Spokane Regional Transportation Council’s TRANSPORTATION FOCUS

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, tribes, transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

SRTC operates under the following principles:

- Finish what we have started by directing resources towards completing existing projects.
- Adequately fund maintenance and preservation of the existing transportation system.
- Identify and advance a broad range of project types to meet the needs of a growing region.
- Invest in projects that improve quality of life in the region in the following ways:
  - Draw on best practices to address transportation safety issues.
  - Emphasize equity and consider the needs of all transportation users.
  - Create safe and convenient forms of active transportation that support public health objectives.
  - Contribute towards building a resilient transportation system to mitigate the impacts of climate change.

Spokane Regional Transportation Council
Board of Directors consists of representatives from:

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- City of Millwood
- City of Spokane
- City of Spokane Valley
- Freight/Rail Industry Major Employer
- Spokane County
- Spokane Transit Authority
- Town of Fairfield
- Town of Latah
- Town of Rockford
- Town of Spangle
- Town of Waverly
- WSDOT - Eastern Region
- WA State Transportation Commission

Prepared by the Spokane Regional Transportation Council
June 2022
Regional Planning Efforts

DATA Project

The Data Applications for Transportation Analysis (DATA) Project is a multi-year effort aimed at strategically investing in an integrated suite of tools that will enhance SRTC’s ability to apply data to the planning process. Its objectives include:

- Improve confidence in data and information used for transportation decision-making.
- Align regional data and tools with member agency planning needs.
- Increase stakeholder input and utilization of data analysis tools.

DivisionConnects

DivisionConnects is a collaborative two-year transportation and land use study led by SRTC and the Spokane Transit Authority (STA), in partnership with the City of Spokane, Spokane County, and WSDOT. The study is focused on opportunities and challenges that come with the planned completion of the North Spokane Corridor, which will offer a more desirable highway route for through-traffic using Division Street today. This includes the implementation of STA’s planned bus rapid transit (BRT) along the corridor. The study is working towards conclusion in Spring 2022. This will be followed by the design of the Division BRT line, with a preliminary engineering process led by STA.

Coordinated Public Transit-Human Services Transportation Plan

SRTC, in partnership with STA, is working on the 2022 update to the Coordinated Public Transit-Human Services Transportation Plan. The plan addresses special public transportation needs in the Spokane region—particularly for people with disabilities, elderly populations, and individuals with limited incomes. The update process will take place through Fall 2022.

Equity Planning Framework

SRTC has started work on an updated equity planning framework to improve its existing methodologies and positively impact our community. As part of this effort, SRTC convened a working group to guide the process and help formulate equity-related recommendations for the SRTC Board of Directors, Transportation Technical Committee (TTC), and Transportation Advisory Committee (TAC).

Electrification Project

In December 2020, the Washington State Department of Commerce awarded SRTC, Avista Utilities, and other partners a $2.5 million grant to install electric vehicle charging equipment (EVSE) throughout the Spokane region. The project has identified 51 site locations for EVSE, including bus charging, direct-current fast charging, alternating-current level 2 charging, micro-mobility opportunities, community education, public outreach, and an experience center. This project provides an essential catalyst for electric vehicle adoption and access in the region, creating positive economic and environmental impacts.

Regional Freight Planning

SRTC, in coordination with its state and local partners, is engaged in a variety of regional freight planning efforts. These include updating the region’s Critical Urban and Rural Freight Corridors, in support of WSDOT’s Freight Systems Plan, and updating the region’s freight investment priorities to inform the Washington State Freight Mobility Strategic Investment Board’s (FMSIB) statewide prioritized list of freight investments.

2024–2026 SRTC Call for Projects

SRTC is currently in the process of awarding approximately $47 million in federal transportation funds to projects across the region through its 2024–2026 Call for Projects. As part of this process, SRTC has committed to setting aside $9.2 million for system preservation.
Priority One

Completion & Acceleration of the Connecting Washington Program

The 2015 Connecting Washington funding package provides $16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in Connecting Washington projects in our region.

