

# 2024 - 2027

## Transportation

# IMPROVEMENT PROGRAM

**SPOKANE REGIONAL  
TRANSPORTATION COUNCIL**

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# 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

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## TITLE VI NOTICE TO THE PUBLIC

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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@srtc.org](mailto:mredlinger@srtc.org) or by visiting the SRTC Title VI and Environmental Justice page at: <https://www.srtc.org/about-srtc/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 Complaint Form, please go to <https://www.srtc.org/about-srtc/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@srtc.org](mailto:mredlinger@srtc.org) or [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org) at least 48 hours in advance.

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RESOLUTION  
of the BOARD of DIRECTORS of the  
SPOKANE REGIONAL TRANSPORTATION COUNCIL  
R-23-27

**APPROVING THE 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS, each Metropolitan Planning Organization (MPO) is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP) of transportation facilities, programs, and services to be completed in the metropolitan area; and

WHEREAS, 49 U.S.C. 5303(i) requires MPOs to develop a long-range intermodal, multimodal, and financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) serves as the MPO for the Spokane Metropolitan Planning Area (SMPA); and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, Horizon 2045 is the Metropolitan Transportation Plan (MTP) for the SMPA and the Regional Transportation Plan (RTP) for Spokane County; and

WHEREAS, Horizon 2045 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 2045 has been determined to conform with Air Quality Plans; and

WHEREAS, Horizon 2045 has been approved by the SRTC Board; and

WHEREAS, the 2024-2027 TIP has been developed on the contents, goals and objectives of Horizon 2045; and

WHEREAS, the 2024-2027 TIP is consistent with Horizon 2045; and

WHEREAS, the 2024-2027 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), Spokane Transit Authority (STA), and with input from various groups and members of the general public; and

WHEREAS, the draft 2024-2027 TIP document was made available for public review and provided a 30 day comment period; and

WHEREAS, the SRTC Board is responsible for approval of the TIP and 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; and

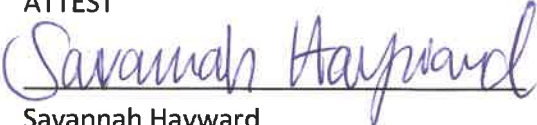
WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2024-2027 TIP.

NOW THEREFORE, BE IT RESOLVED by the SRTC Board that:

- 1. The 2024-2027 TIP for the SMPA is hereby approved.
- 2. The 2024-2027 TIP for the SMPA is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM10 maintenance areas.
- 3. The Executive Director of SRTC is authorized to finalize and publish the 2024-2027 TIP and submit to 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 12<sup>th</sup> day of October 2023 by the Spokane Regional Transportation Council Board of Directors.

ATTEST



Savannah Hayward  
Interim Clerk of the Board

  
Betsy Wilkerson, Council Member, City of Spokane  
Chair, SRTC Board of Directors

**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 23 CFR 450, Subpart C;
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. 23 U.S.C 101 note 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, and 38;
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).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

**MPO**

  
Signature

Lois Bollenback  
Printed Name

EXECUTIVE DIRECTOR  
Title

8/22/2023  
Date

**WSDOT**

  
Signature

Anna Ragaza-Bourassa  
Printed Name

Senior Tribal & Regional Transportation Planner  
Title

8/28/23  
Date

## INTRODUCTION

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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 2045.

### 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: Kalispel Tribe of Indians, Spokane Tribe of Indians, Washington State Department of Transportation (WSDOT), Washington State Transportation Commission (WSTC), Spokane Transit Authority (STA), a transportation private sector representative (major employer representative), a rail/freight representative and the Chairs of SRTC's Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC).

SRTC member agencies include all local jurisdictions and Tribes 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. 49 U.S.C. 5303(j) 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 6 years (RCW 47.80.023(5)), . 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 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 2024-2027 TIP development. Documentation from the meetings is posted on the posted to the SRTC website and social media platforms, an SRTC website, [www.srtc.org](http://www.srtc.org).

To review and discuss the 2024-2027 TIP, a hybrid in-person/online public meeting will be held on Thursday, September 21 from 12:00pm-1:00pm. Staff from several member agencies will present project information and answer questions about projects in the TIP. The public meeting will be 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, sent directly to an email distribution list of interested parties. The draft TIP document was posted to SRTC’s website and shared to social media platforms to provide an opportunity for public review of the document.

The 30-day public comment period for the document will run from 09/01/2023 to 09/30/2023. Public comments received during the comment period will be compiled and addressed in Appendix G. SRTC will coordinate 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 2045 was approved by the SRTC Board of Directors in December 2021. This plan 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 2045. The next scheduled update of the MTP will be in 2025.

### ***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 network identifies congested corridors whose performance is monitored annually. Congestion management strategies are identified for the network's "Tier 1" corridors, which have regional importance and significant congestion. Strategies are tailored for each corridor individually and include a variety of travel demand, operational, freight, and capacity solutions. The CMP emphasizes implementing lower-cost strategies first.

Projects that include CMP strategies score higher in SRTC's competitive Call for Projects. Congestion-related criteria were 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 projects on the CMP network; it pertains to all regionally significant projects in the TIP.

SRTC is currently updating the CMP to incorporate new data and refresh its strategies to align with more recent SRTC planning efforts. This will include evaluating the CMP's current integration with the TIP and SRTC Calls for Projects.

### ***Air Quality Conformity***

On 08/29/2005 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 08/30/2005, 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 05/12/2016 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 2045 is less than the 3.1% rate assumed in the PM<sub>10</sub> LMP, Horizon 2045 and the 2024-2027 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 2024-2027 TIP are consistent with Horizon 2045, 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. The mandatory vehicle inspection and maintenance (I&M) program was the predominant CO transportation contingency measure for Spokane County. The program ended on 12/31/2019 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***

After SRTC Board approval, the Safe and Complete Streets Policy went into effect in 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.

SRTC conducted a call for preservation projects in 2023 and awarded \$9 million to improve NHS pavement conditions around the Spokane region. This TIP includes investments for safety, bridge and pavement preservation projects that support SRTC's effort to meet the adopted statewide performance management targets. Additionally 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 06/14/2018 (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 03/11/2021.

**2023-2026 TIP ACCOMPLISHMENTS**

**Status of Major Projects**

Below is a list of Projects from the preceding TIP (2023-2026) that have been implemented or have obligated funding.

Table 1. Completed Projects (fully obligated)

Agency	Project Title	Agency	Project Title
Airway Heights	SR 2 Pedestrian & Multi-Modal	Spokane County	2019 Stop Sign Safety
Deer Park	Crawford/Colville Roundabout @ N Colville Av	Spokane County	2021 Horizontal Curve Signing & Delineation
Spokane	Shaw Middle School – Garland Ave Pathway	Spokane County	Frideger Rd Bridge
Spokane	Centennial Trail Gap, Summit Blvd to Pettet Dr	Spokane County	Brooks Road RR Crossing
Spokane	Driscoll/Alberta/Cochran & Finch Elementary	Spokane County	Little Spokane Connection Rd Separated Pathway
Spokane	Division Street Pedestrian Hybrid Beacons	Spokane Transit	FTA Transfer: Division St BRT Project Development
Spokane	Maple Street Bridge	Spokane Valley	S Sullivan Road
Spokane	Spokane Street Preservation – North	Spokane Valley	Broadway at I-90 Preservation
Spokane	Maple & Ash Chip Seal	Spokane Valley	Barker Rd at UPRR Crossing
Spokane County	Bigelow Gulch Rd – Project 2	Spokane Valley	Pines/Mission Intersection
Spokane County	2019 Guardrail Safety		

**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 2023 program year, the annual listing will be published no later than 3/31/24. 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

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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. However, due to a large decrease in Federal obligation authority and significant Move Ahead Washington commitments in 2023, the 2022 allocations for STBG and CMAQ funding have been assumed for 2024-2027. 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's annual operating maintenance spending for fixed route, vanpool, and paratransit services increased in 2022 and 2023. STA saw a 16.4% increase in its operating expenses between 2021 and 2022 and an increase of 19% in its operating expenses between 2022 and 2023. Both increases can be contributed to additional services and expenses related to the 10-year Moving Forward Plan.

## PROJECT SELECTION

In order to meet federal requirements, all federal projects programmed in the 2024-2027 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 the 2024-2027 TIP Fiscal Constraint Summary on the following page. For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.

Spokane Regional Transportation Council (SRTC)  
**2024–27 Regional TIP (RTIP) Fiscal Constraint Summary**

