

APPROVED BY THE  
SRTC BOARD OF DIRECTORS  
10.14.2021

# SRTC

SPOKANE REGIONAL TRANSPORTATION COUNCIL

## 2022-2025

### Transportation Improvement Program

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## TITLE VI NOTICE TO PUBLIC

### Title VI Notice

Spokane Regional Transportation Council is committed to non-discrimination in accordance with Title VI of the Civil Rights Act. No person shall, on the grounds of race, color, national origin, gender, gender identity and expression, sexual orientation, age, religion, veteran status, familial or marital status, medical condition, or disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity.

For more information contact SRTC's Title VI & ADA Coordinator Michael Redlinger at 509.343.6370 or [mredlinger@src.org](mailto:mredlinger@src.org) or by visiting the SRTC Title VI and Environmental Justice page at: <https://www.src.org/about-src/title-vi-ej-ada/>.

Any person who believes they have been affected by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SRTC. Complaints must be made in writing and filed with SRTC within 180 days following the date of the alleged discriminatory occurrence. For more information or to obtain a Title VI Discrimination Complain Form, please go to <https://www.src.org/about-src/title-vi-ej-ada/>.

### Americans with Disabilities Act (ADA) Information

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 by contacting SRTC's Title VI & ADA Coordinator Michael Redlinger at 509.343.6370 or [mredlinger@src.org](mailto:mredlinger@src.org) or [contact.src@src.org](mailto:contact.src@src.org).

- This document can be provided in alternate languages upon request.
- Este documento se puede proporcionar en idiomas alternativos a pedido.
- Этот документ может быть предоставлен на других языках по запросу.

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

R 21-03 SRTC

**APPROVING THE FINDING OF TRANSPORTATION CONFORMITY WITH AIR  
QUALITY PLANS FOR THE  
2022-2025 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 2022-2025 Transportation Improvement Program (2022-2025 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 County Limited Area Maintenance Plan (LMP) and the Limited Maintenance Plan (LMP) for PM<sub>10</sub>; and

WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2022-2025 TIP; and

NOW THEREFORE, BE IT RESOLVED BY THE Policy Board of the Spokane Regional Transportation Council of Washington that the 2022-2025 Transportation Improvement Program for the

R-21-03 SRTC



Spokane Metropolitan Planning Area is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM<sub>10</sub> maintenance areas.

PASSED and APPROVED this 14<sup>th</sup> day of October 2021 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

---

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

ATTEST

---

Lois Bollenback  
Executive Director, SRTC

RESOLUTION  
of the BOARD of DIRECTORS  
of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL OF WASHINGTON  
  
R-21-04 SRTC

**APPROVING THE 2022-2025  
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 Board of Directors 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 2022-2025 Transportation Improvement Program for the Spokane Metropolitan Planning Area (2022-2025 TIP) has been developed based on the contents, goals and objectives of the Horizon 2040; and

WHEREAS, the 2022-2025 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

R-21-04 SRTC

WHEREAS, the public was to review the draft document at a public meeting and was provided

30 days to comment on the 2022-2025 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 2022-2025 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 2022-2025 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 14<sup>th</sup> day of October 2021 by the Board of Directors of the Spokane Regional Transportation Council of Washington.

---

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

ATTEST

---

Lois Bollenback  
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**



Signature

Lois Bollenback

Printed Name

Executive Director

Title

9/1/21

Date

**WSDOT**



Signature

Anna Ragaza-Bourassa

Printed Name

Regional Coordinator

Title

August 23, 2021

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.

The agency 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 (WSTC), Spokane Transit Authority (STA), a transportation private sector representative (major employer representative), a freight/rail representative and the Chairs of SRTC's Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC).

SRTC member agencies include all local jurisdictions within Spokane County, WSDOT, STA, and WSTC.

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 a TIP:

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



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

Beyond these federal regulations, Washington State law requires that a regional TIP must be updated at least every two years and include a program of projects for at least 6 years (RCW 47.80.023(5)), which is why two additional years (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. SRTC has also responsible for selecting project for federal Highway Infrastructure Program (HIP) funds when distributed from the state to SRTC.

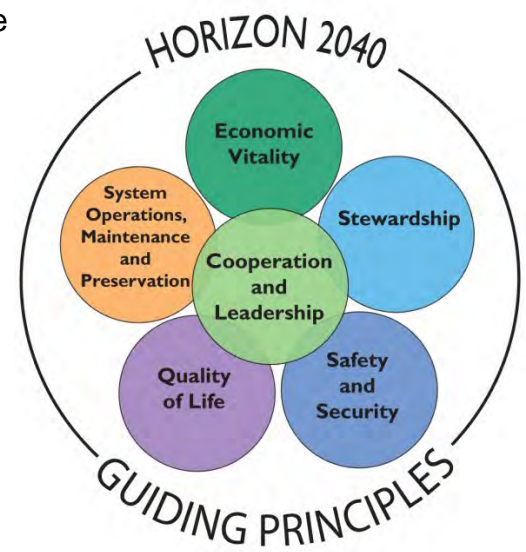
Projects are selected by the SRTC Board of Directors though a competitive process designed to ensure that projects are prioritized consistent with the Guiding Principles which were used to develop the MTP.

### *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 2022-2025 TIP development. Documentation from the meetings is posted on the SRTC website, [www.srtc.org](http://www.srtc.org).

To review and discuss the 2022-2025 TIP, a virtual public meeting was held on September 16, 2021 from 12:00 – 1:00 p.m. Staff from the City of Spokane, City of Spokane Valley, Spokane County, and STA presented project information and were available 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, and sent directly to an email distribution list of interested parties. In addition, the draft TIP document was posted on SRTC's website, with links to it from SRTC's blog, Facebook, Twitter, LinkedIn accounts to provide an opportunity for public review of the document.



The 30-day public comment period for the document began September 3, 2021 and concluded October 3, 2021. Public comments received during the comment period were compiled and addressed in Appendix G. 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 of Indians, the Kalispel Tribe of Indians 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, 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 (PM<sub>10</sub>) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On May 12, 2016 the EPA approved the Second 10-year LMP for PM<sub>10</sub> 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 PM<sub>10</sub> and CO from motor vehicles would contribute to a PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> LMP, Horizon 2040 and the 2022-2025 TIP conform to the PM<sub>10</sub> 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 2022-2025 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. PM<sub>10</sub> 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 Clean Air 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 21<sup>st</sup> 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 C.

In 2021 SRTC conducted a call for preservation projects and awarded \$4.64 million to improving NHS pavement condition around the Spokane region and those projects are newly included in this TIP. Additionally, in 2021 the statewide NHS pavement preservation program awarded \$12.4 million to local agencies to improve NHS pavement condition and \$7.7 million to improve local bridge condition in the region. Additional in this TIP, projects awarded through CMAQ funding address removing CO and PM10 emissions. Other investments that lead to improved performance in the TIP are funded using state Highway Safety Improvement Program funds to reduce crash frequency and severity.

### *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.

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 targets specific to the metropolitan planning area.

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 2022 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.

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*

Since Spokane Transit Authority (STA) is the only Tier 1 public transportation provider currently required to report TAM targets, SRTC adopted these targets on June 14, 2018 (See Appendix C). 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. Additionally, the SRTC Board adopted STA's Public Transit Safety Targets on March 11, 2021.

### **2022-2025 TIP Accomplishments**

#### *Status of Major Projects*

Pursuant to federal regulation 23 CFR.326 n (2), a listing of major projects from the preceding TIP that have been implemented is provided below.

#### **Completed (Funding Obligated)**

Spokane	Sprague Avenue Investment Phase II - Browne St to Scott St	WA-09828
Spokane	Wellesley-Maple Intersection	WA-11838
Spokane Co.	Bigelow Gulch/Forker Connector - Project 3	CRP 2924
Spokane Co.	Bigelow Gulch/Forker Road Connector - Project 6	CRP 2991
Spokane Co.	Waikiki Road Bridge # 2606 Deck Rehabilitation	WA-12655
Spokane Transit	FY20 5339(b) Cheney High-Performance Transit Double Decker	WA-13309
Spokane Valley	Pines Rd/BNSF ROW Early Acquisition Phase 2	WA-13395
Spokane Valley	Sullivan Bridge Deck Resurfacing	WA-12635
WSDOT	I-90/Bridge Deck Preventative Preservation - Patching	609020C32
WSDOT	I-90/Mullan Rd Crossing - Bridge Deck Repair	609048Z23

### *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 2021 program year, the annual listing will be published no later than March 31, 2022. The listing will be made available on the SRTC website, [www.srtc.org](http://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. 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 \$82 million annually to operate and maintain fixed route, vanpool and paratransit services. STA saw a 2.1% increase in its operating expenses between 2019 and 2020 mainly due to additional service and expenses related to the 10-year Moving Forward Plan. STA decreased its 2021 operating budget by 2.2% over the 2020 budget, in anticipation of financial and ridership challenges presented by the COVID-19 pandemic.

### **Project Selection**

In order to meet federal requirements, all federal projects programmed in the 2022-2025 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 19). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.

## STA Financial Capacity

FTA, in its 2020 Triennial Review, found STA to be in compliance with financial capacity requirements. In accordance with Federal Transit Administration (FTA) Circular 7008.1A, January 30, 2002, it has been determined that STA has the financial capacity to carry out the capital, operating, planning and maintenance activities listed in the TIP.

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

### *Financial Condition*

The positive finding on STA's financial condition is based on the Washington State Auditor's office report on STA's financial statements, containing an unqualified opinion for 2020. STA's adopted 2021 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 2020 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 2022 through 2027.
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 2021 budget assumed sales tax revenue would experience a significant decrease over what was collected in 2020 as the COVID-19 pandemic impacted the regional economy. Fare revenue was projected to improve slightly over 2020 which suffered a steep decline as COVID-19 hampered ridership in response to state of emergency declarations. It is unclear when ridership will recover to pre-pandemic ridership levels.

**Table 1. 2022-2025 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)	2022	(2,909,883)	7,947,498	5,037,615	4,855,673	181,492
			2023	181,492	7,947,498	8,129,440	6,608,835	1,520,605
			2024	1,520,605	7,947,498	9,468,103	441,170	9,026,933
			2025	9,026,933	7,947,498	16,974,131	-	16,974,431
		TAP Regional (UL, US, R)	2022	1,260,212	624,219	1,884,431	682,358	1,202,073
			2023	1,202,073	624,219	1,826,292	575,200	1,251,092
			2024	1,251,092	624,219	1,875,311	-	1,875,311
			2025	1,875,311	624,219	2,499,530	-	2,499,530
		CMAQ	2022	378,767	3,266,796	3,645,563	3,603,999	41,564
			2023	41,564	3,266,796	3,308,360	1,504,825	1,803,535
			2024	1,803,535	3,266,796	5,070,331	-	5,070,331
			2025	5,070,331	3,266,796	8,337,127	-	8,337,127
		HIP Regional (UL, US, R)	2022	2,788,524	-	2,788,524	-	2,788,524
			2023	2,788,524	-	2,788,524	-	2,788,524
			2024	2,788,524	-	2,788,524	-	2,788,524
			2025	2,788,524	-	2,788,524	-	2,788,524
		FTA 5307	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	-
			2025	-	-	-	-	-
		FTA Discretionary	2022	-	5,754,747	5,754,747	5,754,747	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-
		FTA 5310	2022	-	429,024	429,024	429,024	-
			2023	-	438,841	438,841	438,841	-
			2024	-	448,882	448,882	448,882	-
			2025	-	459,153	459,153	459,153	-
		FTA 5339 & 5339(c)	2022	-	7,479,879	7,479,879	7,479,879	-
			2023	-	1,001,000	1,001,000	1,001,000	-
			2024	-	1,011,000	1,011,000	1,011,000	-
			2025	-	1,021,000	1,021,000	1,021,000	-
	State Allocations to Local Projects	HSIP	2022	-	4,430,709	4,430,709	4,430,709	-
			2023	-	1,478,200	1,478,200	1,478,200	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-
		NHFP & NHPP	2022	-	2,501,000	2,501,000	2,501,000	-
			2023	-	9,892,000	9,892,000	9,892,000	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-
		STP(BR)	2022	-	2,021,389	2,021,389	2,021,389	-
			2023	-	2,767,514	2,767,514	2,767,514	-
			2024	-	6,187,268	6,187,268	6,187,268	-
			2025	-	-	-	-	-
	State Allocations to State Projects	STP & STP(BR)	2022	-	3,909,800	3,909,800	3,909,800	-
			2023	-	112,755	112,755	112,755	-
			2024	-	2,200,474	2,200,474	2,200,474	-
			2025	-	1,804,174	1,804,174	1,804,174	-
		HSIP	2022	-	216,650	216,650	216,650	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-



**Table 1. 2022-2025 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	2022	-	3,903,302	3,903,302	3,903,302	-
			2023	-	2,192,399	2,192,399	2,192,399	-
			2024	-	18,117,573	18,117,573	18,117,573	-
			2025	-	11,510,951	11,510,951	11,510,951	-
	Discretionary Programs	DEMO, BUILD, TIGER	2022	-	-	-	-	-
			2023	-	-	-	-	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-
State	Local Projects	TIB, FMSIB, SRTS, CRAB, CWA	2022	-	1,752,642	1,752,642	1,752,642	-
			2023	-	5,749,385	5,749,385	5,749,385	-
			2024	-	-	-	-	-
			2025	-	-	-	-	-
	State Projects	STATE (includes CWA)	2022	-	307,485,543	307,485,543	307,485,543	-
			2023	-	73,253	73,253	73,253	-
			2024	-	235,051,241	235,051,241	235,051,241	-
			2025	-	267,188	267,188	267,188	-
Local	Local Projects	LOCAL (includes match)	2022	-	12,673,121	12,673,121	12,673,121	-
			2023	-	22,062,623	22,062,623	22,062,623	-
			2024	-	16,181,649	16,181,649	16,181,649	-
			2025	-	6,472,699	6,472,699	6,472,699	-
					<b>TOTAL</b>	<b>804,210,796</b>	<b>743,272,226</b>	

## 2022-2025 TIP PROJECTS

### Overview

The remainder of this document details the 2022-2025 projects that are regionally significant and/or are federally funded.

