2024-2026 SRTC Call for Projects Application

PROJECT TITLE: 195/MEADOWLANE

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 3

REQUESTED SRTC REGIONAL FUNDS: $2,417,000

General Project Information

Agency or Organization City of Spokane
Phone Number 625-6088
Contact Person Kevin Picanco
Email Address kpicanco@spokanecity.org

Project Information

Project Location
South Spokane: Intersection of US 195/Meadowlane

☒ Urbanized Area ☐ Urban Small ☐ Rural

Federal Functional Classification
US 195 is a state highway. Meadowlane Road is a major collector.

Project Description

Project scope (include termini and length)
The project impacts about 2000' linear feet of US 195, centered around the intersection with Meadowlane Road. It will provide a J-turn at the north end, and relocate the west leg of the Meadowlane intersection to be more in line with Eagle Ridge Boulevard. A separate southbound right-turn lane will remove that movement from conflict with the eastbound lefts. The project will also build a short section of 6' sidewalk along Meadowlane that will connect with existing homes and the planned Greens at Meadowlane subdivision.

Existing and proposed conditions
Existing conditions is an all-movement intersection at US 195/Meadowlane with no acceleration or deceleration lanes. Proposed conditions will relocate the west leg of the Meadowlane intersection to be in line with Eagle Ridge Boulevard and modify the allowable turning movements at US 195.

Project purpose and outcomes
The purpose is to reduce conflicting vehicle movements, improve safety and expand capacity.

☒The project sponsor must indicate that the project will be maintained for the life of the project, once completed.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.
WSDOT maintains US 195 including snow removal.
City street maintenance is conducted by policy and season as appropriate. Winter snow removal is conducted first on arterial streets and hills and then on non-arterial streets. Spring and summer street sweeping is conducted first on arterial streets, then on non-arterial streets and is repeated as time allows within the season. Fall leaf pick-up is conducted once annually with arterials the first priority.

Project Schedule

Project Schedule (enter dates as MM/YYYY)	
Project Milestone	Estimated Date
Project added to Statewide Transportation Improvement Program	01/2023
Begin PE (PE authorized by WSDOT/FHWA)	01/2024
Environmental documents approved (required for every project)	06/2024
Right of way completed (certification, if required)	01/2025
Contract advertised	10/2025
Contract awarded	12/2025
Construction start date	3/2026
Open to traffic	8/2026
Other or N/A, please explain	

Project Delivery Tools

☒ The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

☒Vicinity map
☒Typical Cross Sections (if changed from Eligibility Worksheet)
☒Cost Estimate
☒Project Endorsement form
☐Attachments associated with Q3b (if applicable)

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)
City of Spokane projects are eligible for programmatic match, which applies only to STBG grants. Programmatic match is implemented by using STBG dollars as required match, thus STBG grant awards are at 100%. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.
Note: matching funds must be available at the time of fund obligation.
Matching funds are available.

Please indicate if there are any circumstances that could delay the obligation of funds.

1. Economic Vitality – 50 Points

Employment and Destination Accessibility

1a (30). To be scored internally by SRTC staff. Regional and local activity centers are illustrated in Figure 2.19 in Horizon 2045.

Project Score	Category	Criteria and Requirements
30	Provides a critical connection within or directly connecting to a regional activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
15	Serves a regionally significant transportation center (e.g. - park and rides, airport, etc.).	Improving access to terminals (air, transit, or multimodal).
10	Provides a critical connection to a local activity center.	Optimizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.

1b (5). Please describe if the project serves other critical regional public facilities other than those noted in Question 1a (e.g. – state park, hospital, etc.) (High-Medium-Low) (If points are not awarded in 1a)
This section of US 195 connects to Hatch Road, a primary route between the upper south hill and the Latah Valley. Most of the commercial, schools and medical services are located on the south hill.

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization (include local planning documentation as well as targeted investment details, if applicable). (High-Medium-Low)
This area has experienced significant growth over the past 20 years. Projects expected to add traffic to this intersection include any remaining lots in the Eagle Ridge plats, The Summit (98 units), Greens at Meadowlane I and II (61 units), Qualchan View (160 units), Latah Glen (135 units), Tangle Ridge (45 units), Marshall Creek (425 units) and the Wheatland Estates project in Spangle (189 units).