Fund Source	Fund Distribution	Fund Type	Year	Starting Balance (carryover)	Annual Allocation	Available Revenue	Total Amount Programmed	Ending Balance (carryover)
Federal	Regional Allocations	STBG Regional (UL, US, R)	2024	(3,041,401)	8,742,247	5,700,846	6,526,322	(825,476)
			2025	(825,476)	8,742,247	7,916,771	7,822,039	94,732
			2026	94,732	8,742,247	8,836,979	6,696,724	2,140,255
			2027	2,140,255	8,742,247	10,882,502	4,698,802	6,183,700
		TA Set-Aside (UL, US, R)	2024	518,594	959,960	1,478,554	180,000	1,298,554
			2025	1,298,554	959,960	2,258,514	512,725	1,745,789
			2026	1,745,789	959,960	2,705,749	334,208	2,371,541
			2027	2,371,541	959,960	3,331,501	2,808,121	523,380
		CMAQ	2024	1,805,896	3,593,475	5,399,371	3,808,305	1,591,066
			2025	1,591,066	3,593,475	5,184,541	3,935,641	1,248,900
			2026	1,248,900	3,593,475	4,842,375	3,209,642	1,632,733
			2027	1,632,733	3,593,475	5,226,208	1,975,000	3,251,208
		CRP (UL, US, R)	2024	947,115	853,175	1,800,290	-	1,800,290
			2025	1,800,290	853,175	2,653,465	-	2,653,465
			2026	2,653,465	853,175	3,506,640	2,291,720	1,214,920
			2027	1,214,920	853,175	2,068,095	-	2,068,095
		CRRSAA (UL, US, R)	2024	407,624	-	407,624	-	407,624
			2025	407,624	-	407,624	-	407,624
			2026	407,624	-	407,624	-	407,624
			2027	407,624	-	407,624	-	407,624
		HIP Regional (UL, US, R)	2024	347,746	-	347,746	347,746	-
			2025	-	-	-	-	-
			2026	-	-	-	-	-
			2027	-	-	-	-	-
		FTA 5307	2024	-	10,900,000	10,900,000	10,900,000	-
			2025	-	11,000,000	11,000,000	11,000,000	-
			2026	-	11,100,000	11,100,000	11,100,000	-
			2027	-	-	-	-	-
		FTA 5309	2024	-	-	-	-	-
			2025	-	-	-	-	-
			2026	-	-	-	-	-
			2027	-	-	-	-	-
		FTA 5310	2024	-	1,242,661	1,242,661	1,242,661	-
			2025	-	639,671	639,671	639,671	-
			2026	-	652,218	652,218	652,218	-
			2027	-	-	-	-	-
		FTA 5339	2024	-	1,014,452	1,014,452	1,014,452	-
			2025	-	1,065,175	1,065,175	1,065,175	-
			2026	-	1,118,434	1,118,434	1,118,434	-
			2027	-	-	-	-	-
	State Allocations to Local Projects	HSIP	2024	-	714,400	714,400	714,400	-
			2025	-	3,499,300	3,499,300	3,499,300	-
			2026	-	-	-	-	-
			2027	-	-	-	-	-
		SRTS	2024	-	207,888	207,888	207,888	-
			2025	-	1,457,914	1,457,914	1,457,914	-
			2026	-	-	-	-	-
			2027	-	-	-	-	-
		NHFP	2024	-	4,057,586	4,057,586	4,057,586	-
			2025	-	-	-	-	-
			2026	-	-	-	-	-
			2027	-	-	-	-	-
BR		2024	-	5,836,901	5,836,901	5,836,901	-	
		2025	-	1,629,000	1,629,000	1,629,000	-	
		2026	-	-	-	-	-	
		2027	-	-	-	-	-	
NHPP		2024	-	6,117,784	6,117,784	6,117,784	-	
		2025	-	-	-	-	-	
		2026	-	-	-	-	-	
		2027	-	-	-	-	-	
State Allocations to State Projects	STBG	2024	-	2,115,267	2,115,267	2,115,267	-	
		2025	-	680,495	680,495	680,495	-	
		2026	-	481,768	481,768	481,768	-	
		2027	-	806,442	806,442	806,442	-	
	HSIP	2024	-	-	-	-	-	
		2025	-	-	-	-	-	
		2026	-	-	-	-	-	
		2027	-	-	-	-	-	
	BR	2024	-	-	-	-	-	
		2025	-	1,632,279	1,632,279	1,632,279	-	
		2026	-	5,150,880	5,150,880	5,150,880	-	
		2027	-	-	-	-	-	
NHPP	2024	-	1,800,795	1,800,795	1,800,795	-		
	2025	-	1,549,858	1,549,858	1,549,858	-		
	2026	-	3,193,226	3,193,226	3,193,226	-		
	2027	-	14,543,815	14,543,815	14,543,815	-		
Discretionary Programs	DEMO, BUILD, RAISE	2024	-	34,320,887	34,320,887	34,320,887	-	
		2025	-	4,972,500	4,972,500	4,972,500	-	
		2026	-	-	-	-	-	
		2027	-	-	-	-	-	
State	Local Projects	TIB, FMSIB, CRAB, CWA, OTHER	2024	-	4,030,000	4,030,000	4,030,000	-
			2025	-	9,100,000	9,100,000	9,100,000	-
			2026	-	10,050,000	10,050,000	10,050,000	-
			2027	-	3,000,000	3,000,000	3,000,000	-
State	State Projects	State (includes CWA)	2024	-	583,944,468	583,944,468	583,944,468	-
			2025	-	2,148,750	2,148,750	2,148,750	-
			2026	-	679,183	679,183	679,183	-
			2027	-	789,663	789,663	789,663	-
Local	Local Projects	Local (includes match)	2024	-	15,240,556	15,240,556	15,240,556	-
			2025	-	14,279,791	14,279,791	14,279,791	-
			2026	-	11,002,064	11,002,064	11,002,064	-
			2027	-	5,777,633	5,777,633	5,777,633	-
				<b>TOTAL</b>	<b>869,314,346</b>	<b>838,690,699</b>		



## SPOKANE TRANSIT AUTHORITY FINANCIAL CAPABILITY

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, 01/30/2002, 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 2021. STA's adopted 2022 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 2022 of \$24.9 million.

Sales tax is STA's primary dedicated source of local revenue. In November 2016, voters approved a 2/10% increase in STA's sales tax rate with 1/10% implemented in April 2017 and another 1/10% implemented in April 2019. Sales tax revenues can be unpredictable. STA has 1/10% 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 new fare structure was implemented October 2022 to adopt zero-fare for youth, implementation of new reduced fare categories and introduction of fare capping.
4. The Capital Program will be funded as contained in the Transit Development Plan for 2024 through 2029.
5. STA currently uses 8/10ths of 1% of the local sales tax. The statutory maximum rate of sales tax collection for public transportation is 9/10ths of 1% (RCW 82.14.045).

STA's 2023 budgeted farebox recovery objectives include recovering ridership-post pandemic, introduction of new service where added costs precede added ridership, and the introduction of fare capping, zero youth fare and new reduced fare programs that attract riders.

# 2024-2027 TIP PROJECTS

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## OVERVIEW

The remainder of this document details the 2024-2027 projects that are regionally significant and/or are federally funded.

### *New Projects*

There are 75 projects programmed in the TIP for the years 2024-2027. The majority of these are active projects that were included in the previous TIP. Eight projects are new to the 2024-2027 TIP and are listed in Table 2 below.

Table 2. New Projects in the 2024-2027 TIP

Agency	Project Name
Airway Heights	South Hayford Rd Preservation
Fairfield	Railroad Ave Rehabilitation
Liberty Lake	Mission Avenue Overlay-E Country Vista Dr to N Molter Dr
Spokane County	Coulee Hite Railroad Safety Project
Spokane County	Deer Park – Milan Rd Preservation
Spokane Transit	Argonne Station Park and Ride
Spokane Valley	Sullivan Preservation – Spokane River to Kiernan
Spokane Valley	Sprague Preservation at SR27

## 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. 2024-2027 Projects by Project Type

Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program
Active Transportation	8	11%	32,044,316	4%
Bridge	12	16%	34,778,477	4%
High Performance Transit	1	1%	5,401,000	1%
Planning	2	3%	2,678,035	0%
Preservation	14	19%	30,406,137	4%
Rail/Highway Crossing	2	3%	44,761,208	5%
Reconstruction	4	5%	13,420,330	2%
Roadway Capital	2	3%	5,718,960	1%
Roadway Capital - NSC	3	4%	583,719,048	70%
Safety & Security	8	11%	5,887,825	1%
Transit	6	8%	67,871,173	8%
TDM	1	1%	1,296,632	0%
TSMO	12	16%	10,707,558	1%
<b>TOTAL</b>	<b>75</b>	<b>100%</b>	<b>838,690,699</b>	<b>100%</b>

## DOCUMENT ORGANIZATION

### Program Summary

The list of planned projects for 2024-2027 is detailed in the Program Summary, starting on page [page #]. 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

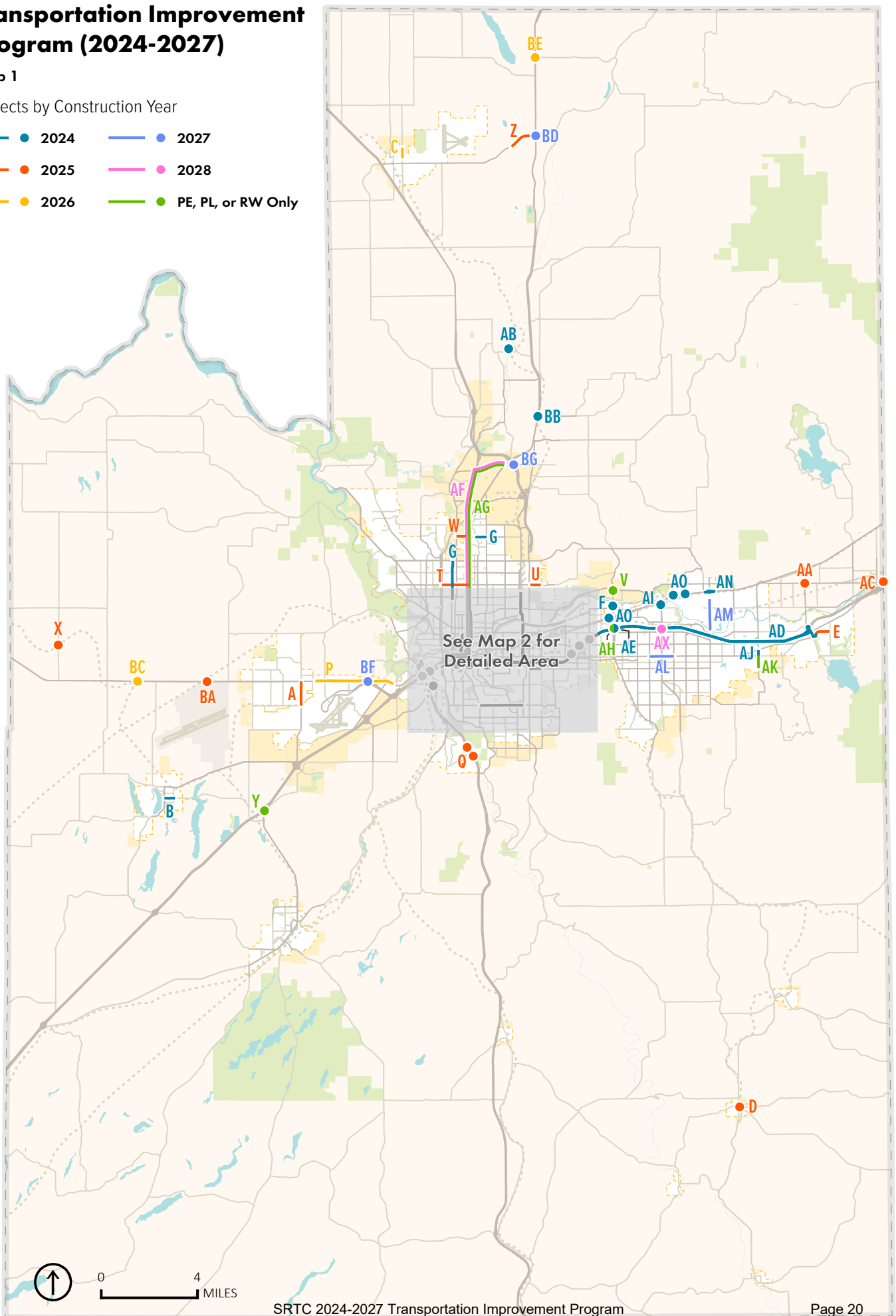
The official TIP information for each project, submitted to WSDOT by the project sponsor, is included in the Washington State TIP (STIP) project pages, see Appendix E.