The SRTC Board supports efforts to maintain funding for the following Connecting Washington projects:

- US 395/North Spokane Corridor (NSC)
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
- I-90/Barker to Harvard
- The City Line

Additionally, the Board supports advancing funds to complete the NSC in 2026 than 2029 as currently programmed.

Priority Two

Increase Transportation System Preservation & Maintenance Funding

The SRTC Board recognizes that current funding levels are not sufficient to maintain our current transportation system in a state of good repair. The Board also recognizes that failing to adequately preserve and maintain the transportation system presents significant risks to our overall economic well-being and to the operating efficiency for moving people and goods in our region. The following information illustrates the significance of this issue:

Washington State Department of Transportation has identified the need for $30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. In the current highly constrained budget environment, biennial cash flow is not sufficient to keep the state system in good repair and thus each year increases the risks of system failures that have economic consequences to the region and the users of the system.

Over the next ten years in Spokane County, SRTC has identified with local jurisdictions $2.6 billion in maintenance preservation needs on all local roadways. Based on historical expenditures, local agencies could fund $1.1 billion of this need leaving a gap of $1.74 billion over the next ten years. An additional $65 million per biennium directed into Spokane County would cover a portion of unfunded need on important local arterials and collectors and could be reasonably delivered by local agencies.

The SRTC Board supports increased funding for existing programs for the preservation and maintenance of the state and regional transportation networks. The Board recognizes this as a long-term solution to address preservation and maintenance needs.

Priority Three

Maintain Funding for Projects Identified in the Forward Washington & Miles Ahead Washington Spending Bills

During the 2021 Legislative Session various transportation funding packages were considered. In particular, the Senate’s Forward Washington package and the House’s Miles Ahead Washington package included important projects in the Spokane County region.

The SRTC Board supports the inclusion of projects in a new transportation revenue package that were previous identified in the Forward Washington and Miles Ahead Washington programs.
## Projects List

**SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY**

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

<table>
<thead>
<tr>
<th>PROJECT TITLE</th>
<th>AGENCY</th>
<th>UNFUNDED AMOUNT</th>
<th>ECONOMIC VITALITY</th>
<th>MAINTENANCE PRESERVATION</th>
<th>STEWARDSHIP</th>
<th>QUALITY OF LIFE</th>
<th>SAFETY</th>
<th>EQUITY</th>
<th>CLIMATE CHANGE</th>
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<tr>
<td>PINES ROAD/BNSF GRADE SEPARATION</td>
<td>Spokane Valley</td>
<td>$19,300,000</td>
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<td>DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS</td>
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<td>PACIFIC AVENUE GREENWAY</td>
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<td>AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE</td>
<td>Spokane International Airport</td>
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<td>BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY &amp; SAFETY PROJECT</td>
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# PROJECT SCREENING CRITERIA