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity/transportation centers or regional public facilities (Questions 1a,1b,1c), or freight use (Question 1e)? Please explain. (High-Medium-Low)
US 195 is a critical freight corridor between Spokane and the communities in the Palouse carrying over 4 million tons of freight annually.

Truck Freight Network (Internal Use Only)

1e (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?
To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

T1 - 10 points
T2 – 6 points
T3 – 4 points
Otherwise included in WSDOT's TFEC - 2 points

2. Cooperation and Leadership – 50 Points

Local Planning Alignment

2a (15). How is this project consistent with your agency's Comprehensive Plan and is it included in your 6-year Capital Improvement Program? (please provide the excerpt(s) or citation(s))
City Comprehensive Plan; Chapter 4 Transportation;

TR Goal F: Enhance Public Health& Safety. Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users (page 4-17). This project will address safety through reduction of high speed collisions on US 195.

US 195 project improvement needs discussed in the Comprehensive Plan Chapter 4, page 4-51.
https://static.spokanecity.org/documents/shapingspokane/comprehensive-plan/chapter-4-transportation-v4.pdf

Project adopted in City's Impact Fee Program in 2019.
https://static.spokanecity.org/documents/smc/appendix/2019/appendix-d-impact-fee-project-list.pdf

Agency Coordination

2b (20). Does this project support an agency other than your own or does it support an adopted network from another agency, including public/private partnerships? If yes, describe.
This projects meets the goals of the recent US 195 study which was a combined effort of SRTC, WSDOT, Spokane and Spokane County. The study was recently adopted by the SRTC Board.

Complementary improvements on the corridor will be developer-funded.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. 3 points/checkbox (15 points max)

☒Public meetings/Workshops/Open houses *US 195/I-90 Transportation Study*
☐Online feedback opportunity (surveys, mapping tools)
☒Planning study *US 195/I-90 Transportation Study*
☒Review by agency committees (Plan Commission, project advisory committee)
☐Environmental review
☒Legislative actions (adoption/endorsement by board or council) *Study adopted by SRTC Board*
☐Other (please explain, max 3 points)

3. Stewardship – 50 Points

Environmental Mitigations

3a (10). Does the project improve the natural environment or minimize the environmental impact of the facility above and beyond current design standards? 2 points/checkbox (10 points max)

☒Green infrastructure (e.g. rain gardens, swales, pervious pavement)
☐Increases urban tree canopy
☒Air quality benefit and/or includes electric charging/electrification strategies *reduction in idling/emissions due to less delay*
☐Reduces noise pollution
☐Decrease in impervious area
☐Use of recycled materials
☐Flood damage mitigation
☐Stream or wetland restoration
☒LED lighting
☐Other (please explain) (Max 2 points)

Ability to Advance

3b (15 points max). Status of the project (please provide supporting documentation):

Design Status (check one):

☐ Design initiated--funds committed and design started (submit supporting documentation/link) – 2 points
☐ Design 30% Complete - (draft plan set and estimate)--4 points
☐ Design and specifications are bid-ready (90%) – 8 points
☒ None

Environmental Status (check one):
☐ Environmental review started (cultural/historical survey, hazardous materials review, Phase 1 ESA, etc.) – 2 points
☒ Environmental documentation (NEPA) is complete or exempt – 4 points *Eligible for Categorical Exclusion*
☐ None

Right-of-way Status (check one):
☐ Right-of-way maps prepared – 2 points
☒ Right-of-way acquisition is complete or not needed – 3 points
☐ None

Funding

3c (10). Has the project received partial federal funding through SRTC or other funding partners in the past?

Project funding received through SRTC (10)
☒Yes ☐No
Please indicate funding type(s), dates received, and amounts. The 195/I-90 Transportation Study received federal funding.

OR

Small Towns ONLY (Under 5,000 population) – Project funding received through other funding agencies (e.g. TIB, Safe Routes to School) (5)
☐Yes ☐No
Please indicate funding type(s), dates received, and amounts.