### *New Projects*

There are 85 projects programmed in the TIP for the years 2022-2025 and 12 additional projects continuing into 2025-2026 years. The majority of these are active projects that were included in the previous TIP. 14 projects are new to the 2022-2025 TIP and are listed in Table 2 below.

**Table 2. New Projects in the 2022-2025 TIP**

Agency	Project Name	TIP ID
Deer Park	E. Crawford Avenue Preservation	WA-13966
Cheney	Washington Street Preservation	WA-13828
Spokane	Haven St. Grind & Overlay	WA-13964
Spokane	Maple/Ash Chip Seal	WA-13965
Spokane Co.	Elk-Chattaroy Road Preservation	WA-13970
Spokane Valley	Broadway at I-90 Preservation	WA-13926
Spokane Valley	Sprague Ave. Preservation	WA-13925
WSDOT	SR 290/I-90 to Spokane River Trent Bridge - Illumination Replacement	629002C32
WSDOT	US 195/Guardrail Basic Safety - Rehabilitation	619500G32
WSDOT	I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair	609048U32
WSDOT	I-90/Spokane Viaduct Bridge Deck Rehab	609067B32
WSDOT	I-90/Broadway Interchange West - Signal Replacement	609068B23
WSDOT	I-90/Guardrail Basic Safety - Rehabilitation	609019G32
WSDOT	Concrete Roadway Preservation Spokane Regional Transportation	WPSRTC

## 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, Roadway Capital or Bridge. Safety projects may be roadway, bicycle & pedestrian, or transit. The classification for each project is provided in the program summary (pages 19-20).

**Table 3. 2022-2025 Projects by Project Type**

Project Type	Number of Projects	% of Projects	Programmed Amount	% of Program
Bicycle & Pedestrian	11	13%	10,745,206	1%
Bridge	12	15%	29,213,999	4%
High Performance Transit	1	1%	5,754,747	1%
Planning	1	1%	404,625	0%
Preliminary Engineering	1	1%	144,945	0%
Preservation	14	17%	39,943,296	9%
Rail/Highway Crossing	2	2%	3,811,915	1%
Reconstruction	11	12%	8,961,146	1%
Roadway Capital*	4	5%	11,510,562	2%
Roadway Capital – NSC**	3	4%	541,903,091	73%
Safety	13	15%	8,879,936	1%
Transit	5	6%	75,197,474	10%
TDM	2	2%	771,936	0%
TSMO	5	6%	3,249,200	0%
<b>TOTAL</b>	<b>85</b>	<b>100%</b>	<b>743,0272,226</b>	<b>100%</b>

\* 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 2022-2025 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) project pages, see Appendix E.

Spokane Regional Transportation Council (SRTC) 2022–25 Regional TIP (RTIP) Program Summary																												
						2022					2023					2024					2025					2022–25 Total	2025–26 Total not included in STIP or fiscal constraint	
STIP ID	Project Title	Agency	RTIP Project Type	Estimated Total Project Cost	Previously Obligated Funds	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total			
WA-11818	Highway 2 Shared Use Path Gap Project	Airway Heights	Bicycle & Pedestrian	452,477	145,178	CN	81,158	87,317	138,824	307,299		-	-	-	-		-	-	-	-	-	-	-	-	-	307,299	-	
WA-13828	Washington Street Preservation Project	Cheney	Preservation	525,400	-	PE CN	420,300	-	105,100	525,400		-	-	-	-		-	-	-	-	-	-	-	-	-	525,400	-	
WA-13966	E. Crawford Avenue Preservation	Deer Park	Preservation	625,164	-	PE CN	500,131	-	125,033	625,164		-	-	-	-		-	-	-	-	-	-	-	-	-	625,164	-	
WA-09830	Argonne Road, Empire to Liberty Congestion Relief	Millwood	Roadway Capital	2,465,946	532,954	CN	1,650,000	-	282,992	1,932,992		-	-	-	-		-	-	-	-	-	-	-	-	-	1,932,992	-	
WA-13882	29th / Washington / Monroe	Spokane	Preservation	6,176,000	-	PE RW	432,000	-	108,000	540,000	CN	4,509,000	-	1,127,000	5,636,000		-	-	-	-	-	-	-	-	-	-	6,176,000	-
WA-13878	Bemiss Elementary Walk Route Improvements	Spokane	Bicycle & Pedestrian	844,276	-	PE	-	59,803	10,553	70,356	CN	-	657,832	116,088	773,920		-	-	-	-	-	-	-	-	-	-	844,276	-
WA-09829	Centennial Trail Gap, Summit Blvd to Pettet Drive	Spokane	Bicycle & Pedestrian	3,274,218	3,168,053	CN	32,599	-	73,566	106,165		-	-	-	-		-	-	-	-	-	-	-	-	-	-	106,165	-
WA-13808	Division St. Pedestrian Hybrid Beacon	Spokane	Safety	1,733,900	-	PE RW	230,100	-	25,600	255,700	CN	1,478,200	-	-	1,478,200		-	-	-	-	-	-	-	-	-	-	1,733,900	-
WA-11841	Driscoll/Alberta/Cochran Sidewalk Infill and Finch Elem Walk Route	Spokane	Bicycle & Pedestrian	2,098,354	-	PE RW PE	130,000	55,433	110,072	295,505	CN CN CN	910,725	637,490	254,634	1,802,849		-	-	-	-	-	-	-	-	-	-	2,098,354	-
WA-13876	Greene/Carlisle Crosswalk Improvements	Spokane	Bicycle & Pedestrian	1,420,957	-	PE	-	116,260	12,918	129,178	CN	-	1,162,601	129,178	1,291,779		-	-	-	-	-	-	-	-	-	-	1,420,957	-
WA-11854	Hatch Road - Latah Creek Bridge Deck Repair	Spokane	Bridge	2,902,836	2,548,836	CN	354,000	-	-	354,000		-	-	-	-		-	-	-	-	-	-	-	-	-	-	354,000	-
WA-13964	Haven St. Grind & Overlay	Spokane	Preservation	1,399,000	-		-	-	-	-	PE CN	1,000,000	-	399,000	1,399,000		-	-	-	-	-	-	-	-	-	-	1,399,000	-
WA-13965	Maple / Ash Chip Seal	Spokane	Preservation	958,000	-		-	-	-	-	PE CN	718,500	-	239,500	958,000		-	-	-	-	-	-	-	-	-	-	958,000	-
WA-13883	Maple Street Bridge Deck Repair	Spokane	Bridge	4,457,200	-	PE	839,000	-	-	839,000		-	-	-	-	CN	3,618,200	-	-	3,618,200		-	-	-	-	-	4,457,200	-
WA-13880	Market / Monroe / 29th	Spokane	Preservation	4,558,000	-	PE PE RW RW	329,000	-	82,000	411,000	CN CN	3,317,000	-	830,000	4,147,000		-	-	-	-	-	-	-	-	-	-	4,558,000	-
WA-08404	Millwood Trail, from Spokane Community College to Felts Field	Spokane	Bicycle & Pedestrian	1,400,000	-		-	-	-	-	RW	-	-	100,000	100,000	CN	-	-	1,300,000	1,300,000		-	-	-	-	-	1,400,000	-
WA-13879	Nevada/Joseph Pedestrian Hybrid Beacon	Spokane	Safety	570,620	-	PE RW	-	92,377	16,302	108,679	CN	-	392,650	69,291	461,941		-	-	-	-	-	-	-	-	-	-	570,620	-
WA-11645	Riverside Avenue - Wall to Monroe	Spokane	Reconstruction	5,990,150	5,045,700		-	-	-	-	PE RW	850,000	-	94,450	944,450		-	-	-	-	-	-	-	-	-	-	944,450	-
WA-13877	Shaw Middle School - Garland Ave. Pathway	Spokane	Bicycle & Pedestrian	1,535,660	-	PE	-	111,684	27,921	139,605	CN	-	1,116,844	279,211	1,396,055		-	-	-	-	-	-	-	-	-	-	1,535,660	-
WA-08171	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Spokane	Bicycle & Pedestrian	2,205,900	441,631		-	-	-	-	RW	-	-	200,000	200,000	CN	-	-	1,564,269	1,564,269		-	-	-	-	-	1,764,269	-
WA-11837	Thor and Freya Couplet from Hartson to Sprague	Spokane	Reconstruction	11,025,170	10,206,364		-	-	-	-	CN	482,716	-	336,090	818,806		-	-	-	-	-	-	-	-	-	-	818,806	-
WA-13887	Washington St. South, Washington St. North Channel and Stevens St. Bridge Deck Repair	Spokane	Bridge	4,994,280	-	PE	564,646	-	375,354	940,000		-	-	-	-	CN	2,435,354	-	1,618,926	4,054,280		-	-	-	-	-	4,994,280	-
WA-11849	57th Ave Freya St Roundabout	Spokane Co.	Safety	845,698	98,298	RW	66,000	-	6,600	72,600	CN	576,000	-	98,800	674,800		-	-	-	-	-	-	-	-	-	-	747,400	-
CRP-2620	Bigelow Gulch/Forker Connector - Project 2	Spokane Co.	Roadway Capital	15,256,654	8,957,484	CN	-	830,000	-	830,000	CN CN	174,920	1,690,000	3,604,250	5,469,170		-	-	-	-	-	-	-	-	-	-	6,299,170	-
WA-06998	Brooks Road	Spokane Co.	Reconstruction	2,178,861	362,846		-	-	-	-		-	-	-	-	CN	441,170	-	1,374,845	1,816,015		-	-	-	-	-	1,816,015	-
WA-10947	Brooks Road Railway Crossing CRP 3249	Spokane Co.	Safety	1,045,095	569,947	CN	381,385	-	93,763	475,148		-	-	-	-		-	-	-	-	-	-	-	-	-	-	475,148	-
WA-11857	Commute Trip Reduction - Spokane County 2022	Spokane Co.	TDM	385,968	18	PL	294,000	91,968	-	385,968		-	-	-	-		-	-	-	-	-	-	-	-	-	-	385,968	-
WA-11858	Commute Trip Reduction - Spokane County 2023	Spokane Co.	TDM	385,968	-		-	-	-	-	PL	294,000	91,968	-	385,968		-	-	-	-	-	-	-	-	-	-	385,968	-
WA-13972	Country Homes Blvd Preservation	Spokane Co.	Preservation	590,000	118,000	PE CN	472,000	-	-	472,000		-	-	-	-		-	-	-	-	-	-	-	-	-	-	472,000	-
WA-13970	Elk-Chattaroy Road Preservation	Spokane Co.	Preservation	928,000	96,000		-	-	-	-	CN	519,569	-	312,431	832,000		-	-	-	-	-	-	-	-	-	-	832,000	-
WA-13971	Freya Street Preservation	Spokane Co.	Preservation	994,000	102,000		-	-	-	-	CN	643,500	-	248,500	892,000		-	-	-	-	-	-	-	-	-	-	892,000	-
Greta to W	Greta to Whitworth Bike Route	Spokane Co.	Bicycle & Pedestrian	346,000	-		-	-																				