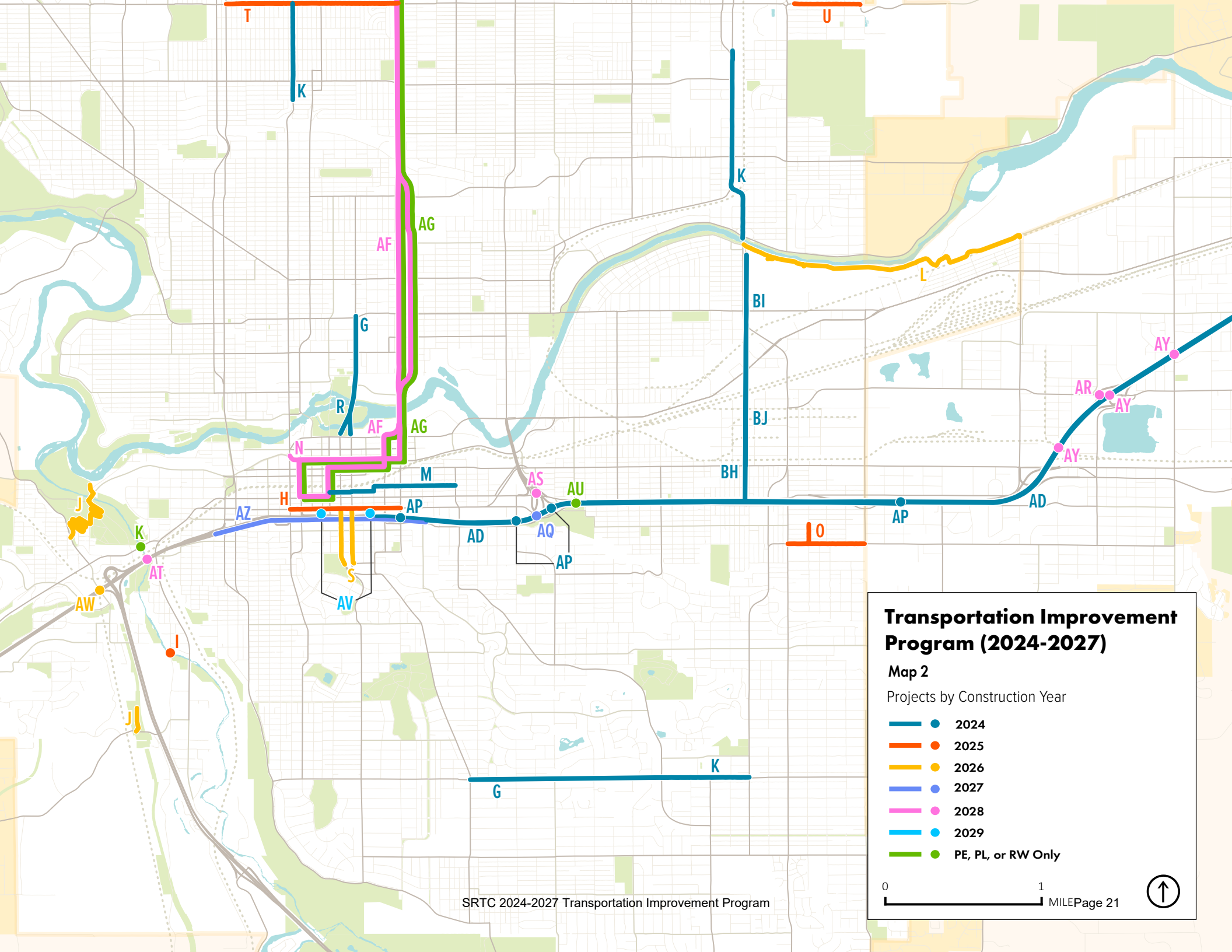


# Transportation Improvement Program (2024-2027)

Map 1

Projects by Construction Year



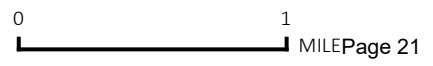


## Transportation Improvement Program (2024-2027)

### Map 2

Projects by Construction Year

- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- PE, PL, or RW Only



**Transportation Improvement Program  
2024-2027**

Spokane Regional Transportation Council

Projects

	Project Title	Project Type	Agency	Construction Year
A	South Hayford Road Preservation	Preservation	Airway Heights	2025
B	Lake St ADA Upgrades	Active Transportation	Medical Lake	2024
C	N. Colville Reconstruction	Reconstruction	Deer Park	2026
D	Railroad Ave Rehabilitation	Preservation	Fairfield	2025
E	Mission Avenue Overlay-E Country Vista Dr to N Molter Dr	Preservation	Liberty Lake	2025
F	Argonne Road, Empire to Liberty Congestion Relief	TSMO	Millwood	2024
G	29th / Washington / Monroe	Preservation	Spokane	2024
H	3rd Ave - Monroe to Division Grind & Overlay	Preservation	Spokane	2025
I	Chestnut St. Bridge	Bridge	Spokane	2025
J	Fish Lake Trail Connection to Centennial Trail Phase 1	Active Transportation	Spokane	2026
K	Market / Monroe / 29th	Preservation	Spokane	2024
L	Millwood Trail - Children of the Sun Trail to Fancher	Active Transportation	Spokane	2026
M	Pacific Avenue Greenway	Active Transportation	Spokane	2024
N	Riverside Avenue - Wall to Monroe	Preservation	Spokane	2028
O	Scott Elementary Sidewalk	Active Transportation	Spokane	2025
P	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Active Transportation	Spokane	2026
Q	US 195 / Meadowlane	Safety & Security	Spokane	2025
R	Washington St. South, Washington St. North Channel and Stevens St. Bridge Deck Repair	Bridge	Spokane	2024
S	Washington/Stevens – 3rd Ave to 8th/9th Ave Grind & Overlay	Preservation	Spokane	2026
T	Wellesley Ave - Maple to Division Chip Seal	Preservation	Spokane	2025
U	Wellesley Ave. - Freya to Havana	Reconstruction	Spokane	2025
V	Argonne Road and Upriver Drive Intersection Improvement	Safety & Security	Spokane County	PE, PL, or RW Only
W	Cascade Way Reconstruction-Wall to Normandie	Preservation	Spokane County	2025
X	Coulee Hite Railroad Safety Project	Safety & Security	Spokane County	2025
Y	Craig Rd & I-90 Four Lakes Connection Planning Study	Planning	Spokane County	PE, PL, or RW Only
Z	Deer Park - Milan Rd Preservation	Preservation	Spokane County	2025
AA	Harvard Road Reconstruction Phase 2	Reconstruction	Spokane County	2025

## Transportation Improvement Program 2024-2027

Spokane Regional Transportation Council

### Projects

	Project Title	Project Type	Agency	Construction Year
AB	Little Spokane Drive Bridge No.3704 Replacement	Bridge	Spokane County	2024
AC	Wellesley Ave and Appleway Ave Roundabout	TSMO	Spokane County	2025
AD	I90/Valley HPT Line Park & Ride Construction	High Performance Transit	Spokane Transit	2024
AE	Argonne Station Park and Ride	Transit	Spokane Transit	2024
AF	Division Line: Division BRT Construction and Implementation	Transit	Spokane Transit	2028
AG	Division St BRT Project Development	Transit	Spokane Transit	PE, PL, or RW Only
AH	Argonne I-90 Bridge (PE Only)	Bridge	Spokane Valley	PE, PL, or RW Only
AI	Pines Road/BNSF Grade Separation	Rail/Highway Crossing	Spokane Valley	2024
AJ	S. Barker Rd. (Appleway-Sprague)	Roadway Capital	Spokane Valley	2024
AK	S. Barker Rd. ROW Acquisition	Roadway Capital	Spokane Valley	PE, PL, or RW Only
AL	Sprague Preservation at SR 27	Preservation	Spokane Valley	2027
AM	Sullivan Preservation - Spokane River to Kiernan	Preservation	Spokane Valley	2027
AN	Sullivan/Trent Interchange	Rail/Highway Crossing	Spokane Valley	2024
AO	Trent Ave Access Control Safety Improvements	Safety & Security	Spokane Valley	2024
AP	I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds	TSMO	WSDOT - EAST	2024
AQ	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation	Bridge	WSDOT - EAST	2027
AR	I-90/Broadway Interchange West - Signal Replacement	TSMO	WSDOT - EAST	2028
AS	I-90/Hamilton St EB Off-Ramp - Bridge Deck Repair	Bridge	WSDOT - EAST	2028
AT	I-90/Latah Creek Crossing - Bridge Rehab	Bridge	WSDOT - EAST	2028
AU	I-90/Liberty Park Land Bridge	Active Transportation	WSDOT - EAST	PE, PL, or RW Only
AV	I-90/Lincoln, Brown WB Ramps - Bridge Deck Rehab/Expansion Joint Repair	Bridge	WSDOT - EAST	2029
AW	I-90/Lindeke St Crossing - Bridge Deck Repair	Bridge	WSDOT - EAST	2026
AX	I-90/Pines Interchange South - Signal Replacement	TSMO	WSDOT - EAST	2028
AY	I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair	Reconstruction	WSDOT - EAST	2028
AZ	I-90/Spokane Viaduct Bridge Deck Rehab	Bridge	WSDOT - EAST	2027
BA	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements	TSMO	WSDOT - EAST	2025
BB	US 2/Day Mt. Spokane - Signal Replacement	TSMO	WSDOT - EAST	2024



## Transportation Improvement Program 2024-2027

Spokane Regional Transportation Council

### Projects

	Project Title	Project Type	Agency	Construction Year
BC	US 2/Deep Ck Crossing - Bridge Repair	Bridge	WSDOT - EAST	2026
BD	US 2/Deer Park & Milan Rd - Roundabout Conversion	TSMO	WSDOT - EAST	2027
BE	US 2/Elk Bridges Rd - Flasher Replacement	Safety & Security	WSDOT - EAST	2026
BF	US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair	Bridge	WSDOT - EAST	2027
BG	US 395/Hastings Rd - Signal Rebuild	TSMO	WSDOT - EAST	2027
BH	US 395/NSC I-90 to Sprague Ave	Roadway Capital - NSC	WSDOT - EAST	2024
BI	US 395/NSC Sprague Ave to Spokane River - Stage 2	Roadway Capital - NSC	WSDOT - EAST	2024
BJ	US 395/NSC Sprague Ave to Spokane River - Stage 3	Roadway Capital - NSC	WSDOT - EAST	2024
BK	<i>Arterial Pedestrian Hybrid Beacons</i>	<i>Active Transportation</i>	<i>Spokane</i>	<i>2025</i>
BL	<i>Commute Trip Reduction 2024-2026</i>	<i>TDM</i>	<i>Spokane County</i>	<i>Other</i>
BM	<i>Fixed Route Bus Purchase (5339)</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BN	<i>Preventive Maintenance</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BO	<i>Section 5310 Funding for Seniors and People with Disabilities</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BP	<i>Spokane Valley Citywide Signal Backplates</i>	<i>Safety &amp; Security</i>	<i>Spokane Valley</i>	<i>Other</i>
BQ	<i>2026 Metropolitan Transportation Planning</i>	<i>Planning</i>	<i>SRTC</i>	<i>Other</i>
BR	<i>2024-2026 SRTMC Operations</i>	<i>TSMO</i>	<i>WSDOT - EAST</i>	<i>Other</i>
BS	<i>Asphalt/Chip Seal Preservation Spokane Regional Transportation Council</i>	<i>Preservation</i>	<i>WSDOT - EAST</i>	<i>2025</i>
BT	<i>Eastern Region - TMC Equipment Replacement</i>	<i>TSMO</i>	<i>WSDOT - EAST</i>	<i>2024</i>
BU	<i>Eastern Region Major Electrical Rehabilitation - RWIS Rebuild</i>	<i>TSMO</i>	<i>WSDOT - EAST</i>	<i>2025</i>
BV	<i>I-90/Guardrail Basic Safety - Rehabilitation</i>	<i>Safety &amp; Security</i>	<i>WSDOT - EAST</i>	<i>2025</i>
BW	<i>US 195/Guardrail Basic Safety - Rehabilitation</i>	<i>Safety &amp; Security</i>	<i>WSDOT - EAST</i>	<i>2027</i>

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

# APPENDIX A

## SRTC INFORMATION

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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.