## MTP CONSISTENCY CRITERIA

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<thead>
<tr>
<th>PROJECT TITLE</th>
<th>AGENCY</th>
<th>UNFUNDED AMOUNT</th>
<th>PROJECT STATUS</th>
<th>ECONOMIC Viability</th>
<th>OPERATIONS</th>
<th>MAINTENANCE</th>
<th>STEWARDSHIP</th>
<th>QUALITY OF LIFE</th>
<th>SAFETY</th>
<th>EQUITY</th>
<th>CLIMATE CHANGE</th>
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<td><strong>Division Bus Rapid Transit</strong></td>
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<td>Partially Funded in Move Ahead WA</td>
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<tr>
<td>New BRT corridor between downtown Spokane and Mead</td>
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<td><strong>Wellesley Avenue: Freya to Havana</strong></td>
<td>Spokane</td>
<td>$3,400,000</td>
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<tr>
<td>Reconstruction and a bike/ped trail</td>
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<td>Funded by Federal Earmark</td>
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<td><strong>Wall Street Corridor Safety Improvements</strong></td>
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<tr>
<td>Improve signal, crosswalk, add channelization from Greta Ave to Whitworth Dr</td>
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<td><strong>Whistalks Way Improvements</strong></td>
<td>Spokane</td>
<td>$3,733,350</td>
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<tr>
<td>Reconfigure road, update transit routing, and construct parallel multi-use trail</td>
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<td><strong>3rd Avenue: Perry to Havana</strong></td>
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<td>$8,000,000</td>
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<td>Reconstruction w/complete streets update</td>
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<tr>
<td><strong>Freya Street: Garland to Francis</strong></td>
<td>Spokane</td>
<td>$18,000,000</td>
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<tr>
<td><strong>Northeast PDA: Rowan and Myrtle</strong></td>
<td>Spokane</td>
<td>$11,200,000</td>
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<td>New roadways w/sidewalks</td>
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<tr>
<td><strong>Project Initiation Category</strong></td>
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<tr>
<td>Grade separate Park Rd &amp; BNSF, construct at-grade intersection on Trent Ave</td>
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<tr>
<td><strong>US 195 Corridor Park &amp; Ride</strong></td>
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<tr>
<td>Construct new park &amp; ride facility</td>
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<tr>
<td><strong>Argonne Road &amp; Upriver Drive Intersection</strong></td>
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<tr>
<td>Construct dual lane roundabout</td>
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<tr>
<td><strong>City Line Roadway Improvements</strong></td>
<td>Spokane</td>
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<tr>
<td>Reconstruction w/bike and ped improvements</td>
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<td><strong>Total (22 Projects in Total)</strong></td>
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<td>$435,339,850</td>
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Spokane Regional Transportation Council
Projects Map

Project Status Categories
○ Implementation ○ Development ○ Initiation

PROJECT NOT MAPPED:
STA Fleet Electrification

Implementation
Development
Initiation

Projects Map

FREYA ST: Garland to Francis
W 240 ST: Portage to 90
DIVISION ST: Bus Rapid Transit
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS
AIRWAY HEIGHTS IMPROVEMENTS
WEST PLAINS CONNECTION
INDUSTRIAL SUBURBAN CONNECTIVITY PROJECT
FAIRCHILD AFB IMPROVEMENTS
CRAG RD REALIGNMENT INTERCHANGE
US 95 CORRIDOR PARK & RIDE
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS IMPROVEMENTS (TSMO)
1-90 REALIGNMENT INTERCHANGE
SPOKANE VALLEY
SPOKANE

FREYA ST: Roan and Myrille
WELLESLEY AVE: FREYA TO HAWAII
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT
PINES ROAD/BNSF GRADE SEPARATION
NAF RD & UPRIVER DR INTERSECTION
PARK RD/BNSF GRADE SEPARATION
70TH AVE:
FREYA TO HAWAII
SPOKANE VALLEY
SPOKANE

Airbus, USGS, NASA, CGIAR, NGA, NMEA, NCLAS, SDA, GSA, GSI and the GIS User Community
# Project Screening Criteria

Projects evaluated based on the following screening criteria factors:

## PROJECT STATUS

- Design
- Right-of-way
- Environmental
- Percent funded
- In existing plan or study

## MTP CONSISTENCY

### ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

### OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

### STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

### QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

### SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

*Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.

## PROJECT EMPHASIS AREAS

### EQUITY

Project developed with a main emphasis on benefiting an area of potential disadvantage

### CLIMATE CHANGE

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)
**Project Overview**
Relocate Spotted Road outside of a Runway Protection Zone and construct a grade-separated interchange over the inbound and outbound roadways at Spokane international Airport, improving safety and efficiency for both surface and air transportation.