Spokane Regional Transportation Council (SRTC)  
2022–25 Regional TIP (RTIP) Program Summary

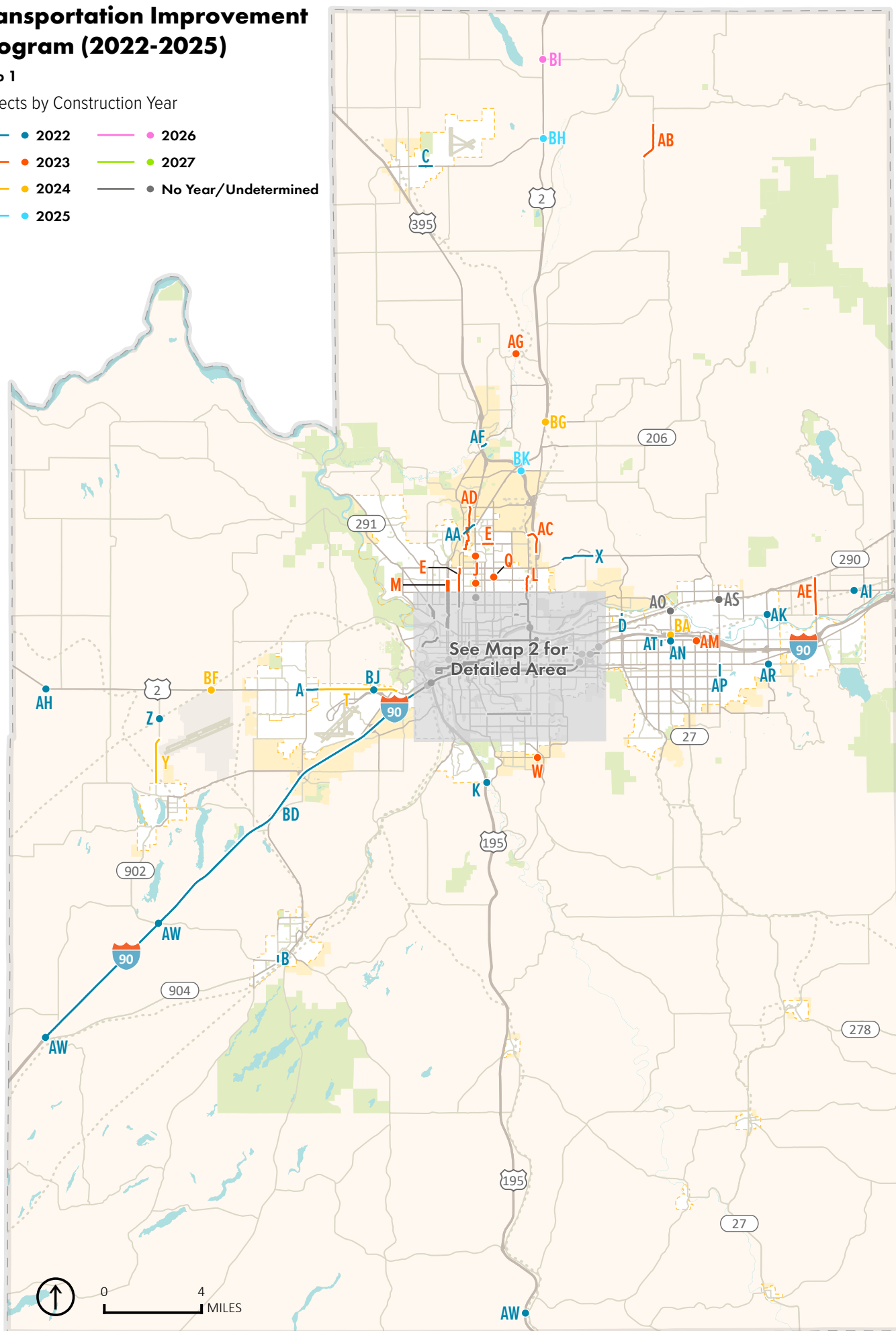
						2022					2023					2024					2025					2022–25 Total	2025–26 Total not included in STIP or fiscal constraint
STIP ID	Project Title	Agency	RTIP Project Type	Estimated Total Project Cost	Previously Obligated Funds	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total		
619500G32	US 195/Guardrail Basic Safety - Rehabilitation	WSDOT - EAST	Safety	950,700	-		-	-	-	-	PE	117,072	-	4,878	121,950	CN	812,175	-	16,575	828,750		-	-	-	-	950,700	-
600200F32	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements	WSDOT - EAST	TSMO	69,430	-		-	-	-	-	PE	3,603	-	150	3,753	CN	64,363	-	1,314	65,677		-	-	-	-	69,430	-
600230E32	US 2/Day Mt. Spokane - Signal Replacement	WSDOT - EAST	Reconstruction	959,075	-	PE	133,800	-	5,575	139,375		-	-	-	-	CN	803,306	-	16,394	819,700		-	-	-	-	959,075	-
600231D32	US 2/Deer Park & Milan Rd - Roundabout Conversion	WSDOT - EAST	Reconstruction	891,100	15,548		-	-	-	-	PE	109,152	-	4,548	113,700		-	-	-	-	CN	761,852	-	15,548	777,400	891,100	761,852
600231I32	US 2/Elk Bridges Rd - Flasher Replacement	WSDOT - EAST	Reconstruction	210,550	-		-	-	-	-		-	-	-	-	PE	55,728	-	2,322	58,050		-	-	-	-	58,050	152,500
600228W3;	US 2/Sunset Interchange - Illumination Replacement	WSDOT - EAST	Safety	891,300	162,000	CN	714,714	-	14,586	729,300		-	-	-	-		-	-	-	-		-	-	-	-	729,300	-
639516F32	US 395/Hastings Rd - Signal Rebuild	WSDOT - EAST	Reconstruction	443,800	6,578		-	-	-	-		-	-	-	-	PE	110,304	-	4,596	114,900	CN	322,322	-	6,578	328,900	443,800	322,322
600015S32	US 395/NSC I-90 to Sprague Ave	WSDOT - EAST	Roadway Capital—NSC	255,943,825	21,341,398		-	-	-	-		-	-	-	-	CN	-	234,602,427	-	234,602,427		-	-	-	-	234,602,427	-
600015I32	US 395/NSC Spokane River Crossing	WSDOT - EAST	Roadway Capital—NSC	77,173,414	2,591,756	CN	-	74,581,658	-	74,581,658		-	-	-	-		-	-	-	-		-	-	-	-	74,581,658	-
600015M3;	US 395/NSC Sprague Ave to Spokane River	WSDOT - EAST	Roadway Capital—NSC	329,696,240	96,977,234	CN	-	232,719,006	-	232,719,006		-	-	-	-		-	-	-	-		-	-	-	-	232,719,006	-
						TOTAL	48,384,492	309,053,306	12,951,763	370,389,561		35,336,619	5,749,385	22,135,876	63,221,880		37,342,730	234,602,427	16,630,463	288,575,620		14,075,278	-	7,009,887	21,085,165	743,272,226	29,697,739

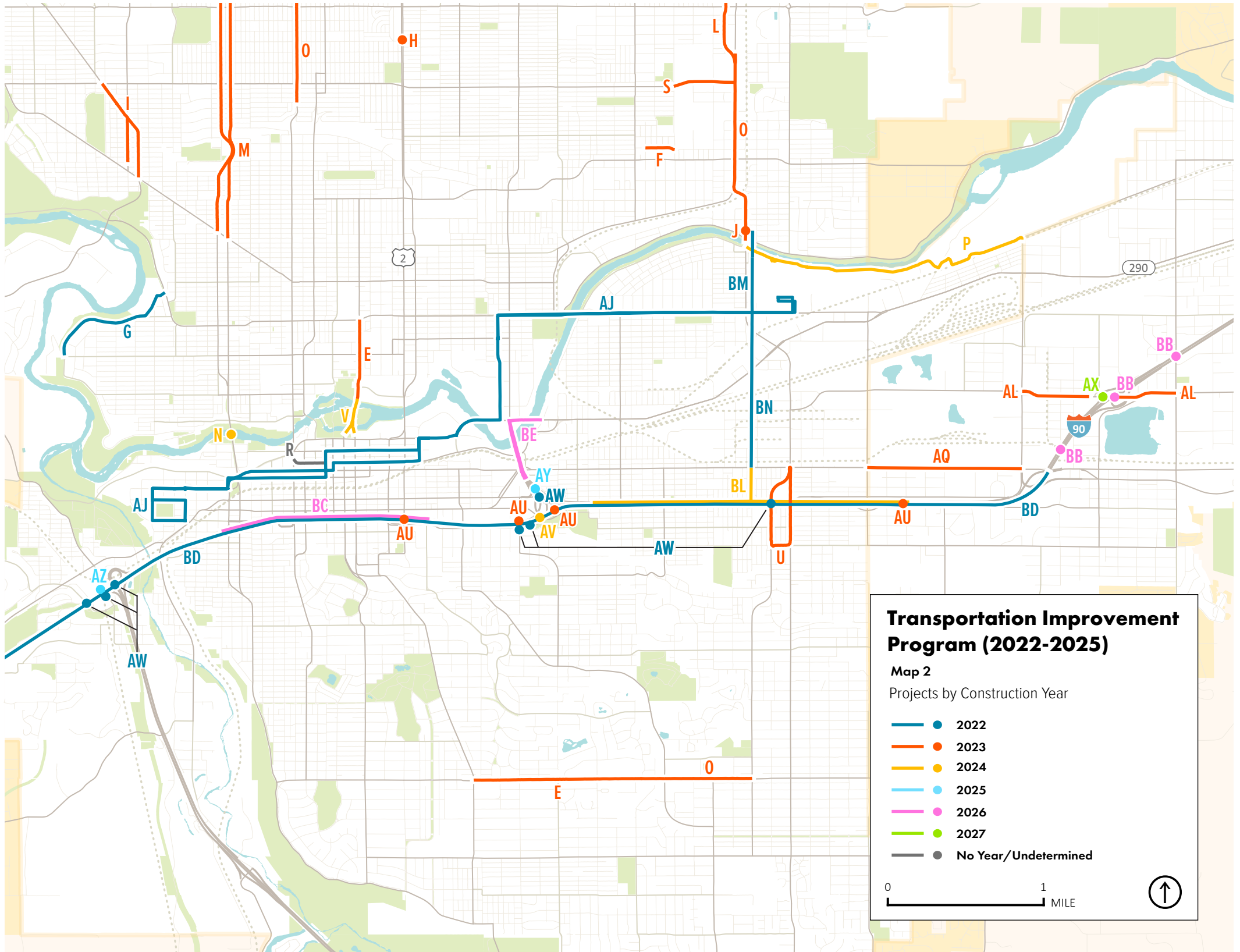


# Transportation Improvement Program (2022-2025)

## Map 1

Projects by Construction Year





**Transportation Improvement Program (2022-2025)**

Map 2  
Projects by Construction Year

- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- No Year/Undetermined

0 1 MILE

Transportation Improvement Program  
2022-2025  
Spokane Regional Transportation Council