### Member Jurisdictions, Tribes, and Agencies

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 Medical Lake	Spokane Tribe of Indians	WSDOT-Eastern Region
City of Millwood	Town of Fairfield	WA State Transportation Commission
City of Spokane		

### 2023 SRTC Board of Directors

<u>Jurisdiction</u>	<u>Name of Representative</u>
City of Spokane	<b>Betsy Wilkerson</b> , Council Member (Chair)
Spokane County	<b>Al French</b> , Commissioner (Vice Chair)
City of Airway Heights	<b>Jennifer Morton</b> , Council Member
City of Cheney	<b>Paul Schmidt</b> , Council Member
City of Deer Park	<b>Dee Cragun</b> , Council Member
City of Medical Lake	<b>Mayor Terri Cooper</b>
City of Millwood	<b>Mayor Kevin Freeman</b>
City of Liberty Lake	<b>Mayor Cris Kaminskas</b>
City of Spokane	<b>Zack Zappone</b> , Council Member
City of Spokane Valley	<b>Mayor Pam Haley</b>
City of Spokane Valley	<b>Rod Higgins</b> , Council Member
Kalispel Tribe of Indians	<b>Daniel Clark</b>
Major Employer Representative	<b>Doug Yost</b>
Rail/Freight Representative	<b>Matt Ewers</b>
Small Towns Representative	<b>Micki Harnois</b> , Town of Rockford Council Member
Spokane County	<b>Mary Kuney</b> , Commissioner
Spokane Transit Authority	<b>E Susan Meyer</b> , CEO
Spokane Tribe of Indians	<b>Tiger Peone</b> , Council Member
WSDOT-Eastern Region	<b>Todd Trepanier</b> , Regional Administrator
WA State Transportation Commission	<b>Kelly Fukai</b> , Commissioner
Transp. Advisory Committee Chair	<b>Kim Zentz</b>
Transp. Technical Committee Chair	<b>Charlene Kay</b> , WSDOT-Eastern Region

## 2023 Transportation Technical Committee (TTC)

<u>Jurisdiction</u>	<u>Name of Representative</u>
WSDOT-Eastern Region	<b>Char Kay</b> (Chair)
City of Airway Heights	<b>Heather Trautman</b> (Vice Chair)
City of Cheney	<b>Brett Lucas</b>
City of Liberty Lake	<b>Lisa Key</b>
City of Medical Lake (Small Cities/Towns Rep.)	<b>Sonny Weathers</b>
City of Spokane	<b>Inga Note</b>
City of Spokane	<b>Kevin Picanco</b>
City of Spokane	<b>Colin Quinn-Hurst</b>
City of Spokane Valley	<b>Adam Jackson</b>
City of Spokane Valley	<b>Jerremy Clark</b>
Kalispel Tribe of Indians	<b>Julia Whitford</b>
Spokane County	<b>Brandi Colyar</b>
Spokane County	<b>Barry Greene</b>
Spokane County	<b>Jami Hayes</b>
Spokane Regional Clean Air Agency	<b>April Westby</b>
Spokane Regional Health District	<b>Samantha Hennesy</b>
Spokane Tribe of Indians	<b>Maria Cullooyah</b>
Spokane Transit Authority	<b>Karl Otterstrom</b>
Spokane Transit Authority	<b>Matt Kenney</b>
WSDOT-Eastern Region	<b>Glenn Wagemann</b>
WSDOT-Eastern Region	<b>Mike Pea</b>

## 2023 Transportation Advisory Committee (TAC)

<b>Kim Zentz</b> (Chair)	<b>Liz Hall</b>	<b>Bill White</b>
<b>Charlie Wolff</b> (Vice Chair)	<b>Charles Hansen</b>	<b>Todd Williams</b>
<b>Raychel Callary</b>	<b>Carlie Hoffman</b>	<b>Rhonda Young</b>
<b>Todd Coleman</b>	<b>Paul Vose</b>	<b>Claudine Zender</b>

# APPENDIX B

## AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

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### 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 MODIFICATION

*Administrative Modification* is defined as 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 regulations laid out in federal rule 23 CFR Part 49.105. These requirements give flexibility to SRTC to either agree to plan and program projects in support of Washington State Department of Transportation's (WSDOT) statewide performance measure targets or to establish quantitative targets for the MPO planning area. depending on the performance measure, 180 days after WSDOT or the public provider of transportation in our region (Intercity Transit) develops performance measure targets.

Since 2018 SRTC has 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 2023
Number of Fatalities	<b>575.4</b>	<b>447.5</b>
Rate of Fatalities	<b>0.974</b>	<b>0.757</b>
Number of Serious Injuries	<b>2412.6</b>	<b>1876.5</b>
Rate of Serious Injuries	<b>4.087</b>	<b>3.178</b>
Number of Fatalities & Serious Injuries for Non-Motorized transportation	<b>594.0</b>	<b>462.0</b>

*The SRTC Board supported using statewide safety targets on 02/09/2023*

## Performance Measure 2: Bridge and Pavement Targets

Bridge Condition-Statewide	Baseline Data	4-year Target (2025)
Percent of NHS Bridges in good condition (weighted by deck area)	<b>32.8%</b>	<b>30%</b>
Percent of NHS Bridges in poor condition (weighted by deck area)	<b>8.8%</b>	<b>10%</b>

*Supported by the SRTC Board on 4/13/2023*

Pavement Condition-Statewide	Baseline Data	4-year Target (2025)
Percent of Interstate pavement on the NHS in good condition	<b>46%</b>	<b>30%</b>
Percent of Interstate pavement on the NHS in poor condition	<b>1.9%</b>	<b>4%</b>
Percent of Non-Interstate pavement on the NHS in good condition	<b>46.8%</b>	<b>45%</b>
Percent of Non-Interstate pavement on the NHS in poor condition	<b>4.2%</b>	<b>5%</b>

*Supported by the SRTC Board on 4/13/2023*

## Performance Measure 3: System Performance, Freight and CMAQ Targets

Highway System Performance (congestion)	Baseline Data	4-year Target (2025)
% of person-miles traveled on the Interstate System that are reliable	<b>82.4%</b>	<b>72.5%</b>
% of person-miles traveled on the Non-Interstate System that are reliable	<b>87.8%</b>	<b>88.4%</b>
Truck Travel Time Reliability (TTTR) index	<b>1.49</b>	<b>1.53</b>
Carbon Monoxide (CO kg/day)	<b>1046.94</b>	<b>27.16</b>
Particulate Matter < 10 microns PM10 (kg/day)	<b>0</b>	<b>0</b>

*Supported by the SRTC Board on 5/11/2023*

## Public Transit Safety Performance

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*

Link to 2022 STA Transit Asset Management Plan: [Public Transit Asset Management Targets](#)

## 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 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 03/11/2021 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. Key Performance Indicators (KPIs) are established to indicate whether the Agency is achieving its safety objectives and performance targets.

### 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 results from transit operations to meet or exceed the acceptable level of safety performance.

Category	Objective	Metrics (KPIs)	Baseline	Target
<b>Fixed Route Preventable Vehicle Accident Frequency Rate</b>	Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.6	0.08 or less
<b>Paratransit Preventable Vehicle Accident Frequency Rate</b>	Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.13	0.1 or less
<b>Fixed Route Preventable Passenger Injury Accidents</b>	Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0
<b>Paratransit Preventable Passenger Injury Accidents</b>	Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0
<b>Fixed Route Safety Events</b>	Reduce the number of events per year	Total number of events per year	316	310
<b>Paratransit Safety Events</b>	Reduce the number of safety events per year	Number of safety events per year	54	50
<b>Employee Injury Accidents</b>	Reduce the frequency of employee injuries	Number of employee injuries per 1000 hours	.05	.07
<b>Employee Injury Severity</b>	Reduce employee time loss due to injury or illness	Number of days lost per 1,000 hours	.03	.04
<b>Facility Safety Inspections</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

### 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.

Category	Objective	Metrics (KPIs)	Baseline	Target
<b>Safety Training</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%
<b>Safety Training</b>	Annual Advanced Training completed by all Fixed Route, Paratransit, and Maintenance	Percentage of employees who complete Advanced training	100%	100%



**Safety Goal 3 – Safety Management Systems to Foster a Robust Safety Culture**

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

Category	Objective	Metrics (KPIs)	Baseline	Target
<b>Fixed Route Road Calls</b>	Reduce the number of Fixed Route Road Calls	Number of miles between road calls	6,722 miles	7,500 miles
<b>Paratransit Road Calls</b>	Reduce the number of Paratransit Road Calls	Number of miles between road calls	67,537 miles	75,000 miles
<b>Facilities Preventive (Safety) Inspections &amp; Repairs</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

# APPENDIX D

## FEDERAL, STATE AND LOCAL REVENUES

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### FEDERAL REVENUES

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law which 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)].

**Carbon Reduction Program (CRP):** Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

**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 REVENUES

**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 REVENUES

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**

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Washington State S. T. I. P.  
2024 to 2027  
(Project Funds to Nearest Dollar)  
totals for years 2024 thru 2027

Report Date - October 05, 2023

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
Environmental 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.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 5, 2023

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.
05			WA-15468	06	1.000	CE	No	US 2	West McFarlane Road	1,271,700	

South Hayford Road Preservation

Mill and overlay along South Hayford Road

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Federal Funds			
PE	2024		STBG(UL)		184,431	0	27,519	211,950
CN	2025		STBG(UL)		666,019	0	393,731	1,059,750
<b>Project Totals</b>					<b>850,450</b>	<b>0</b>	<b>421,250</b>	<b>1,271,700</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	211,950	0	0	0	0
CN	0	1,059,750	0	0	0
<b>Totals</b>	<b>211,950</b>	<b>1,059,750</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Airway Heights</b>	<b>850,450</b>	<b>0</b>	<b>421,250</b>	<b>1,271,700</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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.
05			WA-14691	04	0.440	CE	No	Third Street	N. City Limits	3,745,338	

N. Colville Reconstruction

Full roadway reconstruction and widening of driving surface, bike lane and on street parking, sidewalks to ADA Standards, storm water disposal upgrades and street lighting improvements.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Federal Funds			
RW	2025		STBG(R)		43,250	0	6,750	50,000
CN	2026		STBG(R)		1,459,103	0	1,930,285	3,389,388
<b>Project Totals</b>					<b>1,502,353</b>	<b>0</b>	<b>1,937,035</b>	<b>3,439,388</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	0	3,389,388	0	0	0
<b>Totals</b>	<b>50,000</b>	<b>3,389,388</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Deer Park	Federal Funds		State Funds	Local Funds	Total
	Fund Code	Federal Funds			
		1,502,353	0	1,937,035	3,439,388

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**County:** Spokane

**Agency:** Fairfield

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-15469	06	0.110	CE	No	Ticknor St	Main St	304,650	

Railroad Ave Rehabilitation

Patching rehab and grind and overlay of Railroad Ave between Ticknor St and Main St. ADA curb ramps to be replaced. Use Toll Credits as local match.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(R)	69,650		0	0	69,650
CN	2025		STBG(R)	225,850		0	9,150	235,000
<b>Project Totals</b>				<b>295,500</b>		<b>0</b>	<b>9,150</b>	<b>304,650</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	69,650	0	0	0	0
CN	0	235,000	0	0	0
<b>Totals</b>	<b>69,650</b>	<b>235,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Fairfield</b>	<b>295,500</b>	<b>0</b>	<b>9,150</b>	<b>304,650</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**County:** Spokane

**Agency:** Liberty Lake

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-15424	05	0.700	CE	No	E Country Vista Dr	N Molter Road roundabout	1,415,400	

