			0	126,846	6,469,135		
Project Totals				10,084,476			0	233,342	10,317,818		

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,202,779	0	1,027,463	7,087,576	9,982,134
Totals	2,202,779	0	1,027,463	7,087,576	9,982,134

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600026J	600026J32	44	0.000	CE	No	0.00	0.00	2,400,655	

Eastern Region - TMC Equipment Replacement

Remove, replace and upgrade obsolete equipment at Transportation Management Center. Upgrade HAR communication technology, existing system communication is obsolete.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		STP	2,159,920		0	44,080	2,204,000
Project Totals				2,159,920		0	44,080	2,204,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	42,799	1,009,168	776,325	375,708	0
Totals	42,799	1,009,168	776,325	375,708	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600026I	600026I32	21	0.000	CE	No	0.00	0.00	451,663	

Eastern Region Major Electrical Rehabilitation - RWIS Rebuild

Remove and replace obsolete RWIS Systems throughout the Region.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP	40,140		0	1,673	41,813
CN	2024		STP	401,653		0	8,197	409,850
Project Totals				441,793		0	9,870	451,663

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	2,512	21,133	19,314	183,459
Totals	0	2,512	21,133	19,314	183,459

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600026L	600026L32	44	0.000	CE	No	0.00	0.00	124,898	

ER Spokane Communication Switches - Upgrades

Upgrade communication switches US 2, I-90 and US 195 to current technology.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP	8,600		0	358	8,958
CN	2022		STP	113,621		0	2,319	115,940
Project Totals				122,221		0	2,677	124,898

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	3,525	6,237	63,452	51,684	0
Totals	3,525	6,237	63,452	51,684	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609068C	609068C32	21	1.220	CE	No	281.26	282.48	236,630	

I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds

ER Maintenance work PIF - rebuild ITS cabinets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	10,589		0	441	11,030
CN	2023		NHPP	221,088		0	4,512	225,600
Project Totals				231,677		0	4,953	236,630

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	1,812	19,252	215,566	0
Totals	0	1,812	19,252	215,566	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609048S	609048S32	47	0.130	CE	No	282.11	282.24	10,067,640	

I-90/3rd Ave Crossing - Bridge Deck Rehabilitation

Rehabilitate bridge deck with preparation, repair and new wearing surface, work to preserve structural integrity, asset utility and extend the life of the bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	522,086		0	21,754	543,840
CN	2024		NHPP	9,333,324		0	190,476	9,523,800
Project Totals				9,855,410		0	212,230	10,067,640

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	8,600	472,709	4,149,070	5,437,261
Totals	0	8,600	472,709	4,149,070	5,437,261

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609069J	609069J32	01	0.010	CE	Yes	295.46	295.47	14,500,000	

I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local Roads

New I-90 overcrossing at Henry Rd with local improvements

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021			0	CWA	8,500,000	150,000	8,650,000
Project Totals				0		8,500,000	150,000	8,650,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	7,031,434	1,558,566	60,000	0	0
Totals	7,031,434	1,558,566	60,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		609048N	609048N32	47	0.010	CE	No	279.27	279.28	866,350	

I-90/Lindeke St Crossing - Bridge Deck Repair

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	170,640		0	7,110	177,750
Project Totals				170,640		0	7,110	177,750

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	32,533	128,663	705,154
Totals	0	0	32,533	128,663	705,154

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609048Z	609048Z23	47	0.140	CE	No	287.83	287.97	799,850	

I-90/Mullan Rd Crossing - Bridge Deck Repair

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		NHPP	622,006		0	12,694	634,700
Project Totals				622,006		0	12,694	634,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	700,963	5,030	0	0	0
Totals	700,963	5,030	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609068A	609068A32	21	0.030	CE	No	86.53	86.56	1,134,975	

I-90/Pines Interchange South - Signal Replacement

Remove and replace signal at the end of its useful service life.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	162,144		0	6,756	168,900
CN	2024		NHPP	946,754		0	19,321	966,075
Project Totals				1,108,898		0	26,077	1,134,975

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	21,374	447,397	666,204
Totals	0	0	21,374	447,397	666,204

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609047D	609047D23	47	0.010	CE	No	279.13	279.14	3,066,150	

I-90/Rosamond, Sherman, Arthur Crossings - Bridge Deck Rehabilitation

Rehabilitate bridge decks with preparation, repair and new wearing surface, work to preserve the structural integrity, asset utility and extend the life of the bridges.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP	2,632,329		0	53,721	2,686,050
Project Totals				2,632,329		0	53,721	2,686,050

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	1,466,339	1,219,711	0	0
Totals	0	1,466,339	1,219,711	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609024H	609024H32	04	17.390	CE	No	253.52	270.91	1,204,800	