Projects				
	Project Title	Project Type	Agency	Construction Year
A	Highway 2 Shared Use Path Gap Project	Bicycle & Pedestrian	Airway Heights	2022
B	Washington Street Preservation Project	Preservation	Cheney	2022
C	E. Crawford Avenue Preservation	Preservation	Deer Park	2022
D	Argonne Road, Empire to Liberty Congestion Relief	Roadway Capital	Millwood	2022
E	29th / Washington / Monroe	Preservation	Spokane	2023
F	Berniss Elementary Walk Route Improvements	Bicycle & Pedestrian	Spokane	2023
G	Centennial Trail Gap, Summit Blvd to Pettet Drive	Bicycle & Pedestrian	Spokane	2022
H	Division St. Pedestrian Hybrid Beacon	Safety	Spokane	2023
I	Driscoll/Alberta/Cochran Sidewalk Infill and Finch Elementary Walk Route	Bicycle & Pedestrian	Spokane	2023
J	Greene/Carlisle Crosswalk Improvements	Bicycle & Pedestrian	Spokane	2023
K	Hatch Road - Latah Creek Bridge Deck Repair	Bridge	Spokane	2022
L	Haven St. Grind & Overlay	Preservation	Spokane	2023
M	Maple / Ash Chip Seal	Preservation	Spokane	2023
N	Maple Street Bridge Deck Repair	Bridge	Spokane	2024
O	Market / Monroe / 29th	Preservation	Spokane	2023
P	Millwood Trail, from Spokane Community College to Felts Field	Bicycle & Pedestrian	Spokane	2024
Q	Nevada/Joseph Pedestrian Hybrid Beacon	Safety	Spokane	2023
R	Riverside Avenue - Walk to Monroe	Reconstruction	Spokane	
S	Shaw Middle School - Garland Ave. Pathway	Bicycle & Pedestrian	Spokane	2023
T	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Bicycle & Pedestrian	Spokane	2024
U	Thor and Freya Couplet from Hartson to Sprague	Reconstruction	Spokane	2023
V	Washington St. South, Washington St. North Channel and Stevens	Bridge	Spokane	2024
W	57th Ave Freya St Roundabout	Safety	Spokane Co.	2023
X	Bigelow Gulch/Forker Connector - Project 2	Roadway Capital	Spokane Co.	2022
Y	Brooks Road	Reconstruction	Spokane Co.	2024
Z	Brooks Road Railway Crossing CRP 3249	Safety	Spokane Co.	2022
AA	Country Homes Blvd Preservation	Preservation	Spokane Co.	2022
AB	Elk-Chattooy Road Preservation	Preservation	Spokane Co.	2023
AC	Freya Street Preservation	Preservation	Spokane Co.	2023
AD	Greta to Whitworth Bike Route	Bicycle & Pedestrian	Spokane Co.	2023
AE	Harvard Road Reconstruction	Reconstruction	Spokane Co.	2023
AF	Little Spokane Connection Road Separated Pathway	Bicycle & Pedestrian	Spokane Co.	2022
AG	Little Spokane Drive Bridge No. 3704 Replacement	Bridge	Spokane Co.	2023
AH	Sunset Hwy Br No. 0514 Removal	Bridge	Spokane Co.	2022
AI	Willesley Avenue Railway - Highway Crossings Program (Section 1)	Rail/Highway Crossing	Spokane Co.	2022
AJ	Central City Line	High Performance Transit	Spokane Transit	2022
AK	Barker @UPRR Crossing	Roadway Capital	Spokane Valley	2022
AL	Broadway at I-90 Preservation	Preservation	Spokane Valley	2023
AM	Mission Ave. Bridge Deck Repair	Bridge	Spokane Valley	2023
AN	Pines and Mission Intersection Improvements	Reconstruction	Spokane Valley	2022
AO	Pines Road/BNSF Grade Separation	Rail/Highway Crossing	Spokane Valley	
AP	S. Sullivan Road Preservation	Preservation	Spokane Valley	2022
AQ	Sprague Avenue Preservation	Preservation	Spokane Valley	2023
AR	Sprague/Barker Intersection Improvements	Roadway Capital	Spokane Valley	2022
AS	Sullivan/Trent Interchange Design	Preliminary Engineering	Spokane Valley	
AT	Wilbur Road Sidewalk - Boone to Mission	Bicycle & Pedestrian	Spokane Valley	2022
AU	I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds	TSMD	WSDOT - EAST	2023
AV	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation	Bridge	WSDOT - EAST	2024
AW	I-90/Bridge Deck Preventative Preservation - Patching	Bridge	WSDOT - EAST	2022
AX	I-90/Broadway Interchange West - Signal Replacement	Reconstruction	WSDOT - EAST	2027
AY	I-90/Hamilton St EB Off-Ramp - Bridge Deck Repair	Bridge	WSDOT - EAST	2025
AZ	I-90/Lindeke St Crossing - Bridge Deck Repair	Bridge	WSDOT - EAST	2025
BA	I-90/Pines Interchange South - Signal Replacement	Safety	WSDOT - EAST	2024
BB	I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair	Bridge	WSDOT - EAST	2026
BC	I-90/Spokane Viaduct Bridge Deck Rehab	Bridge	WSDOT - EAST	2026
BD	I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild	Reconstruction	WSDOT - EAST	2022
BE	SR 290/I-90 to Spokane River Trent Bridge - Illumination Replacement	Safety	WSDOT - EAST	2026
BF	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacement	TSMD	WSDOT - EAST	2024
BG	US 2/Day M. Spokane - Signal Replacement	Reconstruction	WSDOT - EAST	2024
BH	US 2/Deer Park & Milan Rd - Roundabout Conversion	Reconstruction	WSDOT - EAST	2025
BI	US 2/Elk Bridges Rd - Flasher Replacement	Reconstruction	WSDOT - EAST	2026
BJ	US 2/Sunset Interchange - Illumination Replacement	Safety	WSDOT - EAST	2022

BK	US 395/ Hastings Rd - Signal Rebuild	Reconstruction	WSDOT - EAST	2025
BL	US 395/ NSC I-90 to Sprague Ave	Roadway Capital - NSC	WSDOT - EAST	2024
BM	US 395/ NSC Spokane River Crossing	Roadway Capital - NSC	WSDOT - EAST	2022
BN	US 395/ NSC Sprague Ave to Spokane River	Roadway Capital - NSC	WSDOT - EAST	2022
BO	Commute Trip Reduction - Spokane County 2022	TDM	Spokane Co.	Program
BP	Commute Trip Reduction - Spokane County 2023	TDM	Spokane Co.	Program
BQ	Guardrail Safety 2019 County Safety Program	Safety	Spokane Co.	2022
BR	Battery Electric Bus Purchases for Fixed Route Fleet Electrification	Transit	Spokane Transit	2022
BS	Fixed Route Bus Purchase	Transit	Spokane Transit	2023
BT	Paratransit Van Replacement	Transit	Spokane Transit	2022
BU	Preventive Maintenance	Transit	Spokane Transit	2022
BV	Section 5310 Funding for Seniors and People with Disabilities	Transit	Spokane Transit	2022
BW	2020 Retroreflective Post Panels	Safety	Spokane Valley	2022
BX	2023 Metropolitan Transportation Planning	Planning	SRTC	Planning
BY	2021-2023 SRTMC Operations and Maintenance	TSMO	WSDOT - EAST	Operations
BZ	2021-23 ER Region Wide Basic Safety - Signing	Safety	WSDOT - EAST	2022
CA	Asphalt/ Chip Seal Preservation Spokane Regional Transportation Center	Preservation	WSDOT - EAST	2022
CB	Concrete Roadway Preservation Spokane Regional Transportation Center	Preservation	WSDOT - EAST	2022
CC	Eastern Region - TMC Equipment Replacement	TSMO	WSDOT - EAST	2022
CD	Eastern Region Major Electrical Rehabilitation - RWS Rebuild	Safety	WSDOT - EAST	2024
CE	ER Spokane Communication Switches - Upgrades	TSMO	WSDOT - EAST	2022
CF	I-90/ Guardrail Basic Safety - Rehabilitation	Safety	WSDOT - EAST	2023
CG	US 195/ Guardrail Basic Safety - Rehabilitation	Safety	WSDOT - EAST	2024

\* Unmapped regional projects highlighted in gray and listed in italic

## 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		

### 2021 MEMBERSHIP OF SRTC BOARD OF DIRECTORS

<u>Jurisdiction</u>	<u>Name of Representative</u>
City of Spokane Valley	<b>Mayor Ben Wick</b> (Chair)
City of Cheney	<b>Paul Schmidt</b> , Council Member (Vice Chair)
City of Airway Heights	<b>Mayor James “Sonny” Weathers</b>
City of Deer Park	<b>Dee Cragun</b> , Council Member
City of Medical Lake	<b>Mayor Shirley Maie</b>
City of Millwood	<b>Mayor Kevin Freeman</b>
City of Liberty Lake	<b>Mayor Cris Kaminskis</b>
City of Spokane	<b>Lori Kinnear</b> , Council Member
City of Spokane	<b>Candace Mumm</b> , Council Member
City of Spokane Valley	<b>Linda Thompson</b> , Council Member
Major Employer Representative	<b>Larry Stone</b>
Small Towns Representative	<b>Micki Harnois</b> , Town of Rockford Council Member
Spokane County	<b>Al French</b> , Commissioner
Spokane County	<b>Mary Kuney</b> , Commissioner
Spokane Transit Authority	<b>E Susan Meyer</b> , CEO
WSDOT-Eastern Region	<b>Mike Gribner</b> , Regional Administrator
WA State Transportation Commission	<b>Kelly Fukai</b> , Commissioner
Freight/Rail Representative	<b>Matt Ewers</b>
Transportation Advisory Committee Chair	<b>Todd Coleman</b>
Transportation Technical Committee Chair	<b>Adam Jackson</b> , City of Spokane Valley

## 2021 TRANSPORTATION TECHNICAL COMMITTEE

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

## 2021 TRANSPORTATION ADVISORY COMMITTEE

Todd Coleman (Chair)	Mark Haberman	Liz Hall
Melanie Rose (Vice Chair)	Rhonda Young	Carlie Hoffman
Kennet Bertelsen	Raychel Callary	Dave Richardson



## APPENDIX B AMENDMENTS & ADMINISTRATIVE MODIFICATIONS

### AMENDMENTS

**Amendment** means 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 project in the TIP, including 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

### PERFORMANCE MEASURES AND STATEWIDE TARGETS

MPO Responsibilities Federal 23 USC Part 134 directs MPOs to take a performance-based approach to transportation planning. Specifically, as the MPO for the Spokane Region, Spokane Regional Transportation Council (SRTC) is required to establish performance targets under the performance measure framework as laid out in federal rule 23 CFR Part 49.105. The framework gives flexibility to SRTC to either support Washington State Department of Transportation's (WSDOT) statewide performance measure targets, or to establish targets for the MPO boundary, depending on the performance measure, 180 days after WSDOT or the public provider of transportation in our region (Intercity Transit) develops performance measure targets.

If an MPO supports a WSDOT target, they also must agree to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT target.

Since 2018 SRTC supported WSDOT performance measure targets relating to the following subject areas.

- Safety (supported WSDOT target)
- Pavement & bridge (supported WSDOT target)
- System performance/congestion (supported WSDOT target)
- Freight movement (supported WSDOT target)
- Congestion mitigation & air quality (supported WSDOT target)
- Transit asset management (adopted Target developed by Spokane Transit)
- Transit safety performance (adopted Target developed by Spokane Transit)

#### PERFORMANCE MEASURE 1: SAFETY TARGETS

Measure 5-year Averages)	2018 Baseline Statewide 5-year rolling avg.	Statewide Targets for 2021*
Number of Fatalities	<b>531.8</b>	<b>444.1</b>
Rate of Fatalities	<b>0.879</b>	<b>0.724</b>
Number of Serious Injuries	<b>2154.6</b>	<b>1807</b>
Rate of Serious Injuries	<b>3.562</b>	<b>2.944</b>
Number of Fatalities & Serious Injuries for Non-Motorized transportation	<b>559.8</b>	<b>472.1</b>

*\*The SRTC Board supported using statewide safety targets on May 9, 2019 (2022 targets are currently under development)*

## 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)	<b>32.8%</b>	<b>30%</b>	<b>30%</b>
Percent of NHS Bridges in poor condition (weighted by deck area)	<b>7.8%</b>	<b>10%</b>	<b>10%</b>
<i>*Supported by the SRTC Board on November 8, 2018</i>			
Pavement Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of Interstate pavement on the NHS in good condition	<b>32.5%</b>	<b>N/A</b>	<b>30%</b>
Percent of Interstate pavement on the NHS in poor condition	<b>3.6%</b>	<b>N/A</b>	<b>4%</b>
Percent of Non-Interstate pavement on the NHS in good condition	<b>18%</b>	<b>45%</b>	<b>18%</b>
Percent of Non-Interstate pavement on the NHS in poor condition	<b>5%</b>	<b>21%</b>	<b>5%</b>
<i>*Supported by the SRTC Board on November 8, 2018</i>			

### 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	<b>73%</b>	<b>70%</b>	<b>68%</b>
Percent of person-miles traveled on the Non-Interstate System that are reliable	<b>77%</b>	<b>N/A</b>	<b>61%</b>
Truck Travel Time Reliability (TTTR) index	<b>1.63</b>	<b>1.70</b>	<b>1.75</b>
Carbon Monoxide (CO kg/day)	<b>313.160</b>	<b>309.000</b>	<b>309.060</b>
Particulate Matter less than 10 microns PM10 (kg/day)	<b>435.690</b>	<b>0.305</b>	<b>224.000</b>

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

### PUBLIC TRANSIT ASSET MANAGEMENT TARGETS

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target
Rolling Stock	Buses	<b>98%</b>	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	<b>99%</b>	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	<b>99%</b>	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	<b>100%</b>	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	<b>94%</b>	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	<b>100%</b>	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*

## PUBLIC TRANSIT SAFETY PERFORMANCE

MPO's are required to adopt public transit safety targets found in the Public Transportation Agency Safety Plan (PTASP) of the public transit agencies within their boundaries, as required by 49 CFR 473. Spokane Transit Authority (STA) is the only public transportation provider required to report these targets to SRTC at this time. SRTC and STA are required to coordinate on these targets and the target-setting process. Per federal requirements, anytime a public transit provider adopts new targets, SRTC has 180 days to review and adopt performance targets and bring them into the regional performance management efforts. SRTC agreed to support safety targets developed by Spokane Transit Authority through a Board motion on March 11<sup>th</sup>, 2021 the SRTC Board adopted STA PTSP as part of the SRTC TIP amendment.