Mission Avenue Overlay-E Country Vista Dr to N Molter Dr

Edge grind and overlay of E Mission Avenue between E Country Vista Drive and the roundabout at N Molter Road, approximately 0.70-miles long. ADA ramp upgrades will also be made within the project limits.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(UL)	212,325		0	70,775	283,100
CN	2025		STBG(UL)	849,225		0	283,075	1,132,300
<b>Project Totals</b>				<b>1,061,550</b>		<b>0</b>	<b>353,850</b>	<b>1,415,400</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	283,100	0	0	0	0
CN	0	1,132,300	0	0	0
<b>Totals</b>	<b>283,100</b>	<b>1,132,300</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Liberty Lake</b>	<b>1,061,550</b>	<b>0</b>	<b>353,850</b>	<b>1,415,400</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**County:** Spokane

**Agency:** Medical Lake

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	I320(006)		WA-14664	04	0.450	CE	No	SR 902	Prentis St.	511,000	

Lake St ADA Upgrades

The project replaces 51 handicap ramps and adds sidewalk behind/replace 19 driveway approaches to bring the pedestrian facilities up to the current 2010 ADA Standards. The project extends from SR 902 (Lefevre St.) East to Prentis St. Adjacent pavement repair and storm water grate adjustments are anticipated. Project is fully funded with federal funds using Toll Credits as local match.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal Funds	State Funds				
CN	2024	TA(R)	463,000			0	0	463,000
<b>Project Totals</b>			<b>463,000</b>			<b>0</b>	<b>0</b>	<b>463,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	463,000	0	0	0	0
<b>Totals</b>	<b>463,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Medical Lake	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Funds			
	463,000		0	0	463,000

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	4,444,791	

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	2024	CMAQ		2,277,664		0	504,418	2,782,082
CN	2024	STBG(UL)		6,024		0	940	6,964
<b>Project Totals</b>				<b>2,283,688</b>		<b>0</b>	<b>505,358</b>	<b>2,789,046</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,789,046	0	0	0	0
<b>Totals</b>	<b>2,789,046</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Millwood	Federal Funds		State Funds	Local Funds	Total
		2,283,688	0	505,358	2,789,046

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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(077)		WA-13882	05	3.220	CE	Yes	Various	Various	7,802,000	

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
			Federal	Fund Code				
CN	2024	NHPP	4,578,130			0	3,173,632	7,751,762
<b>Project Totals</b>			<b>4,578,130</b>			<b>0</b>	<b>3,173,632</b>	<b>7,751,762</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	7,000,000	751,762	0	0	0
<b>Totals</b>	<b>7,000,000</b>	<b>751,762</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-15416	05	0.690	CE	No	Monroe St	Division St	1,650,000	

3rd Ave - Monroe to Division Grind & Overlay

Pavement grind & overlay of approximately 3650 linear feet of 3rd Ave. from Monroe St. to Division St. ADA ramps will be upgraded where needed.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(UL)	99,068		0	50,932	150,000
CN	2025		STBG(UL)	990,682		0	509,318	1,500,000
<b>Project Totals</b>				<b>1,089,750</b>		<b>0</b>	<b>560,250</b>	<b>1,650,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	0	0	0	0
CN	0	1,500,000	0	0	0
<b>Totals</b>	<b>150,000</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 5, 2023

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	000S(663)		WA-14954	28		CE	Yes	Various	Various	1,929,000	

Arterial Pedestrian Hybrid Beacons

Install Pedestrian Hybrid Beacons and associated sidewalk and crosswalk improvements.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	164,000			0	0	164,000
CN	2025		HSIP	1,621,000			0	0	1,621,000
<b>Project Totals</b>				<b>1,785,000</b>			<b>0</b>	<b>0</b>	<b>1,785,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	164,000	0	0	0	0
CN	0	1,621,000	0	0	0
<b>Totals</b>	<b>164,000</b>	<b>1,621,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	1220(041)		WA-14714	14	0.050	CE	Yes	50 feet south of Bridge	50 feet north of Bridge	2,037,000	

Chestnut St. Bridge

Hydraulic study, riprap placement, channel and bank grading and stream restoration.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		BR	100,000			0	0	100,000
CN	2025		BR	1,629,000			0	0	1,629,000
<b>Project Totals</b>				<b>1,729,000</b>			<b>0</b>	<b>0</b>	<b>1,729,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	1,629,000	0	0	0
<b>Totals</b>	<b>100,000</b>	<b>1,629,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14713	28		CE	Yes	n/a	n/a	4,931,720	

Fish Lake Trail Connection to Centennial Trail Phase 1

Project will build a shared-use path connection from the Fish Lake Trailhead at Lindeke north along Government ending near 5th Ave and down the old railroad grade to tie into Thorpe Road.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		TA(UL)		49,725		0	15,275	65,000
CN	2026		TA(UL)		334,208		0	102,665	436,873
CN	2026		CRP(UL)		2,291,720		0	703,992	2,995,712
CN	2026				0		0	905,964	905,964
<b>Project Totals</b>					<b>2,675,653</b>		<b>0</b>	<b>1,727,896</b>	<b>4,403,549</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	65,000	0	0	0	0
CN	0	3,000,000	1,338,549	0	0
<b>Totals</b>	<b>65,000</b>	<b>3,000,000</b>	<b>1,338,549</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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(076)		WA-13880	05	2.400	CE	Yes	Various	Various	5,500,000	

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
CN	2024		NHPP	1,539,654			0	0	1,539,654
CN	2024		NHFP	2,647,586			0	0	2,647,586
<b>Project Totals</b>				<b>4,187,240</b>			<b>0</b>	<b>0</b>	<b>4,187,240</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,000,000	187,240	0	0	0
<b>Totals</b>	<b>4,000,000</b>	<b>187,240</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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(043)		WA-08404	28	2.140	CE	Yes	Children of the Sun Trail	Fancher	6,674,000	

Millwood Trail - Children of the Sun Trail to Fancher

Construct paved multiuse path along south side of Spokane River.

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2024			MAW	650,000	0	650,000
RW	2025			MAW	100,000	0	100,000
CN	2026			MAW	5,050,000	517,000	5,567,000
		<b>Project Totals</b>			<b>5,800,000</b>	<b>517,000</b>	<b>6,317,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	500,000	0	0	0
RW	0	100,000	0	0	0
CN	0	0	2,567,000	3,000,000	0
<b>Totals</b>	<b>150,000</b>	<b>600,000</b>	<b>2,567,000</b>	<b>3,000,000</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14711	28	0.900	CE	No	Howard	Sherman	8,679,000	

Pacific Avenue Greenway

Design and build a Neighborhood Greenway along Pacific Avenue and two blocks of alley between Howard Street and Sherman Street. Includes two new traffic signals at the Browne and Division intersections.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024				0	MAW	400,000	0	400,000
CN	2025				0	MAW	3,500,000	0	3,500,000
CN	2027		CMAQ		370,000		0	186,376	556,376
CN	2027		TA(UL)		2,808,121		0	1,414,503	4,222,624
<b>Project Totals</b>					<b>3,178,121</b>		<b>3,900,000</b>	<b>1,600,879</b>	<b>8,679,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	300,000	0	0	0
CN	0	3,000,000	5,279,000	0	0
<b>Totals</b>	<b>100,000</b>	<b>3,300,000</b>	<b>5,279,000</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	05	0.220	CE	No	Monroe Street	Wall Street	1,774,000	

Riverside Avenue - Wall to Monroe

Grind and overlay of approximately 1,200 linear feet of Riverside Ave. Limited reconstruction of sidewalk at non-vaulted sidewalk locations. Updates for traffic signals and communication lines; replace one traffic signal. ADA compliance updates, including curb bump outs where feasible. Construct protected bike lanes.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2024	STBG(UL)		161,000		0	0	161,000
<b>Project Totals</b>				<b>161,000</b>		<b>0</b>	<b>0</b>	<b>161,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	161,000	0	0	0	0
<b>Totals</b>	<b>161,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 5, 2023

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-15420	28	0.590	CE	Yes	various	various	1,959,767	

Scott Elementary Sidewalk

Install sidewalk with curb, ADA curb ramps, pedestrian scale crossing illumination, curb extensions/bulb-outs.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2024		SRTS	175,188		0	0	175,188
RW	2024		SRTS	32,700		0	0	32,700
CN	2025		SRTS	1,457,914		0	293,965	1,751,879
<b>Project Totals</b>				<b>1,665,802</b>		<b>0</b>	<b>293,965</b>	<b>1,959,767</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	175,188	0	0	0	0
RW	32,700	0	0	0	0
CN	0	1,751,879	0	0	0
<b>Totals</b>	<b>207,888</b>	<b>1,751,879</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	4,437,000	

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. Design funding programmed for Royal to Deer Heights. Project will be CN in phases. Phases 1 RW & CN is from Spotted to Royal. Project using Programmatic Match.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds			Local Funds	Total
				State Fund Code	State Funds	Local Funds		
PE	2024		STBG(UL)		95,500	0	0	95,500
RW	2025		STBG(UL)		224,000	0	0	224,000
CN	2026		STBG(UL)		2,117,500	0	0	2,117,500
CN	2027		STBG(UL)		2,000,000	0	0	2,000,000
<b>Project Totals</b>					<b>4,437,000</b>	<b>0</b>	<b>0</b>	<b>4,437,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	95,500	0	0	0	0
RW	0	224,000	0	0	0
CN	0	0	4,117,500	0	0
<b>Totals</b>	<b>95,500</b>	<b>224,000</b>	<b>4,117,500</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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.
02	0195(072)		WA-14712	21	0.500	CE	No	Eagle Ridge Blvd.	1500' N. of Meadowlane	2,417,000	

US 195 / Meadowlane

Intersection improvements at the US-195/Meadowlane intersection including a J-turn at the north end, and relocate the west leg of the Meadowlane intersection to be in line with Eagle Ridge Boulevard. Add a southbound right turn lane at the new Eagle Ridge intersection.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	1,449,641		0	730,359	2,180,000
<b>Project Totals</b>				<b>1,449,641</b>		<b>0</b>	<b>730,359</b>	<b>2,180,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,180,000	0	0	0
<b>Totals</b>	<b>0</b>	<b>2,180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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(074)		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**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2024	BR		2,435,354		0	1,618,926	4,054,280
<b>Project Totals</b>				<b>2,435,354</b>		<b>0</b>	<b>1,618,926</b>	<b>4,054,280</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,054,280	0	0	0	0
<b>Totals</b>	<b>4,054,280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

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**October 5, 2023**

**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-15417	05	0.760	CE	No	3rd Ave	8/9th Ave	1,970,000	

Washington/Stevens – 3rd Ave to 8th/9th Ave Grind & Overlay

Pavement grind and overlay curb to curb of over 4,00 lineal feet of the Washington and Stevens Streets couplet (over 1,900 ft on each street) from 3rd Ave. to 8th/9th Ave. The scope includes ADA ramp improvements where needed for compliance with current standards.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(UL)		134,250		0	44,750	179,000
CN	2026		STBG(UL)		1,343,250		0	447,750	1,791,000
<b>Project Totals</b>					<b>1,477,500</b>		<b>0</b>	<b>492,500</b>	<b>1,970,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	179,000	0	0	0	0
CN	0	1,791,000	0	0	0
<b>Totals</b>	<b>179,000</b>	<b>1,791,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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-15415	05	1.130	CE	No	Maple St	Division St	577,000	