The total project cost is $28,700,000

**Project Status: Implementation**
- Design: In progress
- Right-of-Way: N/A
- Environmental: In progress

**Project Attributes**
- Net present worth value of project benefits: $55,700,000
- Addresses existing safety issues through innovative design that provides separation and reduces conflict points between the multiple modes of transportation operating in and around the Airport (e.g., passengers, shuttles, commercial cargo/freight, school buses, transit, and ride-share companies).
- Relocates the Airport Drive/Spotted Road interchange outside of the Runway Protection Zone to prevent air navigation hazards and increase safety to people on the ground.
- Promotes economic development and accommodates future demand placed on the transportation system as a result of the Airport’s increasing commercial and cargo air traffic.
- Reduces greenhouse emissions and utilizes low impact practices.
- Enhances mobility on a Critical Urban Freight Corridor that carries over 360,000 tons of freight annually.

**Project Funding**
<table>
<thead>
<tr>
<th></th>
<th>Amount</th>
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<td>Local Funds</td>
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<td>Federal/State Funds</td>
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<td>Unfunded Need</td>
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</tr>
<tr>
<td>Total Cost</td>
<td>$28,700,000</td>
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</tbody>
</table>

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1 Washington Aviation Economic Impact Study, July 2020.
https://wsdot.wa.gov/travel/aviation/aviation-plans-studies
SAFETY AND MOBILITY GAINS

- Primary objective is to improve vehicle and air transportation safety, which will be accomplished through innovative design, which reduces the number of conflict points from 25 to 18.
- Accommodates future traffic volumes, which are expected to grow by 1,000 vehicles per day within the next 10 years, due to the Airport’s annual growth it is experiencing of 10% in commercial air traffic and 8% in cargo air traffic.
- Improves freight mobility and travel time reliability, as a result of grade separating Spotted Road from Airport Drive.

ECONOMIC BENEFITS

- Enhances the regional economy by improving access and mobility to the Airport and surrounding industrial area, which has an annual economic impact of $3 billion.
- Provides safety and mobility gains that promote continued economic growth within the S3R3 Solutions Public Development Authority.

ENVIRONMENTAL CONSIDERATIONS

- Reduces greenhouse emissions by addressing traffic congestion at a critical intersection.
- Utilizes low impact practices and design standards aimed at protecting the natural environment.
- Interchange/grade-separated area protects the Airport’s stormwater outfall area.

PROJECT SUPPORTERS

- Spokane International Airport
- City of Spokane
- Cheney Public Schools
- FedEx Corporation
- Greater Spokane, Inc.
- S3R3 Solutions
- Spokane County
- SRTC
- UPS
- USPS
- WSDOT

PREVIOUS PLANS AND STUDIES

- West Plains Transportation Subarea Plan (ongoing)
- Horizon 2045: Spokane Metropolitan Transportation Plan, 2021
- Spokane International Airport Master Plan, 2014
- Traffic County Collection and Traffic Study, 2020
- Drive Couplet Traffic Study, 2015
- West Plains - Spokane International Airport Transportation Study, 2014
- Spotted Road Lane Reconstruction Project, 2013
- Spotted Road Lane Reconstruction Project, 2008
- Spotted Road & Airport Drive Safety Improvements Study, 2006
- Spotted Road Safety Improvement Construction Project, 2005
- Transportation Impact Analysis, 2004

*A summary of these studies can be found in the project’s 2021 USDOT RAISE Grant Application.*
**Project Overview**

The Pines Road/BNSF Grade Separation Project will grade-separate the existing highway-rail at-grade crossing of BNSF Railway’s transcontinental rail line at Pines Road (SR 27), one of the City of Spokane Valley’s busiest arterial streets. The project also includes construction of a new roundabout at the intersection of Pines Road and Trent Avenue.

The total project cost is $34 million.

**Project Status: Implementation**

- Design: Complete by June 2023
- Right-of-Way: Complete by June 2023
- Environmental: Complete by June 2022

**Project Attributes**

- Total economic output: $1.3 billion
- Replaces an existing highway-rail at-grade crossing with an underpass and replaces the adjacent signalized intersection of two state highways (Pines Road and Trent Avenue) with a multi-lane roundabout.
- In conjunction with a grade separation project underway at the nearby Barker Road/BNSF crossing, this project will eliminate three of the city’s at-grade crossings (Barker, Flora, and Pines).
- The crossing is located 200 yards north of Trent Elementary—the new underpass will reduce congestion and improve safety for students, staff, and parents.
- The project will increase access to 170 acres of mixed-use or commercially zoned property, and 56 acres of prime industrial zoned property.
- Installs a shared use path under the BNSF crossing, through the new roundabout, and connecting to a new trailhead facility with restrooms and electric vehicle charging stations; providing a new access point to the Centennial Trail, Spokane River, and future Spokane River Loop Trail.