### Safety Goals, Objectives, and Performance Targets

Spokane Transit's first step in Safety Assurance is establishing Safety Objectives and Performance Targets to meet the Agency's safety goals and are sufficient to control the risks. Key Performance Indicators (KPIs) are established that indicate whether the Agency is achieving its safety objectives and performance targets.

### 20. SAFETY GOAL 1- SAFETY MANAGEMENT SYSTEMS TO REDUCE CASUALTIES AND 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 PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KKPI)	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
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Reduce the number of events per year	Total number of events per year	316	310
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#### **PARATRANSIT SAFETY EVENTS**

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

#### **EMPLOYEE INJURY ACCIDENTS**

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

#### **EMPLOYEE INJURY SEVERITY**

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

#### **FACILITY SAFETY INSPECTIONS**

<b>Objective</b>	<b>Metrics (KPIs)</b>	<b>Baseline</b>	<b>Target</b>
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

### **21. SAFETY GOAL 2- SAFETY MANAGEMENT SYSTEMS TO FOSTER A ROBUST SAFETY CULTURE**

Foster agency-wide support for transit safety by establishing a culture where managers are held accountable for safety and everyone in the organization takes an active role in securing transit safety, cultivate a safety culture in which employees are comfortable and encouraged to bring safety concerns to the attention of agency leadership.

#### **SAFETY TRAINING**

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

### **22. GOAL 3- SAFETY MANAGEMENT SYSTEMS TO ENSURE SAFE & EFFICIENT SYSTEMS/EQUIPEMENT**

STA will provide safe and efficient transit operations by ensuring all vehicles, equipment and facilities are regularly inspected, maintained and services as required.

**FIXED ROUTE ROAD CALLS**

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

**PARATRANSIT ROAD CALLS**

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

**FACILITIES PREVENTIVE (SAFETY) INSPECTIONS & REPAIRS**

<b>Objective</b>	<b>Metrics (KPIs)</b>	<b>Baseline</b>	<b>Target</b>
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<sup>th</sup>, 2021

## APPENDIX D 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 E

### PROJECT PAGE DETAILS

Washington State S. T. I. P.  
2022 to 2025  
(Project Funds to Nearest Dollar)  
totals for years 2022 thru 2025

Report Date - October 15, 2021

Selection Criteria (from SEARCH panel - if any)

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

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	452,477	

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
CN	2022		TAP(UL)	81,158	TIB	87,317	138,824	307,299
Project Totals				81,158		87,317	138,824	307,299

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	307,299	0	0	0	0
Totals	307,299	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Airway Heights	81,158	87,317	138,824	307,299

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

County: Spokane

Agency: Cheney

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-13828	05		CE	No	W 6th Street	SR 904	525,400	

Washington Street Preservation Project

Street preservation work to include repair of existing sidewalk, ADA compliant upgrades, area asphalt excavation, asphalt grinding, utilities adjustments, and asphalt overlay from 4th Street to 6th Street

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(US)	34,500		0	8,600	43,100
CN	2022		STP(US)	385,800		0	96,500	482,300
Project Totals				420,300		0	105,100	525,400

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	43,100	0	0	0	0
CN	482,300	0	0	0	0
Totals	525,400	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Cheney	420,300	0	105,100	525,400

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

County: Spokane

Agency: Deer Park

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-13966	05	0.620	CE	No	Forest Avenue	Airport Road	625,164	

E. Crawford Avenue Preservation

Milling and replacement of 2" ACP on 3 lane section of roadway and through round about.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(R)	29,174		0	7,294	36,468
CN	2022		STP(R)	470,957		0	117,739	588,696
Project Totals				500,131		0	125,033	625,164

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	36,468	0	0	0	0
CN	529,827	58,869	0	0	0
Totals	566,295	58,869	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Deer Park	500,131	0	125,033	625,164



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

County: Spokane

Agency: Millwood

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	4041(016)		WA-09830	03	0.330	CE	Yes	Frederick Ave	Argonne Bridge	2,465,946	

Argonne Road, Empire to Liberty Congestion Relief

This project will add left turn lanes at the signalized intersections of Argonne/Empire(Euclid) and Argonne/Liberty and the unsignalized intersection at Argonne/Dalton. The project will extend pedestrian and bicycle facilities to the north and add decorative lighting to the downtown core, add widening for turn lanes on minor streets, and add median islands at the turn lanes for safety.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		CMAQ	1,650,000		0	282,992	1,932,992
Project Totals				1,650,000		0	282,992	1,932,992

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,932,992	0	0	0	0
Totals	1,932,992	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Millwood	1,650,000	0	282,992	1,932,992

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13882	05	3.220	CE	Yes	Various	Various	6,176,000	

29th / Washington / Monroe

Maintenance grind and overlay, pavement repair, crack seal, upgrade ADA ramps.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	392,000		0	98,000	490,000
RW	2022		NHPP	40,000		0	10,000	50,000
CN	2023		NHPP	4,509,000		0	1,127,000	5,636,000
Project Totals				4,941,000		0	1,235,000	6,176,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	398,000	92,000	0	0	0
RW	25,000	25,000	0	0	0
CN	0	5,000,000	636,000	0	0
Totals	423,000	5,117,000	636,000	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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.
07			WA-13878	28		CE	No	Various	Various	844,276	

Bemiss Elementary Walk Route Improvements

Construct sidewalk along Liberty Ave. from Lee St. to Cook St. Construct curb extensions and crossing improvements at Liberty Ave./Cook St.  
Install lighting and RRFB at Crestline St./Courtland Ave. intersection.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022			0	SRTS	59,803	10,553	70,356
CN	2023			0	SRTS	657,832	116,088	773,920
Project Totals				0		717,635	126,641	844,276

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	70,356	0	0	0	0
CN	0	773,920	0	0	0
Totals	70,356	773,920	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	

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	32,599		0	73,566	106,165
Project Totals				32,599		0	73,566	106,165

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	106,165	0	0	0	0
Totals	106,165	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13808	21		CE	Yes	Various	Various	1,733,900	

Division St. Pedestrian Hybrid Beacon

Installation of Pedestrian of Hybrid Beacons and pedestrian crossing improvements at three intersections along Division St. at Longfellow Ave, Everett Ave and Rhoades-Weile.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	190,900		0	21,200	212,100
RW	2022		HSIP	39,200		0	4,400	43,600
CN	2023		HSIP	1,478,200		0	0	1,478,200
Project Totals				1,708,300		0	25,600	1,733,900

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	212,100	0	0	0	0
RW	43,600	0	0	0	0
CN	0	1,478,200	0	0	0
Totals	255,700	1,478,200	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

County: Spokane

Agency: Spokane

Func CIs	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	2,098,354	

Driscoll/Alberta/Cochran Sidewalk Infill and Finch Elem Walk Route

Sidewalk infill generally along both sides of the roadway. Transit stop improvements as appropriate. Marked crosswalk including illumination, median islands, RRFB and reconfigure roadway at NW Blvd. ADA ramp retrofits, sidewalk with curb and buffer separation, standard bike lanes and curb extensions.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		TAP(UL)	130,000			0	20,289	150,289
PE	2022			0		SRTS	55,433	9,783	65,216
RW	2022			0			0	80,000	80,000
CN	2023		TAP(UL)	575,200			0	89,771	664,971
CN	2023		CMAQ	335,525			0	52,365	387,890
CN	2023			0		SRTS	637,490	112,498	749,988
Project Totals				1,040,725			692,923	364,706	2,098,354

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	215,505	0	0	0	0
RW	80,000	0	0	0	0
CN	0	1,802,849	0	0	0
Totals	295,505	1,802,849	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13876	28	0.280	CE	No	Carlisle at Greene	Carlisle at Freya	1,420,957	

Greene/Carlisle Crosswalk Improvements

Install Pedestrian Hybrid Beacon and related crosswalk improvements at Greene/Carlisle. Construct path along the north side of Carlisle from Greene St. to Ralph St. Construct sidewalks and ADA ramps along Carlisle from Ralph St. to Freya St.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022			0	Ped/Bike Program	116,260	12,918	129,178
CN	2023			0	Ped/Bike Program	1,162,601	129,178	1,291,779
Project Totals				0		1,278,861	142,096	1,420,957

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	129,178	0	0	0	0
CN	0	1,291,779	0	0	0
Totals	129,178	1,291,779	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2,902,836	

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	2022		STP(BR)	354,000		0	0	354,000
Project Totals				354,000		0	0	354,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	354,000	0	0	0	0
Totals	354,000	0	0	0	0



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13964	05	1.040	CE	No	Haven near Rockwell Ave.	Haven near Columbia Ave.	1,399,000	

Haven St. Grind & Overlay

Grind and overlay asphalt surfacing curb to curb. Replace ADA ramps where needed.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STP(UL)	81,962		0	32,703	114,665
CN	2023		STP(UL)	918,038		0	366,297	1,284,335
Project Totals				1,000,000		0	399,000	1,399,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	114,665	0	0	0
CN	0	1,284,335	0	0	0
Totals	0	1,399,000	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13965	05	3.900	CE	No	Northwest Blvd.	Rowan Ave.	958,000	

Maple / Ash Chip Seal

Chip Seal of existing asphalt concrete surface including roadway surface repair and preparation.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STP(UL)	57,484		0	19,161	76,645
CN	2023		STP(UL)	661,016		0	220,339	881,355
Project Totals				718,500		0	239,500	958,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	76,645	0	0	0
CN	0	881,355	0	0	0
Totals	0	958,000	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13883	14	0.320	CE	No	south bridge approach	north bridge approach	4,457,200	

Maple Street Bridge Deck Repair

Bridge deck surface and joint repair.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(BR)	725,735		0	113,265	839,000
CN	2024		STP(BR)	3,618,200		0	0	3,618,200
Project Totals				4,343,935		0	113,265	4,457,200

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	339,000	300,000	0	0
CN	0	0	3,000,000	618,200	0
Totals	200,000	339,000	3,300,000	618,200	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13880	05	2.400	CE	Yes	Various	Various	4,558,000	

Market / Monroe / 29th

Maintenance grind and overlay, pavement repair, crack seal and ADA ramp upgrades.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	106,691		0	26,580	133,271
PE	2022		NHFP	182,309		0	45,420	227,729
RW	2022		NHPP	14,767		0	3,692	18,459
RW	2022		NHFP	25,233		0	6,308	31,541
CN	2023		NHPP	1,224,542		0	306,413	1,530,955
CN	2023		NHFP	2,092,458		0	523,587	2,616,045
Project Totals				3,646,000		0	912,000	4,558,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	300,000	61,000	0	0	0
RW	25,000	25,000	0	0	0
CN	0	3,500,000	647,000	0	0
Totals	325,000	3,586,000	647,000	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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			WA-08404	28	2.140	CE	Yes	Spokane Community College	Felts Field	1,400,000	

Millwood Trail, from Spokane Community College to Felts Field

Construct paved multiuse path along south side of Spokane River from Spokane Community College to Felts Field. PE done under federal project 1220(032)