Wellesley Ave - Maple to Division Chip Seal

Pavement chip seal of nearly 6,000 linear feet of road from the Maple/Wellesley intersection to westerly approach of the Wellesley/Division intersection.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(UL)		48,750		0	16,250	65,000
CN	2025		STBG(UL)		384,000		0	128,000	512,000
<b>Project Totals</b>					<b>432,750</b>		<b>0</b>	<b>144,250</b>	<b>577,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	65,000	0	0	0	0
CN	0	512,000	0	0	0
<b>Totals</b>	<b>65,000</b>	<b>512,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	3936(005)	WA325	WA-14715	03	0.450	CE	Yes	east of Freya St.	Havana St.	4,995,000	

Wellesley Ave. - Freya to Havana

Full reconstruction of Wellesley Ave. within the project limits, widening for turn lanes at intersections. Includes new sidewalk, ADA ramps, lighting, drainage improvements and bike facilities.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Funds			
RW	2024		DEMO		191,667	0	29,913	221,580
RW	2024		NHFP		43,000	0	6,711	49,711
CN	2025		DEMO		2,972,500	0	463,916	3,436,416
<b>Project Totals</b>					<b>3,207,167</b>	<b>0</b>	<b>500,540</b>	<b>3,707,707</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	271,291	0	0	0	0
CN	0	2,000,000	1,436,416	0	0
<b>Totals</b>	<b>271,291</b>	<b>2,000,000</b>	<b>1,436,416</b>	<b>0</b>	<b>0</b>

Federal Funds				State Funds	Local Funds	Total
<b>Agency Totals for Spokane</b>				<b>9,700,000</b>	<b>11,360,197</b>	<b>55,549,305</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	4041(017)		C3313	15	0.500	CE	Yes	Lacrosse Ln	Wellesley Ave	2,908,757	

Argonne Road and Upriver Drive Intersection Improvement

Improve capacity and freight circulation of the Argonne Road and Upriver Drive intersection.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024				0		0	180,000	180,000
<b>Project Totals</b>					<b>0</b>		<b>0</b>	<b>180,000</b>	<b>180,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	180,000	0	0	0	0
<b>Totals</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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			3314	04	0.380	CE	No	MP 0.00	MP 0.38	1,298,000	

Cascade Way Reconstruction-Wall to Normandie

Grind and inlay with narrowed drive lanes, bike lanes, stormwater improvements

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
			Federal	Fund Code					
CN	2025			STBG(UL)		958,000	0	129,330	1,087,330
<b>Project Totals</b>						<b>958,000</b>	<b>0</b>	<b>129,330</b>	<b>1,087,330</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,087,330	0	0	0
<b>Totals</b>	<b>0</b>	<b>1,087,330</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14682	18	0.000	CE	No	N/A	N/A	1,296,632	

Commuter Trip Reduction 2024-2026

Trip reduction, innovative transportation demand management strategies and educational outreach

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2024		CMAQ		330,641		0	101,569	432,210
PL	2025		CMAQ		330,641		0	101,569	432,210
PL	2026		CMAQ		330,642		0	101,570	432,212
<b>Project Totals</b>					<b>991,924</b>		<b>0</b>	<b>304,708</b>	<b>1,296,632</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PL	432,210	432,210	432,211	0	0
<b>Totals</b>	<b>432,210</b>	<b>432,210</b>	<b>432,211</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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			3318	21		CE	Yes	N/A	N/A	929,000	

Coulee Hite Railroad Safety Project

Install railroad advanced warning sign, flashing beacon, and red flashing light signal

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	34,000			0	0	34,000
CN	2025		HSIP	783,000			0	0	783,000
<b>Project Totals</b>				<b>817,000</b>			<b>0</b>	<b>0</b>	<b>817,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	34,000	0	0	0	0
CN	0	783,000	0	0	0
<b>Totals</b>	<b>34,000</b>	<b>783,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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.
01	2032(136)	WA351	C3320	18		CE	No	N/A	N/A	3,500,000	

Craig Rd & I-90 Four Lakes Connection Planning Study

A planning and feasibility study to determine if there is a viable connection from I-90 to Craig Rd.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2024		DEMO	1,789,000			0	311,000	2,100,000
<b>Project Totals</b>				<b>1,789,000</b>			<b>0</b>	<b>311,000</b>	<b>2,100,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PL	2,100,000	0	0	0	0
<b>Totals</b>	<b>2,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 5, 2023

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			3327	05	1.140	CE	No	MP 2.87	MP 4.01	1,078,000	

Deer Park - Milan Rd Preservation

Grind and inlay preservation project

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2024		STBG(R)	54,000		0	18,000	72,000
CN	2025		STBG(R)	754,500		0	251,500	1,006,000
<b>Project Totals</b>				<b>808,500</b>		<b>0</b>	<b>269,500</b>	<b>1,078,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	72,000	0	0	0	0
CN	0	1,006,000	0	0	0
<b>Totals</b>	<b>72,000</b>	<b>1,006,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	4101(001)		WA-14683	04	1.600	CE	Yes	MP 0.10	MP 1.81	6,220,935	

Harvard Road Reconstruction Phase 2

This project will install pedestrian improvements and new signalization at Wellesley intersection. The ped. improvements include constructing a sidewalk north of Wellesley Ave and separated path south of Wellesley Avenue.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		STBG(UL)	900,000			0	121,500	1,021,500
CN	2025		CMAQ	1,605,000			0	216,675	1,821,675
CN	2025		STBG(UL)	575,500			0	77,692	653,192
CN	2026		STBG(UL)	575,500			0	77,693	653,193
CN	2027		CMAQ	1,605,000			0	216,675	1,821,675
<b>Project Totals</b>				<b>5,261,000</b>			<b>0</b>	<b>710,235</b>	<b>5,971,235</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,021,500	0	0	0	0
CN	0	2,474,867	653,193	1,821,675	0
<b>Totals</b>	<b>1,021,500</b>	<b>2,474,867</b>	<b>653,193</b>	<b>1,821,675</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	0.200	CE	Yes	5.15	5.35	3,673,154	

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
PE	2024		BR		127,779		0	0	127,779
CN	2024		BR		3,173,768		0	0	3,173,768
<b>Project Totals</b>					<b>3,301,547</b>		<b>0</b>	<b>0</b>	<b>3,301,547</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	127,779	0	0	0	0
CN	3,173,768	0	0	0	0
<b>Totals</b>	<b>3,301,547</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	3892(001)		WA-14086	04	0.070		Yes	I/S Wellesley Ave	I/S Appleway Ave	1,398,000	

Wellesley Ave and Appleway Ave Roundabout

The project will construct a single lane roundabout at the intersection of Wellesley Ave. Extension, Appleway Ave., and at the Washington / Idaho State Line.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	41,400		0	4,600	46,000
CN	2025		HSIP	1,095,300		0	121,700	1,217,000
<b>Project Totals</b>				<b>1,136,700</b>		<b>0</b>	<b>126,300</b>	<b>1,263,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	46,000	0	0	0	0
CN	0	1,217,000	0	0	0
<b>Totals</b>	<b>46,000</b>	<b>1,217,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Spokane Co.</b>	<b>15,063,671</b>	<b>0</b>	<b>2,031,073</b>	<b>17,094,744</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14718	23		CE	Yes	Various	Various	5,401,000	

I90/Valley HPT Line Park & Ride Construction

The program includes many elements of High Performance Transit along the I-90 corridor, connecting Downtown Spokane with points east, including Spokane Valley and Liberty Lake. The program includes an expansion of commuter parking capacity east of Sullivan Road (Barker to Stateline) as well as a new Mirabeau Transit Center. Argonne Station Park and Ride is included in the program, conditioned on state funding for 80% of the project costs. As grants allow and travel patterns warrant, freeway "flyer" stations will be included along the line.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024			0	WSDOT	653,200	570,400	1,223,600
RW	2024			0	WSDOT	500,000	500,000	1,000,000
CN	2024	CMAQ	1,200,000		WSDOT	1,726,800	250,600	3,177,400
<b>Project Totals</b>			<b>1,200,000</b>			<b>2,880,000</b>	<b>1,321,000</b>	<b>5,401,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,223,600	0	0	0	0
RW	1,000,000	0	0	0	0
CN	3,177,400	0	0	0	0
<b>Totals</b>	<b>5,401,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-15459	23		CE	No	N/A	N/A	13,000,000	

Argonne Station Park and Ride

Build a transit station adjacent to I-90 with connectivity to new bus service on Argonne and approximately 100 car parks. Includes bus platforms and geometric changes to accommodate bus operations. Includes property acquisition.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
CN	2024			0	WSDOT	100,000	400,000	500,000
CN	2025			0	WSDOT	500,000	2,000,000	2,500,000
CN	2026			0	WSDOT	5,000,000	1,250,000	6,250,000
CN	2027			0	WSDOT	3,000,000	750,000	3,750,000
<b>Project Totals</b>				<b>0</b>		<b>8,600,000</b>	<b>4,400,000</b>	<b>13,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	500,000	2,500,000	6,250,000	3,750,000	0
<b>Totals</b>	<b>500,000</b>	<b>2,500,000</b>	<b>6,250,000</b>	<b>3,750,000</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14717	23		CE	No	N/A	N/A	12,000,000	

Division St BRT Project Development

This project will complete initiate and complete all project development activities for the project, including design and engineering, environmental review, project visualizations, travel demand modeling, public outreach, cost estimating, value engineering, contracting plans, project management plan and sub-plans, real estate acquisition plans, and so forth.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2024	CMAQ		1,000,000		0	5,400,000	6,400,000
PE	2025			0		0	4,600,000	4,600,000
PE	2026			0		0	1,000,000	1,000,000
<b>Project Totals</b>				<b>1,000,000</b>		<b>0</b>	<b>11,000,000</b>	<b>12,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	4,600,000	4,600,000	1,000,000	0	0
<b>Totals</b>	<b>4,600,000</b>	<b>4,600,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	24,304,052	

Fixed Route Bus Purchase (5339)

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	2024		5339	1,014,452			0	253,613	1,268,065
CN	2025		5339	1,065,175			0	266,293	1,331,468
CN	2026		5339	1,118,434			0	279,608	1,398,042
<b>Project Totals</b>				<b>3,198,061</b>			<b>0</b>	<b>799,514</b>	<b>3,997,575</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,268,065	1,331,468	1,398,042	0	0
<b>Totals</b>	<b>1,268,065</b>	<b>1,331,468</b>	<b>1,398,042</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 5, 2023

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	41,250,000	

Preventive Maintenance

Eligible preventive maintenance activities.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		5307	10,900,000			0	2,725,000	13,625,000
CN	2025		5307	11,000,000			0	2,750,000	13,750,000
CN	2026		5307	11,100,000			0	2,775,000	13,875,000
<b>Project Totals</b>				<b>33,000,000</b>			<b>0</b>	<b>8,250,000</b>	<b>41,250,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	13,625,000	13,750,000	13,875,000	0	0
<b>Totals</b>	<b>13,625,000</b>	<b>13,750,000</b>	<b>13,875,000</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	4,023,598	

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	2024	5310	1,242,661		0	730,063	1,972,724
CN	2025	5310	639,671		0	375,807	1,015,478
CN	2026	5310	652,218		0	383,178	1,035,396
<b>Project Totals</b>			<b>2,534,550</b>		<b>0</b>	<b>1,489,048</b>	<b>4,023,598</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,972,724	1,015,478	1,035,396	0	0
<b>Totals</b>	<b>1,972,724</b>	<b>1,015,478</b>	<b>1,035,396</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Spokane Transit</b>	<b>40,932,611</b>	<b>11,480,000</b>	<b>27,259,562</b>	<b>79,672,173</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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(671)		WA-14756	21	0.010	CE	No	Various locations	Various locations	122,000	

2022 Citywide Signal Backplates

Add retroreflective signal backplates to signal heads at signalized intersections.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		HSIP	111,000			0	0	111,000
<b>Project Totals</b>				<b>111,000</b>			<b>0</b>	<b>0</b>	<b>111,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	111,000	0	0	0	0
<b>Totals</b>	<b>111,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-14651	15	0.150	CE	No	Indiana Ave.	Mission Ave.	1,500,000	

Argonne I-90 Bridge (PE Only)

Preliminary design & alternatives analysis for adding a third lane and bicycle/pedestrian facilities to Argonne Rd. bridge over I-90.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		HIP(UL)	347,746			0	54,273	402,019
PE	2024		STBG	949,754			0	148,227	1,097,981
<b>Project Totals</b>				<b>1,297,500</b>			<b>0</b>	<b>202,500</b>	<b>1,500,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	750,000	750,000	0	0	0
<b>Totals</b>	<b>750,000</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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	0027(020)	WA334	WA-10615	22	0.350	CE	Yes	Mirabeau Parkway	800' North of Trent (on Cement)	40,166,385	

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).