3d (10). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:
Programmatic match is used for the 13.5% and the additional 20%, for a total of 33.5% match.

☐10%-19.9% over required local/state/match – 5 points
☒20% or greater over required local/state match – 10 points

Roadway Usage

3e (5). What is the current ADT and source of ADT?
Urban Street ☐ 0-4,999 (1) ☐ 5,000-9,999 (2) ☒ 10,000-14,999 (3) ☐ 15,000-19,999 (4) ☐ >19,999 (5) or
Rural Street ☐ 0-499 (1) ☐ 500-999 (2) ☐ 1,000-1,499 (3) ☐ 1,500-1,999 (4) ☐ >1,999 (5)
Volume from 2020 count at milepost 92.28 (near Meadowlane) is 13,000 ADT.

4. Systems Operations, Maintenance and Preservation – 50 Points

Regional Priority Networks

4a (15). How does the project improve performance or conditions on the NHS? Additional pavement and bridge condition information will be asked in the STBG supplemental application.

Please describe:

US 195 is part of the NHS. This project will improve the safety and capacity of the intersection with Meadowlane.

4b (5). Does the project improve operations and/or conditions related to the Horizon 2045 regional freight priority network? Please provide supporting information.

☒Yes ☐No

If yes, please describe:
US 195 is a T-2 route on the regional freight priority network. Near Meadowlane it carries over 4 million tons of freight annually with a truck percentage of 13.6%. From Thorpe to I-90 that increases to over 6 million tons of freight annually. The project will improve safety of all motorized users through the intersection of US 195/Meadowlane.

4c (5). Does the project improve transit access and/or amenities on STA's High-Performance Transit Network?

☐Yes ☒No

If yes, please describe:
STA does not have fixed-route operations in this area yet. Although the WSDOT property near Meadowlane has been discussed as a future park and ride location and this project will not be in conflict.

Congestion

4d (15). Does the project address congestion in any of the following areas?

☐Tier 1 CMP Corridor – 15 points
☐Tier 2 CMP Corridor – 10 points
☐Other Roadway Bottleneck (as defined in the CMP report) – 5 points
☒N/A

If a CMP Corridor or defined Roadway Bottleneck project, please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4e (10). Does this CMP project utilize any of the following CMP strategies? (skip this question if Q4d is N/A)

☐Travel Demand Management – 10 points
☐Operational Improvements – 6 points
☐Capacity Improvement Strategies – 3 points

5. Safety and Security – 50 Points

Addresses Existing Safety Concern

5a (25 points max). Enter crash history based on previous 5 years of available crash data that are specific to the proposed countermeasure or project improvement.

Date	Crash Type	Crash Severity (see below)	Crash Report Number	Applicable Countermeasure to be implemented by project
7/11/17	angle	Serious	E692060	J-turn to eliminate conflict points
10/22/19	angle	Serious	E974717	J-turn to eliminate conflict points
1/5/17	angle	Minor	E631701	J-turn to eliminate conflict points
8/1/17	angle	Possible	E697430	J-turn to eliminate conflict points
10/18/17	rearend in median	Possible	E725216	J-turn to eliminate conflict points
12/10/19	angle	Possible	E994081	J-turn to eliminate conflict points
11/14/20	angle	Possible	EA82438	J-turn to eliminate conflict points

Scoring

Fatal	10 points/each
Suspected Serious Injury	8 points/each
Suspected Minor Injury	6 points/each
Possible Injury	3 points/each
No Apparent Injury or property damage incidents	1 point/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history. (High-Medium-Low)

The current divided highway intersection design, allowing all movements, has a total of 42 conflict points. These are locations where vehicles on conflicting paths can meet, either during a crossing maneuver, a merge point or a diverge point.

The proposed intersection modification will decrease the number of conflict points to 24 or fewer points depending on the final design. It will also reduce delay for vehicles entering US 195, which becomes a safety problem when drivers get tired of waiting and accept unsafe gaps. Acceleration and deceleration lanes will be added for some movements.