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023			0		0	100,000	100,000
CN	2024			0		0	1,300,000	1,300,000
Project Totals				0		0	1,400,000	1,400,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	100,000	0	0	0
CN	0	0	1,300,000	0	0
Totals	0	100,000	1,300,000	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13879	21		CE	Yes	N/A	N/A	570,620	

Nevada/Joseph Pedestrian Hybrid Beacon

Install a pedestrian hybrid beacon, ADA ramps and crosswalk improvements.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022			0	SRTS	56,337	9,942	66,279
RW	2022			0	SRTS	36,040	6,360	42,400
CN	2023			0	SRTS	392,650	69,291	461,941
Project Totals				0		485,027	85,593	570,620

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	66,279	0	0	0	0
RW	42,400	0	0	0	0
CN	0	461,941	0	0	0
Totals	108,679	461,941	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2023		STP(UL)	645,000		0	71,670	716,670
RW	2023		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	0	716,670	0	0	0
RW	0	227,780	0	0	0
Totals	0	944,450	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13877	28	0.640	CE	No	Cook St.	Market St.	1,535,660	

Shaw Middle School - Garland Ave. Pathway

Construct a shared-use path, curb extensions and ADA ramps along the north side of Garland Ave. from Cook St. to Market St. Construct a shared-use path along Regal St. from Garland Ave. to Rich Ave.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		SRTS	111,684		0	27,921	139,605
CN	2023		SRTS	1,116,844		0	279,211	1,396,055
Project Totals				1,228,528		0	307,132	1,535,660

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	139,605	0	0	0	0
CN	0	1,396,055	0	0	0
Totals	139,605	1,396,055	0	0	0



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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(065)		WA-08171	28	3.200	CE	Yes	Royal St.	Deer Heights Rd	2,205,900	

Sunset Hwy (US2) Bicycle Facilities/Shared Use Path

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

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023			0		0	200,000	200,000
CN	2024			0		0	1,564,269	1,564,269
Project Totals				0		0	1,764,269	1,764,269

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	200,000	0	0	0
CN	0	0	1,564,269	0	0
Totals	0	200,000	1,564,269	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	11,025,170	

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. CN will be done in two phases. Phase 1: will be Hartson to S. of 3rd Ave., and north of 2nd Ave. through Sprague Ave.; Phase 2: will be the intersections and approaches of 2nd/Thor, 2nd/Freya, 3rd/Thor, 3rd/Freya.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(UL)	482,716		0	336,090	818,806
Project Totals				482,716		0	336,090	818,806

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	118,806	700,000	0	0	0
Totals	118,806	700,000	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

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October 15, 2021

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-13887	14		CE	No	Various	Various	4,994,280	

Washington St. South, Washington St. North Channel and Stevens St. Bridge Deck Repair

Bridge deck and joint repair.

## Funding

		Federal Funds		State Funds		Local Funds		Total
Phase	Start Date	Federal	Fund Code	State Fund Code	State Funds	Local Funds		
PE	2022		STP(BR)		0	375,354		940,000
CN	2024		STP(BR)		0	1,618,926		4,054,280
Project Totals					0	1,994,280		4,994,280

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	240,000	500,000	200,000	0	0
CN	0	0	4,054,280	0	0
Totals	240,000	500,000	4,254,280	0	0

		Federal Funds		State Funds	Local Funds	Total
Agency Totals for Spokane			23,346,303	3,174,446	9,613,188	36,133,937

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	9932(072)		WA-11849	21	0.200	CE	Yes	Freya	Freya	845,698	

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
RW	2022		CMAQ	66,000		0	6,600	72,600
CN	2023		CMAQ	576,000		0	98,800	674,800
Project Totals				642,000		0	105,400	747,400

Expenditure Schedule

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

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	1.530	DCE	Yes	Urban Boundary (MP 0.50)	East of Espe Rd (MP 2.03)	15,256,654	

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	2023		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	830,000	5,469,170	0	0	0
Totals	830,000	5,469,170	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	I321(006)		WA-06998	04	1.870	CE	Yes	MP 0.00	MP 1.87	2,178,861	

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	1,816,015	0	0	0
Totals	0	1,816,015	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	I321(007)		WA-10947	22	0.120	CE	Yes	2.64	2.76	1,045,095	21-07

Brooks Road Railway Crossing CRP 3249

Install median barrier, install guardrail, LED upgrade and update signs and markings per the MUTCD

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		HSIP	381,385		0	93,763	475,148
Project Totals				381,385		0	93,763	475,148

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	475,148	0	0	0	0
Totals	475,148	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	385,968	0	0	0	0
Totals	385,968	0	0	0	0



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	385,968	0	0	0
Totals	0	385,968	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13972	05	0.630	CE	No	Wall St MP 1.21	US 395 MP 1.84	590,000	

Country Homes Blvd Preservation

Grind and inlay two north bound drive lanes

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	49,000		0	12,000	61,000
CN	2022		NHPP	423,000		0	106,000	529,000
Project Totals				472,000		0	118,000	590,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	61,000	0	0	0	0
CN	529,000	0	0	0	0
Totals	590,000	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13970	05	1.550		No	MP 9.81 Laurel Rd	MP 11.36 Drew Ln	928,000	

Elk-Chatarray Road Preservation

A tack coat and overlay of the existing pavement with 2" of hot mix asphalt (HMA) and touching up the shoulders with crushed surface top course (CSTC).

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(R)	519,569		0	312,431	832,000
Project Totals				519,569		0	312,431	832,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	832,000	0	0	0	0
Totals	832,000	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

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October 15, 2021

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-13971	05	1.100		No	MP 0.62	MP 1.72	994,000	

Freya Street Preservation

a grind and inlay with 2" of hot mix asphalt (HMA) for the full width of the road.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(UL)	643,500		0	248,500	892,000
Project Totals				643,500		0	248,500	892,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	892,000	0	0	0
Totals	0	892,000	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	

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	2023		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	49,500	0	0	0	0
CN	0	296,500	0	0	0
Totals	49,500	296,500	0	0	0

Washington State S. T. I. P.

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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	000S(572)		WA-12599	21	3.860	CE	Yes	Varies - See Below	Varies - See Below	1,275,700	

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
CN	2022		HSIP	1,082,600		0	0	1,082,600
Project Totals				1,082,600		0	0	1,082,600

**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.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13826	04	1.560	CE	Yes	MP 0.25	MP 1.81	2,664,000	

Harvard Road Reconstruction

Full-depth roadway reconstruction.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	239,000		0	37,000	276,000
CN	2023		NHPP	2,066,000		0	322,000	2,388,000
Project Totals				2,305,000		0	359,000	2,664,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	276,000	0	0	0	0
CN	0	2,388,000	0	0	0
Totals	276,000	2,388,000	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	9932(071)		WA-08155	44	0.230	CE	No	Wandermere Road	Little Spokane Drive	420,114	

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	358,226	0	0	0
Totals	0	358,226	0	0	0



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	U325(001)		WA-12666	11	0.340	CE	No	5.11	5.45	3,539,362	

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

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022		STP(BR)	48,000		0	12,000	60,000
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				2,722,279		0	429,373	3,151,652

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	60,000	0	0	0	0
CN	0	2,937,069	154,583	0	0
Totals	60,000	2,937,069	154,583	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2032(130)		CRP 3263	11	0.480	CE	Yes	1.93	2.41	292,251	

Sunset Hwy Br No. 0514 Removal

Removal of existing Sunset Highway Bridge No. 0514, 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
RW	2022		STP(BR)	8,000		0	2,000	10,000
CN	2022		STP(BR)	162,577		0	40,644	203,221
CN	2023		STP(BR)	18,064		0	4,516	22,580
Project Totals				188,641		0	47,160	235,801

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	203,221	22,580	0	0	0
Totals	213,221	22,580	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	4170(002)		WA-10990	22	0.150	CE	Yes	3.50	3.65	1,009,600	

Wellesley Avenue Railway - Highway Crossings Program (Section 130)

Installing automatic gates, meridian barrier, guardrail, LED upgrade and update signs and markings per the MUTCD.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		HSIP	820,724		0	91,191	911,915
Project Totals				820,724		0	91,191	911,915

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	911,915	0	0	0	0
Totals	911,915	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Co.	11,321,488	2,703,936	7,148,439	21,173,863

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13866	23		CE	No	N/A	N/A	11,815,000	

Battery Electric Bus Purchases for Fixed Route Fleet Electrification

Purchase up to ten new, battery electric buses which will replace diesel buses that have exceeded the minimum useful life.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2022		5339(c)	6,380,100		0	5,434,900	11,815,000
Project Totals				6,380,100		0	5,434,900	11,815,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	11,815,000	0	0	0	0
Totals	11,815,000	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-05128	23	5.750	EIS	No	Browne's Addition	Spokane Community College	92,231,000	

Central City Line

The Central City Line is a transit line that will travel from Spokane Community College (SCC) to Gonzaga University to Browne's Addition, through the regional core of Downtown Spokane. The vehicles will be modern electric buses using enhanced vehicles that have styling and features similar to a streetcar. This project will help to reduce congestion, improve the transit network, and bridge pedestrian barriers.

## Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2022	FTA Discretionary	5,754,747		0	0	5,754,747
Project Totals			5,754,747		0	0	5,754,747

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	5,754,747	0	0	0	0
Totals	5,754,747	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	26,313,335	

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	2023		5339	1,001,000		0	9,004,569	10,005,569
CN	2024		5339	1,011,000		0	7,803,887	8,814,887
CN	2025		5339	1,021,000		0	6,471,879	7,492,879
Project Totals				3,033,000		0	23,280,335	26,313,335

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,005,569	8,814,887	7,492,879	0
Totals	0	10,005,569	8,814,887	7,492,879	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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		CE	No	N/A	N/A	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.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	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				26,296,835		0	6,574,210	32,871,045

## Expenditure Schedule

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



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2,823,370	

Section 5310 Funding for Seniors and People with Disabilities

The projects under this program include both traditional category projects (capital) and "other" category projects (operating). STA issues a Call for Projects to non profits, agencies, and jurisdictions to apply for the funds in accordance with the FTA approved Program Management Plan. The local share amount varies depending on the project type (15% for ADA capital, 20% for capital/mobility management, and 50% for operating/direct services).

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		5310	429,024		0	253,049	682,073
CN	2023		5310	438,841		0	258,839	697,680
CN	2024		5310	448,882		0	264,762	713,644
CN	2025		5310	459,153		0	270,820	729,973
Project Totals				1,775,900		0	1,047,470	2,823,370

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	682,073	697,680	713,644	729,973	0
Totals	682,073	697,680	713,644	729,973	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Transit	44,340,361	0	36,611,860	80,952,221

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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.
00	000S(591)		WA-13343	21		CE	No	Citywide	Citywide	164,100	

2020 Retroreflective Post Panels

Install retroreflective post panels to stop, warning, and speed limit signs citywide on arterial and collector streets, with limited sign and/or post replacement at some locations.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		HSIP	150,400		0	0	150,400
Project Totals				150,400		0	0	150,400

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	150,400	0	0	0	0
Totals	150,400	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	1.180	CE	Yes	Spokane River (south limit)	Barker GSP at SR 290 (north limit)	1,924,000	

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.