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2024	STBG(UL)		1,525,600		0	82,030	1,607,630
CN	2024	RAISE		21,689,221		0	0	21,689,221
CN	2024	DEMO		5,000,000		0	780,347	5,780,347
CN	2025			0	MAW	5,000,000	243,547	5,243,547
CN	2025	CMAQ		2,000,000		0	312,139	2,312,139
CN	2026	CMAQ		2,879,000		0	449,324	3,328,324
<b>Project Totals</b>				<b>33,093,821</b>		<b>5,000,000</b>	<b>1,867,387</b>	<b>39,961,208</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,000,000	15,000,000	15,117,277	0	0
<b>Totals</b>	<b>10,000,000</b>	<b>15,000,000</b>	<b>15,117,277</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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		WA330	WA-14652	03	0.200	CE	Yes	Appleway Ave.	Sprague Ave.	3,150,484	

S. Barker Rd. (Appleway-Sprague)

Construct three lane urban section with bike lanes, sidewalks, and storm water facilities. Signal improvements and intersection rechannelization at Appleway intersection as required.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024		DEMO	720,891		0	112,509	833,400
CN	2024		STBG	1,083,400		0	1,166,196	2,249,596
<b>Project Totals</b>				<b>1,804,291</b>		<b>0</b>	<b>1,278,705</b>	<b>3,082,996</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	833,400	0	0	0	0
CN	2,249,596	0	0	0	0
<b>Totals</b>	<b>3,082,996</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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.
06		WA330	WA-14701	16	0.600	CE	Yes	Sprague Ave.	8th Ave.	2,635,964	

S. Barker Rd. ROW Acquisition

Property acquisitions for corridor improvements.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		DEMO	2,280,108			0	355,856	2,635,964
<b>Project Totals</b>				<b>2,280,108</b>			<b>0</b>	<b>355,856</b>	<b>2,635,964</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,300,000	0	0	0	0
<b>Totals</b>	<b>1,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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-15426	05	1.000	CE	Yes	Bowdish Rd.	McDonald Rd.	3,081,342	

Sprague Preservation at SR 27

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	2024		STBG(UL)	80,408			0	12,549	92,957
RW	2024		STBG(UL)	103,800			0	16,200	120,000
CN	2027		STBG(UL)	1,315,792			0	1,552,593	2,868,385
<b>Project Totals</b>				<b>1,500,000</b>			<b>0</b>	<b>1,581,342</b>	<b>3,081,342</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	92,957	0	0	0	0
RW	120,000	0	0	0	0
CN	0	2,868,385	0	0	0
<b>Totals</b>	<b>212,957</b>	<b>2,868,385</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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-15428	05	1.000	CE	Yes	Spokane River	Kiernan	3,175,744	

Sullivan Preservation - Spokane River to Kiernan

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	2024		STBG(UL)	73,740			0	11,508	85,248
RW	2024		STBG(UL)	43,250			0	6,750	50,000
CN	2027		STBG(UL)	1,383,010			0	1,657,486	3,040,496
<b>Project Totals</b>				<b>1,500,000</b>			<b>0</b>	<b>1,675,744</b>	<b>3,175,744</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	85,248	0	0	0	0
RW	50,000	0	0	0	0
CN	0	3,040,496	0	0	0
<b>Totals</b>	<b>135,248</b>	<b>3,040,496</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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		WA350	WA-13031	03	0.100	CE	No	@ Trent	@ Trent	42,624,991	

Sullivan/Trent Interchange

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	2024		NHFP	1,367,000			0	213,347	1,580,347
RW	2024		DEMO	2,650,000			0	413,584	3,063,584
<b>Project Totals</b>				<b>4,017,000</b>			<b>0</b>	<b>626,931</b>	<b>4,643,931</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,031,214	0	0	0	0
RW	2,000,000	1,063,584	0	0	0
<b>Totals</b>	<b>4,031,214</b>	<b>1,063,584</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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	0290(027)		WA-14755	21	0.010	CE	No	Dale	Evergreen	419,000	

Trent Ave Access Control Safety Improvements

Addition of protected turning movements for traffic to/from Trent Avenue at or near Dale Rd., McDonald Rd., and Evergreen Rd.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		HSIP	364,000			0	0	364,000
<b>Project Totals</b>				<b>364,000</b>			<b>0</b>	<b>0</b>	<b>364,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	364,000	0	0	0	0
<b>Totals</b>	<b>364,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds		State Funds	Local Funds	Total
<b>Agency Totals for Spokane Valley</b>	<b>45,967,720</b>		<b>5,000,000</b>	<b>7,588,465</b>	<b>58,556,185</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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-14866	18	0.000	CE	No	N/A	N/A	578,035	

2026 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	2026		STBG(UL)	500,000		0	78,035	578,035
<b>Project Totals</b>				<b>500,000</b>		<b>0</b>	<b>78,035</b>	<b>578,035</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	0	578,035	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>578,035</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for SRTC</b>	<b>500,000</b>	<b>0</b>	<b>78,035</b>	<b>578,035</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

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**October 5, 2023**

**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			SRTMC2024	24	0.000	CE	No	0.00	0.00	2,104,115	

2024-2026 SRTMC Operations

Operations of the Spokane Regional Traffic Management Center. (SRTMC)  
Project is fully funded with federal funds using Toll Credit as local match.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(UL)	701,372			0	0	701,372
PE	2025		STBG(UL)	701,372			0	0	701,372
PE	2026		STBG(UL)	701,371			0	0	701,371
<b>Project Totals</b>				<b>2,104,115</b>			<b>0</b>	<b>0</b>	<b>2,104,115</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	701,372	701,372	701,371	0	0
<b>Totals</b>	<b>701,372</b>	<b>701,372</b>	<b>701,371</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

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**October 5, 2023**

**County:**

**Agency:** WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSRTC	BSRTC P1	05	0.000	CE	No	000	000	26,117,014	

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**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total	
				Fund Code	State Fund Code				
PE	2024		NHPP		1,577,115	MVA	176,501	0	1,753,616
PE	2025				0	MVA	51,717	0	51,717
PE	2026				0	MVA	35,236	0	35,236
PE	2027				0	MVA	193,965	0	193,965
CN	2025				0	MVA	25,395	0	25,395
CN	2026				0	MVA	471,205	0	471,205
CN	2027				0	MVA	163,835	0	163,835
<b>Project Totals</b>					<b>1,577,115</b>		<b>1,117,854</b>	<b>0</b>	<b>2,694,969</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,753,616	51,717	35,236	193,965	0
CN	0	25,394	471,205	163,835	0
<b>Totals</b>	<b>1,753,616</b>	<b>77,111</b>	<b>506,441</b>	<b>357,800</b>	<b>0</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(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	9999(853)	600026J	600026J32	44	0.000	CE	No	0.00	0.00	2,725,662	

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	2024	STBG	1,286,393	MVA	26,252	0	1,312,645
<b>Project Totals</b>			<b>1,286,393</b>		<b>26,252</b>	<b>0</b>	<b>1,312,645</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	903,978	408,767	0	0	0
<b>Totals</b>	<b>903,978</b>	<b>408,767</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(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	9999(900)	600026I	600026I32	21	0.000	CE	No	0.00	0.00	437,302	

Eastern Region Major Electrical Rehabilitation - RWIS Rebuild

Remove and replace obsolete RWIS Systems throughout the Region.

Also in NEW, QuadCo, and Palouse RTPOs. Amount shown is for work in SRTC MPO.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	STBG	387,659	MVA	7,912	0	395,571
<b>Project Totals</b>			<b>387,659</b>		<b>7,912</b>	<b>0</b>	<b>395,571</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	117,944	277,627	0	0
<b>Totals</b>	<b>0</b>	<b>117,944</b>	<b>277,627</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2024 to 2027

(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	0906(242)	609068C	609068C32	21	1.220	CE	No	281.26	282.48	239,253	

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

ER Maintenance work PIF - rebuild ITS cabinets.

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal Fund Code		State Fund Code			
CN	2024	NHPP	223,680	MVA	4,564	0	228,244
<b>Project Totals</b>			<b>223,680</b>		<b>4,564</b>	<b>0</b>	<b>228,244</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	218,093	0	0	0	0
<b>Totals</b>	<b>218,093</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**

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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.
01		609048S	609048S32	47	0.130	CE	No	282.11	282.24	10,883,640	

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	2025		NHPP	556,646	MVA	23,194	0	579,840
CN	2027		NHPP	10,097,724	MVA	206,076	0	10,303,800
<b>Project Totals</b>				<b>10,654,370</b>		<b>229,270</b>	<b>0</b>	<b>10,883,640</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	9,163	504,051	66,626	0
CN	0	0	0	10,303,800	0
<b>Totals</b>	<b>0</b>	<b>9,163</b>	<b>504,051</b>	<b>10,370,426</b>	<b>0</b>

Washington State S. T. I. P.

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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	1,249,500	

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	2026		NHPP	174,672		MVA	7,278	0	181,950
<b>Project Totals</b>				<b>174,672</b>			<b>7,278</b>	<b>0</b>	<b>181,950</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	9,171	91,728	81,051
CN	0	0	0	0	1,067,550
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>9,171</b>	<b>91,728</b>	<b>1,148,601</b>

**Washington State S. T. I. P.**

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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.
01	0904(130)	609019G	609019G32	21	60.600	CE	No	192.00	272.60	915,700	

I-90/Guardrail Basic Safety - Rehabilitation

Remove, replace and rehabilitate existing guardrail, insure terminals are crashworthy and system meets standards.  
Also in QuadCo RTPO. Amount shown is for work in SRTC MPO.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		NHPP	774,690	MVA	15,810	0	790,500
<b>Project Totals</b>				<b>774,690</b>		<b>15,810</b>	<b>0</b>	<b>790,500</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	33,987	704,601	51,912	0
<b>Totals</b>	<b>0</b>	<b>33,987</b>	<b>704,601</b>	<b>51,912</b>	<b>0</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(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.
01		609048L	609048L31	47	0.190	CE	No	0.40	0.59	3,159,400	

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	2027	NHPP	270,864	MVA	11,286	0	282,150
<b>Project Totals</b>			<b>270,864</b>		<b>11,286</b>	<b>0</b>	<b>282,150</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	260,536	21,614
CN	0	0	0	0	2,877,250
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260,536</b>	<b>2,898,864</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(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		609047B	609047B32	14	0.370	CE	No	279.40	279.77	9,694,471	

I-90/Latah Creek Crossing - Bridge Rehab

Repair the foundations, columns and abutments of Bridges 90/540 N&S to preserve structural integrity and extend the service life of the structure (s).