6. Quality of Life and Mobility – 50 Points

Transportation Equity

6a (5). How does the project support active transportation options for people of all ages and abilities (walking, biking, transit, safe routes to school, etc.)? Please describe.

The project adds a short section of sidewalk on Meadowlane Road, which will likely be used by kids from the Greens at Meadowlane and Eagle Valley Addition subdivisions to walk to the school bus.

6b (5). Does the project benefit potential populations of disadvantage as identified in Chapter 2 of Horizon 2045 (pgs. 36-43)? Please explain the benefits and populations served.
The surrounding neighborhood is higher income.

6c (5). Does your agency have an adopted Complete Streets Policy? ☒Yes ☐ No

If yes, please provide date adopted and the ordinance number (5)
12/10/2011 Ordinance C34821
If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

Bicycle and Pedestrian Improvements

6d (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 points max)

☒Add new sidewalks (6)
- ☐Both sides of street (1)
- ☒Exceeds 5-foot min. width (1)
- ☐Completes gap (1)
- ☐Ext. of sidewalk network (1)
- ☐Vegetated / protected buffer (1)

☐Upgrade to existing sidewalk (6)
- ☐Greater width (2)
- ☐Add vegetated / protected buffer (2)
- ☐Removes barriers (1)
- ☐Repairs heaves (1)

☐Separated shared use path
- ☐10-foot min. width, not including shoulders (8)
- ☐12-foot or greater in width, not including shoulders (9)

☐Pedestrian-scaled lighting (3)
☐Widen roadway shoulders in rural context (6-foot min. width)(5)
☐Other (please explain) (2)

☐Crossing Enhancement (e.g. marked crosswalk, bump outs, curb extension, median refuge) (3)
☐ Signalized crossing (e.g. HAWK beacon, Countdown signal, RRFB, etc.) (3)
☐Education (2)
☐Wayfinding (2)
☐Enforcement (speed feedback signs) (2)
☐Data Collection (2)
☐ADA enhancements beyond required (please explain) (2)

6e (10). Will the project enhance bicycle transportation? (Check all that apply – 10 points max)

☐Add new striped bike lanes (6)
- ☐Minimum 5-foot width (2)
- ☐Includes painted buffer (1)
- ☐Includes raised buffer (2)
- ☐Completes gap (2)
- ☐Ext. of bike lane network (2)

☐Upgrade to existing striped bike lanes (6)
- ☐Greater width (2)
- ☐Add painted buffer (1)

☐Bike Parking (2)
☐Bike Lockers (2)
☐Pavement Markings (2)
☐Education (2)
☐Wayfinding (2)
☐Enforcement (2)
☐Data Collection (2)

☐Add raised buffer (2)

☐Surface repair (1)

☐Separated shared use path

☐10-foot min. width, not including shoulders (8)

☐12-foot or greater in width, not including shoulders (9)

☐Widen roadway shoulders in rural context (6-foot min. width) (5)

☐Bike Boulevard/Neighborhood Greenway improvements (4)

☐Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3)

☒Other (please explain) (2) Any cyclists coming or going from Meadowlane east of US 195 will be able to more safely cross the highway as they will have fewer conflicting movements to monitor.

6f (5). The project is located within an area of significant existing population.
Scored internally by SRTC staff by population density based on US Census blocks at project vicinity:

High – 5 points
Medium – 3 points
Low – 1 point

6g (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if there are multiples of any of the transit elements – 10 points max)

☐Bus stop shelter/screening (3)

☐Bus stop lighting/infrastructure (2)

☐Bench (2)

☐Concrete pad/foundation for bus stop or bench (2)

☐Bus bay/pull-out (2)

☐Boarding bulb stop (2)

☐Park & Ride (4)

☐New transit vehicles (4 per vehicle)

☐Real time information sign (2)

☐Signal priority for transit vehicles (2)

☐School bus operational improvement (2)

☐Education (2)

☐Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5)