CN will be completed in two phases: Phase 1 includes the Shared-use path from the Spokane River to just south of the east leg of the Euclid intersection. Phase 1 funding includes HSIP, FMSIB and local funds. Phase 2 includes the UPRR crossing, offset intersection improvements at Euclid Ave., and the remaining shared-use path from the UPRR crossing to the Barker GSP limits at the north limits of the project. Phase 2 funding includes STP(UL), FMSIB, and local dollars.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP(UL)	636,597	FMSIB	307,800	499,603	1,444,000
Project Totals				636,597		307,800	499,603	1,444,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,444,000	0	0	0	0
Totals	1,444,000	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13926	05	0.790	CE	No	Fancher Rd.	Park Rd.	1,787,093	

Broadway at I-90 Preservation

Grind and inlay pavement preservation with locations of full-depth patching.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(UL)	68,966		0	54,282	123,248
CN	2023		STP(UL)	931,034		0	732,811	1,663,845
Project Totals				1,000,000		0	787,093	1,787,093

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	123,248	0	0	0	0
CN	0	1,663,845	0	0	0
Totals	123,248	1,663,845	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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			WA-13812	47	0.050	CE	No	West end of bridge, including approach, over Evergreen Road	East end of bridge, including approach, over Evergreen Road	261,100	

Mission Ave. Bridge Deck Repair

Bridge deck repair of Mission Ave. over Evergreen Road, including paved approaches as needed.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(BR)	45,166		0	7,049	52,215
CN	2023		STP(BR)	208,885		0	0	208,885
Project Totals				254,051		0	7,049	261,100

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	52,215	0	0	0	0
CN	0	208,885	0	0	0
Totals	52,215	208,885	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2,161,800	

Pines and Mission Intersection Improvements

Eliminate split-phase signal timing for traffic on Mission Ave and will reconfigure signal operations. Add right-turn lane from SB Pines to Mission, add dual left turn lanes from EB Mission to Pines and change thru/left on WB Mission to a dedicated left turn lane.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022		CMAQ	166,900		0	26,100	193,000
CN	2022		CMAQ	1,394,500		0	217,600	1,612,100
Project Totals				1,561,400		0	243,700	1,805,100

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	193,000	0	0	0	0
CN	1,612,100	0	0	0	0
Totals	1,805,100	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	

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	2,900,000	0	0	0	0
Totals	2,900,000	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13718	04	0.500	CE	Yes	Sprague Ave	8th Ave	2,212,000	

S. Sullivan Road Preservation

Provide a pavement grind and overlay with areas of full depth patch repairs across the full width of the street. Stormwater facilities will also be installed and empty ITS conduit will be provided for future fiber installation when funds become available.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		NHPP	1,029,000		0	1,029,000	2,058,000
Project Totals				1,029,000		0	1,029,000	2,058,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,058,000	0	0	0
Totals	0	2,058,000	0	0	0



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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-13925	05	1.100	CE	No	Havana Rd.	Fancher Rd.	1,995,644	

Sprague Avenue Preservation

Grind and inlay pavement preservation with locations of full-depth patching.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(UL)	61,404		0	61,136	122,540
CN	2023		STP(UL)	938,596		0	934,508	1,873,104
Project Totals				1,000,000		0	995,644	1,995,644

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	122,540	0	0	0	0
CN	0	1,873,104	0	0	0
Totals	122,540	1,873,104	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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.
05	9932(070)		WA-11814	01	0.200	CE	Yes	Sprague Ave	Sprague Ave	2,300,000	

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
CN	2022		HSIP	1,765,500		0	68,900	1,834,400
Project Totals				1,765,500		0	68,900	1,834,400

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,834,400	0	0	0	0
Totals	1,834,400	0	0	0	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	2022			0		0	144,945	144,945
Project Totals				0		0	144,945	144,945

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	144,945	0	0	0	0
Totals	144,945	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	1223(006)		WA-12693	28	0.250	CE	Yes	Boone	Mission	644,000	

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
CN	2022		TAP(UL)	430,800		0	133,200	564,000
Project Totals				430,800		0	133,200	564,000

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Valley	10,372,823	307,800	4,264,059	14,944,682

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	404,625	0	0	0
Totals	0	404,625	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for SRTC	350,000	0	54,625	404,625

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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	2021(061)		SRTMC2021	24	0.000	CE	No	0.00	0.00	1,834,000	

2021-2023 SRTMC Operations and Maintenance

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	2022		STP(UL)	623,200		0	0	623,200
Project Totals				623,200		0	0	623,200

Expenditure Schedule

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

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MPO/RTPO: SRTC

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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	8,405	100,019	113,179	0	0
Totals	8,405	100,019	113,179	0	0

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MPO/RTPO: SRTC

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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	24,126,994	

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](http://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		726,725		0	29,069		755,794	
PE	2024		NHPP		579,937		0	23,197		603,134	
CN	2022		STP		649		0	13		662	
CN	2024		NHPP		6,185,319		0	123,706		6,309,025	
CN	2025		NHPP		7,566,801		0	151,336		7,718,137	
Project Totals					15,059,431		0	327,321		15,386,752	

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	662	755,794	6,912,159	7,718,137	8,740,242
Totals	662	755,794	6,912,159	7,718,137	8,740,242



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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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		WPSRTC	WPSRTC	05	0.000	CE	No	0.00	0.00	2,278,243	

Concrete Roadway Preservation Spokane Regional Transportation Council

Grouping of preservation projects for state highways and freeways in Spokane County. Pavement condition rating is projected to drop below the adopted standards at multiple project locations. By rehabilitating the existing Portland cement concrete pavement by one or more of the following work items; dowel bar retrofit, full and partial panel replacement, smoothness grinding. 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](http://www.wsdot.wa.gov/ProjectSearch)

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	196,224		0	7,849	204,073
CN	2022		NHPP	2,033,500		0	40,670	2,074,170
Project Totals				2,229,724		0	48,519	2,278,243

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,278,243	0	0	0	0
Totals	2,278,243	0	0	0	0

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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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	9999(853)	600026J	600026J32	44	0.000	CE	No	0.00	0.00	2,409,256	

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	2022		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	308,472	1,120,673	556,244	218,612	0
Totals	308,472	1,120,673	556,244	218,612	0

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(Project Funds to Nearest Dollar)

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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	12,702	21,103	84,123	333,735
Totals	0	12,702	21,103	84,123	333,735

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2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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	9999(872)	600026L	600026L32	44	0.000	CE	No	0.00	0.00	124,858	

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
CN	2022		STP	113,621		0	2,319	115,940
Project Totals				113,621		0	2,319	115,940

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	21,922	70,789	23,229	0
Totals	0	21,922	70,789	23,229	0

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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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	1,812	19,252	215,566	0	0
Totals	1,812	19,252	215,566	0	0

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(Project Funds to Nearest Dollar)

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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	8,600	472,709	4,149,070	5,437,261	0
Totals	8,600	472,709	4,149,070	5,437,261	0

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2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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		609020C	609020C32	47	81.650	CE	No	202.12	283.75	786,584	

I-90/Bridge Deck Preventative Preservation - Patching

Preventative maintenance patching to preserve structural integrity and extend service life of the bridge deck. Bridge deck patching repairs for Bridge number 90/310N, 90/312S, 090/314N, 395/212N-W, 904/001, 902/001, 195/124W, 090/535, 090/537, 090/550, 090/562E-E, 090/568, 290/002N, 195/065, 195/075 & 195/101.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP	746,956		0	15,244	762,200
Project Totals				746,956		0	15,244	762,200

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	303,086	459,114	0	0	0
Totals	303,086	459,114	0	0	0

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MPO/RTPO: SRTC

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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		609068B	609068B23	04	0.020	CE	No	0.01	0.03	1,204,725	

I-90/Broadway Interchange West - Signal Replacement

Remove and replace signal system.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	170,496		0	7,104	177,600
Project Totals				170,496		0	7,104	177,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	8,953	1,195,772
Totals	0	0	0	8,953	1,195,772



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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		609019G	609019G32	21	60.600	CE	No	192.00	272.60	930,975	

I-90/Guardrail Basic Safety - Rehabilitation

Remove, replace and rehabilitate existing guardrail, insure terminals are crashworthy and system meets standards.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	114,696		0	4,779	119,475
CN	2023		NHPP	795,270		0	16,230	811,500
Project Totals				909,966		0	21,009	930,975

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	52,006	88,170	429,165	361,634
Totals	0	52,006	88,170	429,165	361,634

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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		609048L	609048L31	47	0.190	CE	No	0.40	0.59	2,971,776	

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

Bridge 90/562E - E Hamilton Trent St EB off-ramp 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	2024		NHPP	260,064		0	10,836	270,900
CN	2025		NHPP	2,646,858		0	54,018	2,700,876
Project Totals				2,906,922		0	64,854	2,971,776

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	59,488	211,412	0
CN	0	0	0	2,428	2,698,447
Totals	0	0	59,488	213,840	2,698,447

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MPO/RTPO: SRTC

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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		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
CN	2025		NHPP	674,828		0	13,772	688,600
<b>Project Totals</b>				<b>845,468</b>		<b>0</b>	<b>20,882</b>	<b>866,350</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	32,533	128,663	384,845	320,309
<b>Totals</b>	<b>0</b>	<b>32,533</b>	<b>128,663</b>	<b>384,845</b>	<b>320,309</b>

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MPO/RTPO: SRTC

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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	21,374	447,397	390,605	275,599
Totals	0	21,374	447,397	390,605	275,599

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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		609048U	609048U32	14	0.970	CE	No	285.75	286.72	1,845,000	

I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair

Remove and replace expansion joints.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2025	NHPP	283,200		0	11,800	295,000
Project Totals			283,200		0	11,800	295,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	196,500	1,648,500
Totals	0	0	0	196,500	1,648,500

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MPO/RTPO: SRTC

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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		609067B	609067B32	14	1.170	CE	No	280.16	281.33	5,805,500	

I-90/Spokane Viaduct Bridge Deck Rehab

Rehabilitate bridge by rut-fill leveling with polyester concrete.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STP(BR)	765,120		0	31,880	797,000
Project Totals				765,120		0	31,880	797,000

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	217,400	556,298	5,031,802
Totals	0	0	217,400	556,298	5,031,802

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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	0905(109)	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
CN	2022	NHPP	1,026,207		0	20,943	1,047,150
Project Totals			1,026,207		0	20,943	1,047,150

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	7,062	41,609	998,479	0	0
Totals	7,062	41,609	998,479	0	0

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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		629002C	629002C32	21	0.750	CE	No	0.07	0.82	785,800	

SR 290/I-90 to Spokane River Trent Bridge - Illumination Replacement

Remove all continuous illumination and replace with necessary illumination.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2025	NHPP	168,768		0	7,032	175,800
Project Totals			168,768		0	7,032	175,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	40,763	745,037
Totals	0	0	0	40,763	745,037



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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		619500G	619500G32	21	91.170	CE	No	0.00	91.17	950,700	

US 195/Guardrail Basic Safety - Rehabilitation

Remove, replace and rehabilitate existing guardrail, insure terminals are crashworthy and system meets standards.

## Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	117,072		0	4,878	121,950
CN	2024		NHPP	812,175		0	16,575	828,750
Project Totals				929,247		0	21,453	950,700

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	53,106	89,986	445,090	362,519
Totals	0	53,106	89,986	445,090	362,519

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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	617	5,613	63,201	0
Totals	0	617	5,613	63,201	0

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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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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	7,026	70,272	64,841	426,131	390,805
Totals	7,026	70,272	64,841	426,131	390,805

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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
CN	2025		STP	761,852		0	15,548	777,400
Project Totals				871,004		0	20,096	891,100

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	6,829	57,478	51,419	775,374
Totals	0	6,829	57,478	51,419	775,374

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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

Remove and replace 4-Way Flasher System 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	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	2,925	29,268	178,357
Totals	0	0	2,925	29,268	178,357

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	0002(867)	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
CN	2022	STP	714,714		0	14,586	729,300
Project Totals			714,714		0	14,586	729,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,460	373,040	353,800	0
Totals	0	2,460	373,040	353,800	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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
CN	2025		STP	322,322		0	6,578	328,900
Project Totals				432,626		0	11,174	443,800

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	11,683	104,326	327,791
Totals	0	0	11,683	104,326	327,791

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	255,943,825	

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	234,602,427	0	234,602,427
Project Totals				0		234,602,427	0	234,602,427

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	29,072,931	38,242,527	167,286,969
Totals	0	0	29,072,931	38,242,527	167,286,969



# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	159.18	77,173,414	

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	2022			0	CWA	74,581,658	0	74,581,658
Project Totals				0		74,581,658	0	74,581,658

## Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	14,831,517	22,084,485	21,811,344	15,854,312	0
Totals	14,831,517	22,084,485	21,811,344	15,854,312	0

# Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 15, 2021

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	329,696,240	

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	24,195,287	57,725,371	43,889,580	106,908,768
Totals	0	24,195,287	57,725,371	43,889,580	106,908,768

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - EAST	43,871,818	541,903,091	974,134	586,749,043

## APPENDIX F 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 .....	Transportation Investment Generating Economic Recovery (Grant)
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

**APPENDIX G  
PUBLIC COMMENTS**

**PUBLIC COMMENT PERIOD  
09/03/2021 – 10/04/2021**

## APPENDIX G PUBLIC COMMENTS

### 1. Comment

Doesn't seem very ambitious. Nothing of note happening with HW 195 through Latah Valley. Most of this appears to be keeping up with maintenance with a majority focus on the interstate.