**About the Area**

The Pines Road/BNSF Grade Separation Project is located in Spokane Valley, WA, population 102,976. The city is the second largest in the greater Spokane region, which is the largest Metropolitan Statistical Area between Seattle and Minneapolis.

In 2018, the Freight Mobility Strategic Investment Board (FMSIB) rated the Pines Road/BNSF crossing as the highest ranked unfunded Tier 1 rail crossing in the state out of 4,171 total crossings, based on freight mobility and safety.

The crossing is adjacent to Pines Road and Trent Avenue (SR 290), which serve 35,000 vehicles per day—including freight connecting to I-90 from Canada and northern Idaho—and provide critical access to several large industrial manufacturing centers.

**Project Funding**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Local Funds</td>
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<td>Federal Funds</td>
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<td>Unfunded Need*</td>
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<tr>
<td>Total Cost</td>
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</table>

*Construction phase only
Safety and Mobility Gains

- Eliminates at-grade crossing, saving 4 hours per day in vehicle wait time (average gate down time) while improving access and air quality for the surrounding area.
- Improves commercial and residential traffic flow.
- Enhances access to I-90 and other main arterials in the Spokane Valley transportation network.
- Increases access to key emergency services located on the south side of the city.

Economic Benefits

The project’s economic impact analysis projects the following economic and tax impacts from the project:

- $1.3 billion in total economic output in Spokane County ($686 million in direct spending)
- 8,719 new jobs supported in Spokane County (4,312 direct job impacts)
- $8.2 million in new general fund taxes to Spokane Valley (25 years at 4%)
- $101.9 million in new general fund taxes to Washington State (25 years at 4%)
- Promotes future expansion of transit service routes through the project limits due to improved service reliability at the new rail undercrossing.

Equity and Environmental Considerations

- The new, grade-separated, shared use path navigates the rail crossing and roundabout, connecting homes, business, and parks, while expanding access to the Centennial Trail and improving bicycle and pedestrian safety.
- Expands jobs and job access in an area of potential disadvantage.
- Improves air quality by reducing delay in an area of potential disadvantage.

Project Supporters

- City of Spokane Valley
- Avista Utilities
- BNSF Railway
- Spokane Regional Transportation Council
- WA State Department of Transportation

Previous Plans and Studies

- Road-Rail Conflicts Study (JTC/FMSIB)
- Spokane Valley Comprehensive Plan
- Spokane Valley TIP
- Horizon 2045: Spokane Metropolitan Transportation Plan (SRTC)
- Bridging the Valley (SRTC)
SOUTH BARKER ROAD CORRIDOR IMPROVEMENTS

PROJECT INFO SHEET

About the Area

The Barker Road corridor parallels the east boundary of Spokane Valley. The road intersects with I-90, providing access to more than 800 acres of industrial property and 220 acres of homes. The area is experiencing rapid industrial growth north of the interstate and expanding residential neighborhoods south of the interstate, in unincorporated Spokane County and the City of Liberty Lake. Barker Road is a key arterial for vehicles accessing I-90 or the east-west Sprague Avenue corridor.

Project Overview

The South Barker Road Corridor Improvements incrementally upgrade Barker Road from Mission Avenue to the southern city limits. As funding is secured, the following elements will be constructed:

• Widen and improve Barker Road to a five-lane urban roadway from Mission Avenue to I-90.
• Widen and improve Barker Road to a five-lane urban roadway from I-90 to Appleway Avenue.
• Widen and improve Barker Road to a three-lane urban roadway from Appleway Avenue to the south city limit.
• Construct new single lane roundabouts at the Barker Road intersections of Sprague, 4th, and 8th Avenues.