I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild

Remove, replace and rebuild illumination at the end of its useful service life at five rural interchanges on I-90.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		NHPP	151,344		0	6,306	157,650
CN	2022		NHPP	1,026,207		0	20,943	1,047,150
Project Totals				1,177,551		0	27,249	1,204,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	44,738	116,443	544,380	499,239	0
Totals	44,738	116,443	544,380	499,239	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600200F	600200F32	21	0.000	CE	No	0.00	0.00	69,430	

US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements

ER Maintenance work PIF - remove and replace existing CCTV systems.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STP	3,603		0	150	3,753
CN	2024		STP	64,363		0	1,314	65,677
Project Totals				67,966		0	1,464	69,430

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	617	5,613	63,201
Totals	0	0	617	5,613	63,201

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		600230E	600230E32	04	0.020	CE	No	298.27	298.29	959,075	

US 2/Day Mt. Spokane - Signal Replacement

Remove and replace signal at the end of its useful service life.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP	133,800		0	5,575	139,375
CN	2024		STP	803,306		0	16,394	819,700
Project Totals				937,106		0	21,969	959,075

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	7,026	70,272	64,841	465,211
Totals	0	7,026	70,272	64,841	465,211

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		600231I	600231I32	04	0.020	CE	No	313.41	313.43	210,550	
US 2/Elk Bridges Rd - Flasher Replacement											
US 2/Elk Bridges Rd - Flasher Replacement											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STP	55,728		0	2,322	58,050
Project Totals				55,728		0	2,322	58,050

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	2,925	207,625
Totals	0	0	0	2,925	207,625

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		600228W	600228W32	21	1.010	CE	No	281.64	282.65	891,300	

US 2/Sunset Interchange - Illumination Replacement

Remove all continuous illumination at the end of its useful service life and replace with necessary illumination.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP	155,520		0	6,480	162,000
CN	2022		STP	714,714		0	14,586	729,300
Project Totals				870,234		0	21,066	891,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	37,563	124,437	0	0
CN	0	0	2,460	373,040	353,800
Totals	0	37,563	126,897	373,040	353,800

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		639516P	639516P32	04	0.020	CE	No	166.59	166.61	443,800	

US 395/Hastings Rd - Signal Rebuild

Several existing signal systems are outdated and require frequent and extensive maintenance. By replacing these obsolete signal systems using current technology and standards, the risk of failure and the high cost of maintenance will be reduced.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STP	110,304		0	4,596	114,900
Project Totals				110,304		0	4,596	114,900

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	11,683	432,117
Totals	0	0	0	11,683	432,117

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
12		600015S	600015S32	01	3.220	EIS	Yes	282.37	285.59	260,588,506	

US 395/NSC I-90 to Sprague Ave

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024			0	CWA	239,127,108	0	239,127,108
Project Totals				0		239,127,108	0	239,127,108

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	29,522,049	209,605,059
Totals	0	0	0	29,522,049	209,605,059

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

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August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600015J	600015J32	08	0.250	EIS	Yes	158.80	159.05	67,384,343	

US 395/NSC Spokane River Crossing

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021			0	CWA	63,691,743	0	63,691,743
Project Totals				0		63,691,743	0	63,691,743

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	14,719,575	28,358,698	20,613,470	0	0
Totals	14,719,575	28,358,698	20,613,470	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600015M	600015M32	08	1.610	EIS	No	157.23	158.84	359,682,497	

US 395/NSC Sprague Ave to Spokane River

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022			0	CWA	232,719,006	0	232,719,006
Project Totals				0		232,719,006	0	232,719,006

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	24,195,287	57,725,371	150,798,348
Totals	0	0	24,195,287	57,725,371	150,798,348

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - EAST	32,994,881	544,037,857	847,001	577,879,739

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

N Inside

Y Outside

August 31, 2020

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		600231D	600231D32	04	0.080	CE	No	310.12	310.20	891,100	

US 2/Deer Park & Milan Rd - Roundabout Conversion

Intersection control conversion from signal to roundabout. Signal will be removed and replaced with roundabout.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STP	109,152		0	4,548	113,700
Project Totals				109,152		0	4,548	113,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	6,829	57,478	826,793
Totals	0	0	6,829	57,478	826,793

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - EAST	109,152	0	4,548	113,700