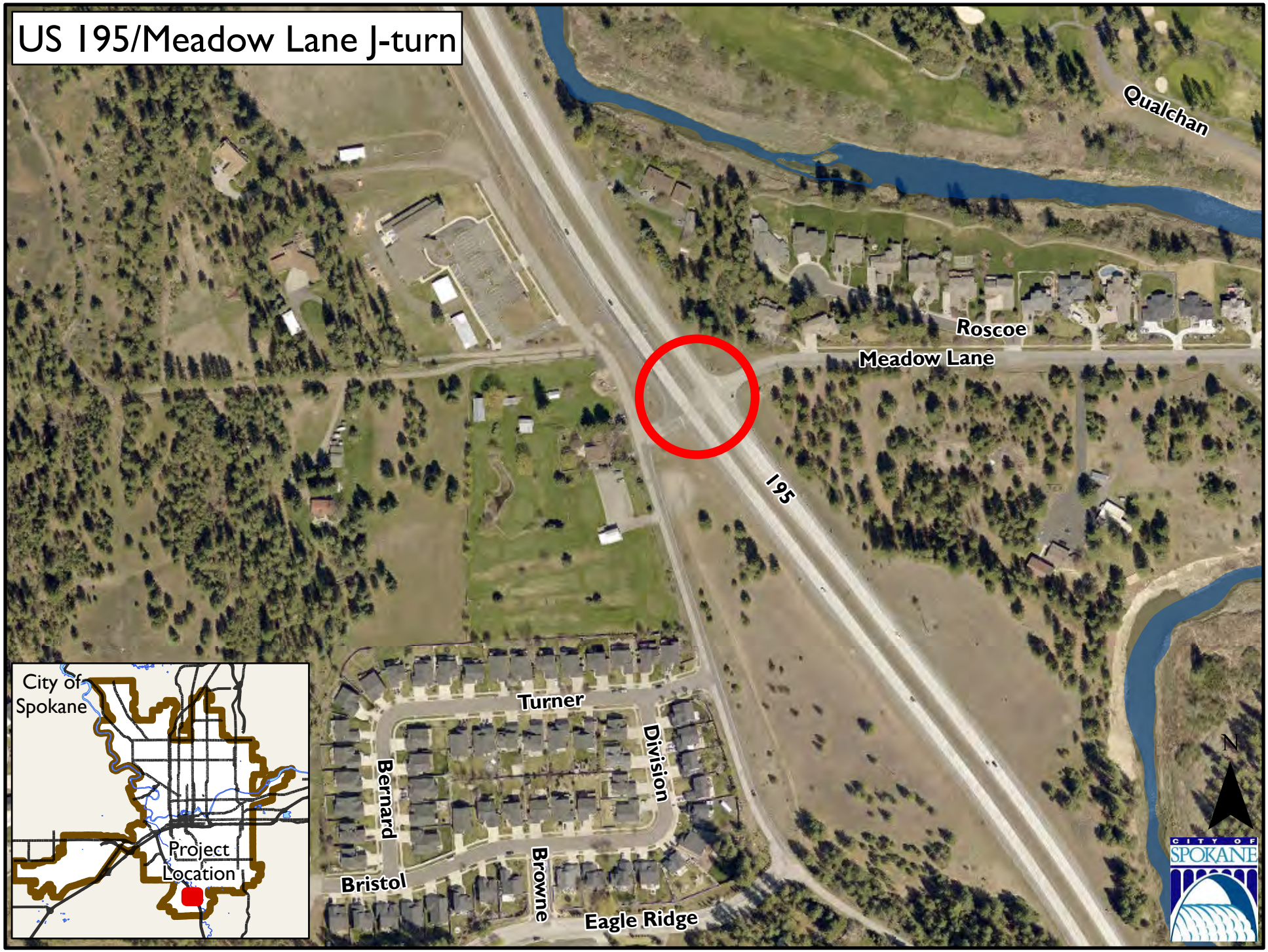
☐Enhanced pedestrian crossing near bus stop (3)

☐Improved rider access/connectivity to transit (please explain) (3)

☒Other (please explain) (2)

The WSDOT property around this intersection was listed as a possible future park and ride location in the US 195 study. The project design will be compatible with that vision if it ever moves forward.