The total project cost is $18.8 million.

Project Status: Implementation

• Design: In Progress
• Right-of-Way: In Progress
• Environmental: In Progress

Project Funding

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<th>Description</th>
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*In 2020, the city adopted transportation impact fees. These fees fund only 19% of the needed improvements, the city is actively pursuing all funding options.
SOUTH BARKER ROAD CORRIDOR IMPROVEMENTS

Project Supporters
- City of Spokane Valley
- Greater Spokane Valley Chamber of Commerce
- Spokane County
- Spokane Regional Transportation Council
- WA State Department of Transportation

Previous Plans and Studies
- Spokane Valley Comprehensive Plan
- Spokane Valley TIP
- South Barker Corridor Study

Roadway Reconstruction: Mission Ave to I-90
Cost: $3.1 million

Roadway Reconstruction: I-90 to Appleway Ave
Cost: $6.5 million

Roadway Reconstruction: Appleway Ave to South City Limits
Cost: $3.5 million

Intersection Reconstruction: Barker Rd & Sprague Ave
Cost: $2.2 million

Intersection Reconstruction: Barker Rd & 4th Ave
Cost: $2.0 million

Intersection Reconstruction: Barker Rd & 8th Ave
Cost: $1.5 million
AIRWAY HEIGHTS PROJECTS:
WEST PLAINS CONNECTIONS | DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS | INDUSTRIAL SUBAREA CONNECTIVITY PROJECT

PROJECT INFO SHEET

West Plains Connection

The West Plains Connection is a multimodal corridor improvement project, located in Spokane County’s West Plains region. The project includes safety, mobility, and alternative transportation enhancements to the corridor, which would serve several hundred existing homes. Additional, it would front or provide some level of access to over eight undeveloped or underdeveloped residential and commercial zoned parcels situated north of US 2—two of these parcels are substantial tribal developments.

The project would serve pedestrians, bicyclist, and provide transit users a safe commute option through dedicated multimodal facilities, a slower speed street, appropriate traffic calming, and a route with context sensitive designs. The corridor should improve emergency response times and help preserve personnel recall times of Fairchild Air Force Base.

The total project cost is $25 million.

Downtown Alternative Transportation Improvements

The Downtown Alternative Transportation Improvements project completes several gaps in the city’s pedestrian and bicycle networks. It includes three separate segments:

1. US 2, from Lyons Road to Hayford Road,
2. Lundstrom Street, from US 2 to 12th Street, and
3. King Street, from 8th Street to 12th Street.

These sections represent areas that provide critical alternative transportation routes to major destinations, including the city library, community center, an elementary school, a city park, and the Airway Heights Central Business District.

The total project cost is $880,000.

Industrial Subarea Connectivity Project

The Industrial Subarea Connectivity Project is located south of US2, in an industrial/commercial area that has seen increasing interest in development, yet is limited due to inadequate infrastructure. The project extends and improves Russell Street to areas positioned for new industrial development. This includes paving the roadway to the standard 40 foot width and adding curb, gutter, sidewalk, and drainage facilities; from US 2 to McFarlane Road.

The total project cost is $2.91 million.

ABOUT THE AREA

The City of Airway Heights, population 10,760, is located in the rapidly growing West Plains region of Spokane County. The region is a relatively flat lowland situated west of the City of Spokane. While its boundaries are not clearly defined, the area is generally considered to extend south to Cheney-Spokane Road and SR 904, west to Brooks Road, and just north of Deno and Trails roads.

The region includes areas administered by the cities of Spokane, Airway Heights, Medical Lake, and Cheney; as well Four Lakes, an unincorporated census-designated place. It also includes land belonging to both the Spokane and Kalispel Tribes, and is home to Fairchild Air Force Base and the Spokane International Airport.

The total project cost is $2.91 million.