APPENDIX G ACRONYMS & ABBREVIATIONS

AASHTO.....	American Association of State & Highway Transportation Officials
AADT.....	Average Annual Daily Traffic
ADA.....	Americans with Disabilities Act
ADT.....	Average Daily Traffic
APTA.....	American Public Transit Association
ATMS.....	Advanced Traffic Management Systems
AWDT.....	Average Weekday Traffic
AQ.....	Air Quality
BAB.....	Bicycle Advisory Board
BNSF.....	Burlington Northern/Santa Fe
CAW.....	Clean Air Washington Act
CB.....	Census Block
CBD.....	Central Business District
CDBG.....	Community Development Block Grant
CDF.....	Community Development Funds
CMAQ.....	Congestion Mitigation & Air Quality Program
CMP.....	Congestion Management Process
CMSA.....	Consolidated Metropolitan Statistical Area
CO.....	Carbon Monoxide
CRAB.....	County Road Administration Board
CS.....	Complete Streets
CT.....	Census Tract
CTED.....	Community Trade and Economic Development
CTR.....	Commute Trip Reduction
CY.....	Calendar Year
DBE.....	Disadvantaged Business Enterprise
DNS.....	Determination of Non-Significance
DU.....	Dwelling Unit
DVMT.....	Daily Vehicle Miles of Travel
EIS.....	Environmental Impact Statement
EJ.....	Environmental Justice
EPA.....	Environmental Protection Agency
ETC.....	Employee Transportation Coordinator
FFY.....	Federal Fiscal Year
FGTS.....	Freight and Goods Transportation System
FHWA.....	Federal Highway Administration
FMSIB.....	Freight Mobility Strategic Investment Board
FTA.....	Federal Transit Administration
GIS.....	Geographic Information System
GMA.....	Growth Management Act
HAR.....	Highway Advisory Radio
HCM.....	Highway Capacity Manual
HCT.....	High Capacity Transit
HOV.....	High Occupancy Vehicle
HTF.....	Highway Trust Fund
HU.....	Housing Unit
I-90.....	Interstate Route 90
ITS.....	Intelligent Transportation Systems
IVHS.....	Intelligent Vehicle Highway System
JARC.....	Job Access and Reverse Commute
LEP.....	Limited English Proficiency
LID.....	Local Improvement District
LOS.....	Level of Service

LU.....	Land Use
MAB.....	Metropolitan Area Boundary
MFDU.....	Multi-Family Dwelling Unit
MFT.....	Motor Fuel Tax
MP.....	Mile Post
MPA.....	Metropolitan Planning Area
MPO.....	Metropolitan Planning Organization
MSA.....	Metropolitan Statistical Area
MTP.....	Metropolitan Transportation Plan
MUTCD.....	Manual of Uniform Traffic Control Devices
MVEB.....	Motor Vehicle Emissions Budget
MVET.....	Motor Vehicle Excise Tax
MVFT.....	Motor Vehicle Fuel Tax
MVT.....	Motor Vehicle Trips
NAA.....	Nonattainment Area
NAICS.....	North American Industrial Classification System
NAAQS.....	National Ambient Air Quality Standards
NBI.....	National Bridge Inventory
NBIS.....	National Bridge Inspection Standards
NEPA.....	National Environmental Policy Act
NHS.....	National Highway System
NHPP.....	National Highway Performance Program
NTI.....	National Transit Institute
O3.....	Ozone
O&M.....	Operating & Maintenance
PE.....	Preliminary Engineering
PM-2.5.....	Particulate Matter - 2.5 Microns in size and less
PM-10.....	Particulate Matter-10 Microns
PMS.....	Pavement Management System
PPP.....	Public Private Partnership
PPP.....	Public Participation Plan
PTBA.....	Public Transportation Benefit Area
PUD.....	Planned Unit Development
PWTF.....	Public Works Trust Fund (Funding Program)
RCW.....	Revised Code of Washington
RFP.....	Requests for Proposals
RID.....	Road Improvement District
ROW.....	Right of Way
RTA.....	Regional Transportation Authority
RTPO.....	Regional Transportation Planning Organization
SEPA.....	State Environmental Policy Act
SFDU.....	Single Family Dwelling Unit
SIA.....	Spokane International Airport
SIP.....	State Implementation Plan (For Air Quality)
SOV.....	Single Occupancy Vehicle
SRTC.....	Spokane Regional Transportation Council
SRTMC.....	Spokane Regional Transportation Management Center
STA.....	Spokane Transit Authority
STBG.....	Surface Transportation Block Grant
STP.....	Surface Transportation Program
STIP.....	Statewide Transportation Improvement Program
STBG Set Aside.....	Surface Transportation Block Grant Set-Aside (formerly TAP)
TAP.....	Transportation Alternatives Program
TAC.....	Transportation Advisory Committee
TAZ.....	Transportation Analysis Zone
TBD.....	Transportation Benefit District
TDM.....	Transportation Demand Management
TIA.....	Transportation Impact Analysis

TIB.....	Transportation Improvement Board
TIGER	(Grant) Transportation Investment Generating Economic Recovery
TIP.....	Transportation Improvement Program
TMA.....	Transportation Management Areas
TRB	Transportation Research Board
TSM.....	Transportation Systems Management
TTC	Transportation Technical Committee
UAB.....	Urban Area Boundary
UGA.....	Urban Growth Area
UGB.....	Urban Growth Boundary
UIA	Urban Impact Area
UPWP.....	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled
WSDOT	Washington State Department of Transportation
WSTC.....	Washington State Transportation Commission