Note here if there are multiples of any of the transit elements above:


US 195/Meadow Lane J-turn
Qualchan
Roscoe
Meadow Lane
195
Turner
Division
Bernard
Bristol
Browne
Eagle Ridge
City of Spokane
Project Location
N
CITY OF SPOKANE

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CITY OF SPOKANE

PUBLIC WORKS DIVISION

INTEGRATED CAPITAL MANAGEMENT

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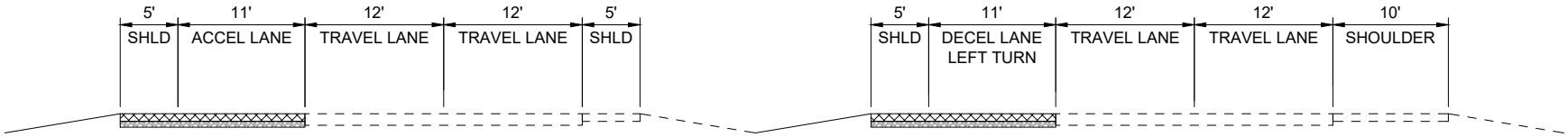
TRANSPORTATION IMPACT FEE

PROJECT # 2010872

HWY 195 & MEADOWLANE RD

OPTION 6



SOUTH BOUND

NORTH BOUND

TYPICAL SECTION

NTS

CITY OF SPOKANE

PUBLIC WORKS DIVISION

INTEGRATED CAPITAL MANAGEMENT

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US HWY 195

EAGLE RIDGE BLVD. TO QUALCHAN DR.
J-TURN

Plotted On Mar 01, 2022 - 8:55am Users\jball\Documents\Working From Home\Hwy 195 & Meadow Lane\10 - Drawings\Auto CAD\Hwy195 & Meadow Lane.dwg

Date Prepared: 3/16/22 **Prepared by: J. Ball**
Revised: 3/31/22 **Revisions: Kevin P**

Project Name: Hwy 195 & Meadowlane **$2,416,903** **Proj ID:**

Description: NB J-Turn (6"/12" Accel/Decel Lanes), Meadowlane connection, Illumination System, (Aligned with WSDOT Thorpe Rd. Bid tabs)