Date Received	Name	Method	Topic
9/3/2021	Ps1	Reddit r/Spokane	US 195 corridor

**Agency Response:** Date: 9/16/2021

Thanks for reviewing the plan and commenting. We appreciate all input. In collaboration with other local jurisdictions, SRTC is finalizing a study of the US 195/I-90 corridor. Details about the study can be found at:

<https://us195transportationstudy.com/>

The study final report will be discussed at the (virtual) October 14 SRTC Board meeting, which is open to the public. Meetings starts at 1:00 on Zoom. Log-in info will be available by October 7 or 8 at: <https://www.srtc.org/srtc-policy-board/>

**Jurisdiction Response:**

None needed.

### 2. Comment

Yeesh. \$700+ million on asphalt for automobiles.

Date Received	Name	Method	Topic
9/3/2021	Excelsiorbanjo	Reddit r/Spokane	Spending allocations

**Agency Response:**

None

**Jurisdiction Response:**

None needed.

### 3. Comment

Hey hey bikes & transit get 12% of that (half of which is just maintenance) so it's only \$650 million dedicated toward ensuring people in their 2-ton rolling murder machines are slightly more comfortable while killing the planet...

Date Received	Name	Method	Topic
9/3/2021	gohuskies	Reddit r/Spokane	Spending allocations

**Agency Response:**

None

**Jurisdiction Response:**

None needed.

#### 4. Comment

57th and Hatch Rd seriously needs a Traffic Circle.

Date Received	Name	Method	Topic
9/3/2021	Amblydoper	Reddit r/Spokane	n/a

**Agency Response:**

None.

**Jurisdiction Response:**

None needed.

#### 5. Comment

As a resident within the 904 4 lake- Tyler route, I don't see any planning at your level or state DOT. I think this is a gross dis-service to the landowners within the route. With all the building, significant traffic increase within the whole route. I believe it is similar to planned for Airway Heights area. To late. So if you have or can refer any plans/studies / information . It would be appreciated. Biggest concern is the ML/4Lake- 904 intersection. No light. no gaps. Plus the STA build a poorly planned and dangerous bus stop at the 4 Lakes location.

Date Received	Name	Method	Topic
9/9/2021	John Magnuson Jr	Email	SR 904

**Agency Response:**

Hello Mr. Magnuson,

Thank you very much taking the time to comment on the draft 2022-2025 Transportation Improvement Program. We will incorporate your comments into the TIP document and will also forward your message to both WSDOT and Spokane Transit.

To answer your question about SR 904:

- In May 2018 WSDOT released an Operation Study of I-90 from Idaho to Four Lakes, that can be found [here](#). This report includes active traffic management solutions for I-90.
- Also in 2018 WSDOT did a corridor sketch summary of SR 904 which can be found [here](#). In that summary there is contact information for WSDOT staff to see if they have updated any possible mobility performance strategies for SR 904.

Regarding the Four Lakes transit station, a recording of a 3/30/31 virtual open house about station construction and additional information about the project can be found on the Cheney Corridor High Performance Transit Service page of the STA website [here](#).

Again, thank you for your comments. We appreciate all input. Please contact me if we can provide additional information to you.

Best regards,  
Julie Meyers-Lehman, SRTC

**Jurisdiction Response:**

9/27 forwarded to WSDOT & STA



## 6. Comment

Hello,

I live in the city limits and walk to work as many days out of the year as possible, but my shifts are 12hrs and I don't walk when the sun is down. Anyway, I would LOVE to see more bike routes clearly marked within the city. I would LOVE LOVE urban bike trails for easier cycling commutes around town. I am trying to ride my bicycle more and even encourage my children to join me, but I have to admit the roads are VERY scary. We take Lyons street to Arlington elementary school and crossing Crestline is not very convenient. The stop sign is hidden by a bush. Our bicycle routes go from nice good calm side streets to very busy streets. Could the busy streets have more clear defined bicycle paths? Thanks so much for all you do!

Sincerely,  
Alice Moon

Date Received	Name	Method	Topic
9/5/2021	Alice Moon	Email	Bike facilities
<b>Agency Response:</b> Hi Alice;			
Date: 9/17/2021			

Thank you very much for taking the time to comment on the draft Transportation Improvement Program. I will make sure your comments are incorporated into the materials and will also forward your message to the City of Spokane, as the area you that you are referring to is in the city limits.

Please feel free to contact me if you have any other comments or questions.

Best regards,  
Julie Meyers-Lehman, SRTC  
**Jurisdiction Response:** Date: 9/20/2021  
Hi Ms. Moon,

Thank you for your comments on the 2022 – 2025 Transportation Improvement Program. I received as they pertain to bike routes within the City. We are working on improving the routes, and your feedback is very much appreciated in this effort.

We are looking for opportunities to improve safe and comfortable routes for walking and biking for people of all ages and abilities, such as your family, both in your neighborhood and citywide.

A couple projects in your area that are planned or in the works:

- A Neighborhood Greenway on Cook Street from Illinois Ave and across Francis, map attached
- A shared-use pathway on Garland Avenue from Cook Street to Market street, second map attached
- And the State DOT is entering construction of a shared-use pathway, the Children of the Sun Trail, running north-south along the future freeway alignment. More information is available [here](#) and [here](#).

Thank you for taking the time to send these comments and provide this feedback. It is very helpful as we look to design these projects to work for families and people of all ages, and as we look for future opportunities to improve the safety of our transportation system.

Best regards,  
Colin Quin-Hurst, City of Spokane

## 7. Comment

Thank you for pushing forward with this project! The Centennial trail needs to be accessible to people, I've heard of plans to move it down to the river, but that plan is being pushed by people who are trying to illegally block off and claim the city right of way as their own front yard. I say YIMBY to the centennial trail

Date Received	Name	Method	Regarding Project
9/6/2021	Rob Woodworth	Email	Centennial Trail

**Agency Response:** Date: 9/23/2021

Hi Rob -

Thank you for your comments. We will be sure these are included in the final 2022-2025 Transportation Improvement Program document, which will be presented to the Board of Directors in October. Please feel free to contact SRTC anytime with questions or comments.

Best regards,

Julie Meyers-Lehman, SRTC

**Jurisdiction Response:**

None needed.

## 8. Comment

I looked at the map of upcoming transportation projects and don't see anything that addresses the need to fix the dangerous merge from 195 to E bound I-90. The short ramp, merging into full speed traffic is very dangerous. The meter doesn't really fix the issue.

I see the Hatch bridge is going to be redone, however the intersection is the real problem as are many of the intersections that bisect 195 from Hatch to I-90. Why can't we get some type of improved safety for these dangerous intersections? Cheap, temporary fix are stop lights with flashing warnings that the light will change several hundred yards ahead. Long term fix is overpasses or rural highway roundabouts.

With all the new housing proposed along 195 why can't the safety of people who drive it daily be more important?

Please do something ASAP on these critical infrastructure needs!

Mike Herman

Date Received	Name	Method	Regarding Project
9/7/2021	Mike Herman	Email	US 195/I-90

**Agency Response:** Date: 9/16/2021

Hello Mr. Herman,

I was forwarded your email today and have some information to share. SRTC is currently working with WSDOT, the City of Spokane, and other agencies on strategies to address the challenges you mention in the US 195 corridor. While we do not have a short term fix for the on ramp from US 195 to eastbound I-90 (WSDOT estimates a fix for the interchange would cost more than \$400 million), we do have some proposed strategies to lessen the amount of local traffic using US 195 and the interchange with I-90. These projects include local access and network improvements, additional j-turns as well as other safety and mobility strategies. Details about the proposed projects are included in a draft final report for the US 195/I-90 study and will be available on the study website in the next week or so:

<https://us195transportationstudy.com/>

Thank you for your comments. They will be included in the study record for consideration by regional decision makers.

**Ryan Stewart, AICP**  
Principal Transportation Planner  
Spokane Regional Transportation Council

**Jurisdiction Response:**  
None needed.

#### 9. Comment

So how does one get to be a member I don't know if their's any one from chief garry park. So they still have dirt roads I was told year half ago the blocks between sinto and desment were going to be paved there are 3 blocks now I'm being told two blocks are going to be paved because they ran out of money on to the walkable rideable trail I been told no several occasions about the iron bridge the un finished trail from the iron bridge to mission then from s.c.c to fancher. I personal would like to see a walkable rideable trail from south riverton up regal to Lacey to desment to the iron bridge we are see more people use Lacey between desment and sinto to go for walks and go to stone park and chief garry I could go on

Date Received	Name	Method	Regarding
9/16/2021	Doug Salter	Email	Unpaved roads and unfinished trails in Chief Garry Park

**Agency Response:** Date: 9/16/2021  
Good morning, Doug,

Thank you for contacting us about your concerns for the unpaved roads and trails in the Chief Garry Park area. This area falls under the jurisdiction of City of Spokane so I will be forwarding your comments to the City's planning department.

To answer your question about membership, the members of SRTC's Board of Directors are elected officials from the cities and towns within Spokane County, member agency executives, and the Chairs of the Transportation Technical Committee and Transportation Advisory Committee. Here is a link to [SRTC Board information](#).

All meetings are open to the public and at every meeting there is an opportunity for public comments. A person can share their comments to the Board either verbally or in writing. Right now we are still holding all our meetings virtually because of the ongoing pandemic. The next Board meeting is Thursday, October 14 at 1:00pm and I would be happy to share the Board packet, which includes meeting log-in information, when it becomes available on October 7 or 8.

Please contact me if I can provide any other information to you.

Thank you,  
Julie Meyers-Lehman, SRTC

**Jurisdiction Response:** Date: 09/22/2021

Hi Doug-

Your comments were forward to the City by SRTC.

Regarding the unpaved streets project in your neighborhood, 2 blocks of Lacey St. from Desmet to Sharp is planned for strip paving in 2022 as part of City's new Unpaved Streets program. That program provides funding for the equivalent of 2 city blocks of strip paving for each City Council District each year. Council members select the locations within their Council District with input from City staff. The remaining 1 block of Lacey, Sharp to Sinto would remain on the list of potential future project locations for strip paving.

Regarding your desired bike/ped routes, a shared use trail along S. Riverton from the Iron Bridge to Mission Ave. is included on our Bike Master Plan and could be a candidate for a future improvement project pending the availability of funding. And DeSmet from S. Riverton to Nelson St. is identified as a 'Bike Friendly Route' on the Bike Master Plan. See this link to the Bike Master Plan map and info: [Bicycle Master Plan - City of Spokane, Washington \(spokanecity.org\)](https://www.spokanecity.org/bicycle-master-plan).

Feel free to contact me if you have additional questions or would like to discuss this further.

Thanks,  
Kevin Picanco, P.E., Senior Engineer, City of Spokane

#### 10. Comment

Mr. Stephen Latoszek called SRTC expressing concerns about 4<sup>th</sup> Avenue between Rebecca St and Dearborn Rd. He said since the closure of the eastbound I-90 on-ramp at Freya, drivers are going down 4<sup>th</sup> at speeds well in excess of the 30 mph limit, using the road as an extended entrance ramp to I-90 at Dearborn Rd. He said that there is not enough signage to make it clear that 4<sup>th</sup> is a residential road with a 30 mph speed limit. He relayed that traffic has increased in volume and speed since the Freya on-ramp closure.

Date Received	Name	Method	Topic
9/20/2021	Stephen Latoszek	Phone	Local road impacts of I-90 EB onramp closure @ Freya

#### Agency Response:

Telephone conversation with Mr. Latoszek in which staff said his comments would be forwarded on to the City of Spokane and incorporated into the final 2022-2025 TIP document.

#### Jurisdiction Response:      Date: 09/22/2021

Mr. Latoszek,

I passed along your concern with the speed limit sign to our operations group. I'd suggest contacting the City's My Spokane 311 line (or for outside city limits, 509.755.CITY (2489)) to request additional speed enforcement. The section of 4th from Havana to Dearborn is in the City of Spokane Valley's jurisdiction so you could also request their assistance with speed control.

You should know that WSDOT is considering closing the Freya on-ramp permanently. If you'd like to comment on that proposal you can do so here:

Feedback: <https://engage.wsdot.wa.gov/proposed-i-90-freya-on-ramp-permanent-closure/feedback-contact-us>

Online open house: <https://engage.wsdot.wa.gov/proposed-i-90-freya-on-ramp-permanent-closure/>

Sincerely,  
Inga Note, City of Spokane