Item Description	Bid Item No.	Qty	Unit	Unit Cost	Extension
Division 1 - General Requirements					
SPCC Plan	1071020	1	LS	$2,000	$2,000
Public Liaison Representative	1070050	1	LS	$5,000	$5,000
Mobilization	1090000	1	LS	$108,000	$108,000
Project Tremporary Traffic Control	1100000	1	LS	$87,000	$87,000
				subtotal:	**$202,000**
Division 2 - Earthwork					
Clearing & Grubbing	2010000	1	LS	$15,000	$15,000
Remove Trees (class I,II,III,IV)	20100__	12	EA	$1,000	$12,000
Sawcutting Rigid and Flexible Pavement	202015_	7,650	LFI	$1.50	$11,475
Removing High Tension Cable Barrier		250	LF	$7.00	$1,750
Roadway Excavation Including Haul	2030000	2,291	CY	$25	$57,275
Common Borrow Incl. Haul	2030020	250	CY	$30	$7,500
Preparation of Untreated Roadway	2030090	3,005	SY	$3	$9,015
Embankment Compaction		2,000	CY	$14	$28,000
				subtotal:	**$142,015**
Division 4 - Bases					
Crushed Surfacing Base Course	4040020	5,540	TON	$30	$166,200
CSTC for Sidewalk and Driveways	4040030	13	CY	$150	$1,950
				subtotal:	**$168,150**
Division 5 - Surface Treatments & Pavements					
HMA CL 3/8 IN. PG 64H-28	50400__	3,005	TON	$95	$285,475
HMA for Pavement Repair, CL 1/2 IN. PG ___, __ In. Thick	50401__	178	SY	$85	$15,130
Soil Residual Herbicide	5040300	3,005	SY	$1	$3,005
Pavement Repair Excavaton Including Haul	5040320	178	SY	$35	$6,230
Longitudinal Joint Seal	5040360	3,050	LF	$3	$9,150
				subtotal:	**$318,990**
Division 6 - Structures					
Cem Conc Curb Wall	6020080	275	LF	$85	$23,375
				subtotal:	**$23,375**
Division 7 - Drainage Structures, Storm Sewers, Sanitary Sewers, Water mains & Conduits					
				subtotal:	**$0**
Division 8 - Miscellaneous Construction					
Medium Compost		2.5	ACRE	$18,000	$45,000
Seeding, Fertilizing & Mulching	8010301	2.5	ACRE	$4,000	$10,000
Cement Concrete Curb and/or Gutter	80400__	400	LF	$35	$14,000
Extruded Curb	8040090	190	LF	$35	$6,650
High Tension Cable Barrier Terminal		4	EA	$5,500	$22,000
Cement Conc Sidewalk	8140000	222	SY	$75	$16,650
Illumination System (Street Lights)	8200040	17	EA	$15,000	$255,000
Signing, Permanent - City Manufactured Signs	8210070	1	LS	$35,000	$35,000
Pavement Marking (Durable Heat Applied, Inlay Tape, Durable, Paint)	82200_0	1	LS	$15,000	$15,000
Traffic Island Concrete - 4 Inch Thick	8910050	70	SY	$70	$4,900
Traffic Island Fill - CSTC		7	CY	$150	$1,050
				subtotal:	**$425,250**
Legacy ICM Items					
				subtotal:	**$0**
				Construction Subtotal	**$1,279,780**
Scope Contingency		15.0%			$191,967
				Construction Subtotal	**$1,471,747**
Construction Contingency		15.0%			$220,762
Construction total				**Construction Total**	**$1,692,509**
Property Purchase					$0
Geotech		0.0%			$0
Surveying		3.0%			$50,775
Design & Bid Docs		8.0%			$135,401
Admin, Legal, & Permits		1.5%			$25,388
Construction Mgmt		15.0%			$253,876
				Project Total	**$2,157,949**

	Unit costs from year…	for construction in…	
	2022	**2026**	
For Program			
Preconstruction	212	$236,951	
Property Purchase	0	$0	
Construction Total	1,693	$1,895,610	
Const mgmt	254	$284,342	
	2,158	**$2,416,903**	Project Cost
Cost Share			
Eligible funding request (streets work only)		**$2,416,903**	
Minimum match (eligible for programmatic match)	13.5%	**$326,282**	
Additional match (eligible for programmatic match)	20.0%	**$483,381**	
Request from SRTC (includes programmatic match)		**$2,416,903**	
	Rounded	**$2,417,000**	

2024-2026 SRTC Call for Projects

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

Local Agency Project Endorsement

PROJECT TITLE: US-195/Meadowlane Rd Intersection Upgrade

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.

Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2022 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Marlene Feist, Public Works Director
Name and Title of Designated Representative

Marlene C Feist
Signature of Designated Representative

3/29/2022
Date

Washington State Department of Transportation

Eastern Region
2714 N. Mayfair Street
Spokane, WA 99207-2090
509-324-6000 / FAX: 509-324-6005
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 7, 2022

Ms. Lois Bollenback
Executive Director
Spokane Regional Transportation Council
421 W Riverside Avenue, Suite 500
Spokane WA 99201

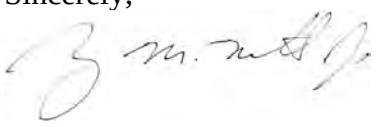
Dear Ms. Bollenback:

The Washington State Department of Transportation is pleased to support the City of Spokane's US 195 / Meadowlane J Turn intersection improvement application for Federal STBG Grant Funds.

This project is one of the several projects identified within the Joint study on US 195 led by your organization. That study clearly defines what projects should be built and what current and proposed development can be considered as an outcome of these projects. While this project is a good first step in ameliorating safety concerns related to existing development it will require buildout of the entire suite of projects to have a comprehensive impact on solving the demands placed on the corridor.

We hope you will give this project full and fair consideration.

Sincerely,



Roger Millar, PE, FASCE, FAICP
Secretary of Transportation