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2026	BR	1,055,703	MVA	43,987	0	1,099,690
<b>Project Totals</b>			<b>1,055,703</b>		<b>43,987</b>	<b>0</b>	<b>1,099,690</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	39,863	817,573	242,255
CN	0	0	0	0	8,594,780
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>39,863</b>	<b>817,573</b>	<b>8,837,035</b>



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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	0906(243)	609002B	609002B32	28	2.000	EA	No	282.00	284.00	8,000,000	

I-90/Liberty Park Land Bridge

Design a land bridge to re-connect the communities on the north and south side of Interstate 90.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
PE	2025	RAISE	2,000,000		CAT	2,000,000	0	4,000,000
<b>Project Totals</b>			<b>2,000,000</b>			<b>2,000,000</b>	<b>0</b>	<b>4,000,000</b>

**Expenditure Schedule**

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

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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		609048P	609048P32	14	0.210	CE	No	280.85	281.06	3,096,000	

I-90/Lincoln, Brown WB Ramps - Bridge Deck Rehab/Expansion Joint Repair

Remove and replace expansion joints and rehabilitate bridge decks on Bridges 90/546W-N and 90/546S-W to preserve the structural integrity, and extend the life of the bridges.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	NHPP	362,880	MVA	15,120	0	378,000
<b>Project Totals</b>			<b>362,880</b>		<b>15,120</b>	<b>0</b>	<b>378,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	32,609	345,391
CN	0	0	0	0	2,718,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32,609</b>	<b>3,063,391</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		609048N	609048N32	47	0.010	CE	No	279.27	279.28	913,500	

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 Funds		State Funds		Local Funds	Total
		Federal	Fund Code	State Fund Code	State Funds		
PE	2026		NHPP		MVA	0	184,200
CN	2026		NHPP		MVA	0	729,300
		<b>Project Totals</b>		<b>891,546</b>		<b>21,954</b>	<b>913,500</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	169,911	14,289	0
CN	0	0	0	478,468	250,832
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>169,911</b>	<b>492,757</b>	<b>250,832</b>

**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**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	1,225,500	

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
			Federal	Fund Code				
PE	2026	NHPP	173,808		MVA	7,242	0	181,050
<b>Project Totals</b>			<b>173,808</b>			<b>7,242</b>	<b>0</b>	<b>181,050</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	15,741	157,428	7,881
CN	0	0	0	0	1,044,450
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>15,741</b>	<b>157,428</b>	<b>1,052,331</b>

**Washington State S. T. I. P.**

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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		609048U	609048U32	14	0.970	CE	No	285.75	286.72	1,945,750	

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

Remove and replace expansion joints.

**Funding**

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal Fund Code		State Fund Code			
PE	2026	NHPP	289,920	MVA	12,080	0	302,000
<b>Project Totals</b>			<b>289,920</b>		<b>12,080</b>	<b>0</b>	<b>302,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	135,291	159,027	7,682
CN	0	0	0	0	1,643,750
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>135,291</b>	<b>159,027</b>	<b>1,651,432</b>

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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		609067B	609067B32	14	1.170	CE	No	280.16	281.33	5,856,600	

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	2026		BR	576,576		MVA	24,024	0	600,600
CN	2027		BR	5,150,880		MVA	105,120	0	5,256,000
<b>Project Totals</b>				<b>5,727,456</b>			<b>129,144</b>	<b>0</b>	<b>5,856,600</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	586,495	14,105	0
CN	0	0	0	5,256,000	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>586,495</b>	<b>5,270,105</b>	<b>0</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.
03		619500G	619500G32	21	91.170	CE	No	0.00	91.17	1,052,175	

US 195/Guardrail Basic Safety - Rehabilitation

Remove, replace and rehabilitate existing guardrail, insure terminals are crashworthy and system meets standards. Also in Palouse RTPO. The amount shown is for work in SRTC MPO.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2026		NHPP	119,448		MVA	4,977	0	124,425
CN	2027		NHPP	909,195		MVA	18,555	0	927,750
<b>Project Totals</b>				<b>1,028,643</b>			<b>23,532</b>	<b>0</b>	<b>1,052,175</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	54,162	70,264	0
CN	0	0	0	23,666	904,085
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>54,162</b>	<b>93,930</b>	<b>904,085</b>

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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.
00		600200F	600200F32	21	0.000	CE	No	0.00	0.00	72,263	

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

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

Also in NEW and Palouse RTPOs. The amount shown is for work in SRTC MPO.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	STBG	67,140	MVA	1,370	0	68,510
<b>Project Totals</b>			<b>67,140</b>		<b>1,370</b>	<b>0</b>	<b>68,510</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	5,719	62,791	0	0
<b>Totals</b>	<b>0</b>	<b>5,719</b>	<b>62,791</b>	<b>0</b>	<b>0</b>



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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		600230E	600230E32	04	0.020	CE	No	298.27	298.29	927,931	

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
CN	2024		STBG	773,050		MVA	15,777	0	788,827
<b>Project Totals</b>				<b>773,050</b>			<b>15,777</b>	<b>0</b>	<b>788,827</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,660	410,081	376,086	0	0
<b>Totals</b>	<b>2,660</b>	<b>410,081</b>	<b>376,086</b>	<b>0</b>	<b>0</b>

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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		600227K	600227K32	14	0.030	CE	No	272.41	272.44	1,334,470	

US 2/Deep Ck Crossing - Bridge Repair

Bridge 2/606 special bridge repair to columns & girders.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	218,522		MVA	13,948	0	232,470
CN	2026		NHPP	1,079,960		MVA	22,040	0	1,102,000
<b>Project Totals</b>				<b>1,298,482</b>			<b>35,988</b>	<b>0</b>	<b>1,334,470</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	5,355	227,115	0	0
CN	0	0	3,016	1,098,984	0
<b>Totals</b>	<b>0</b>	<b>5,355</b>	<b>230,131</b>	<b>1,098,984</b>	<b>0</b>

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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		600231D	600231D32	04	0.080	CE	No	310.12	310.20	941,700	

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	2025		STBG	114,048		MVA	4,752	0	118,800
CN	2027		STBG	806,442		MVA	16,458	0	822,900
<b>Project Totals</b>				<b>920,490</b>			<b>21,210</b>	<b>0</b>	<b>941,700</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	7,136	60,056	51,608	0
CN	0	0	0	2,145	820,755
<b>Totals</b>	<b>0</b>	<b>7,136</b>	<b>60,056</b>	<b>53,753</b>	<b>820,755</b>

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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		600231I	600231I32	04	0.020	CE	No	313.41	313.43	213,150	

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		STBG	55,824		MVA	2,326	0	58,150
CN	2026		STBG	151,900		MVA	3,100	0	155,000
<b>Project Totals</b>				<b>207,724</b>			<b>5,426</b>	<b>0</b>	<b>213,150</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,930	29,318	25,902	0	0
CN	0	0	522	154,478	0
<b>Totals</b>	<b>2,930</b>	<b>29,318</b>	<b>26,424</b>	<b>154,478</b>	<b>0</b>

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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		600282A	600282A32	14	0.150	CE	No	282.03	282.18	3,445,600	

US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair

Remove and replace expansion joints, rehab bridge deck with prep, repair and new wearing surface, work to preserve structural integrity, utility and extend the life of Bridges 2/614N&S, 2/615N&S, and 2/615W-W.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2026		NHPP	463,872		MVA	19,328	0	483,200
CN	2027		NHPP	2,903,152		MVA	59,248	0	2,962,400
<b>Project Totals</b>				<b>3,367,024</b>			<b>78,576</b>	<b>0</b>	<b>3,445,600</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	457,270	25,930	0
CN	0	0	0	2,962,400	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>457,270</b>	<b>2,988,330</b>	<b>0</b>

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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		639516P	639516P32	04	0.020	CE	No	166.59	166.61	452,900	

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	2025		STBG	111,648		MVA	4,652	0	116,300
CN	2026		STBG	329,868		MVA	6,732	0	336,600
<b>Project Totals</b>				<b>441,516</b>			<b>11,384</b>	<b>0</b>	<b>452,900</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	71,827	44,473	0	0
CN	0	0	214,420	122,180	0
<b>Totals</b>	<b>0</b>	<b>71,827</b>	<b>258,893</b>	<b>122,180</b>	<b>0</b>

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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.
02		600015S	600015S32	01	3.220	EIS	Yes	282.37	285.59	312,615,174	

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	277,057,157	0	277,057,157
<b>Project Totals</b>				<b>0</b>		<b>277,057,157</b>	<b>0</b>	<b>277,057,157</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,017,009	15,484,254	41,120,686	54,323,432	164,111,776
<b>Totals</b>	<b>2,017,009</b>	<b>15,484,254</b>	<b>41,120,686</b>	<b>54,323,432</b>	<b>164,111,776</b>

**Washington State S. T. I. P.**

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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.
02		600015P	600015P32	08	0.670	EIS	Yes	157.88	158.55	233,952,575	

US 395/NSC Sprague Ave to Spokane River - Stage 2

This project provides for the improvement of the North Spokane Corridor from Milepost 158.03 to Ermina Ave by constructing two 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
PE	2024			0		CWA	3,005,392	0	3,005,392
CN	2024			0		CWA	224,042,575	0	224,042,575
<b>Project Totals</b>				<b>0</b>			<b>227,047,967</b>	<b>0</b>	<b>227,047,967</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	3,005,392	0	0	0	0
CN	2,603,701	41,912,562	53,805,743	54,479,547	71,241,022
<b>Totals</b>	<b>5,609,093</b>	<b>41,912,562</b>	<b>53,805,743</b>	<b>54,479,547</b>	<b>71,241,022</b>



**Washington State S. T. I. P.**

**2024 to 2027**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** SRTC

Y Inside

N Outside

**October 5, 2023**

**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		600015Q	600015Q32	08	0.650	EIS	Yes	157.23	157.88	81,360,924	

US 395/NSC Sprague Ave to Spokane River - Stage 3

This project provides for the improvement of the North Spokane Corridor from Sprague Avenue to Milepost 158.03 by constructing two 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	2024			0	CWA	79,613,924	0	79,613,924
<b>Project Totals</b>				<b>0</b>		<b>79,613,924</b>	<b>0</b>	<b>79,613,924</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	9,078,169	23,832,042	23,537,287	22,894,316	272,110
<b>Totals</b>	<b>9,078,169</b>	<b>23,832,042</b>	<b>23,537,287</b>	<b>22,894,316</b>	<b>272,110</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for WSDOT - EAST</b>	<b>36,058,940</b>	<b>587,562,064</b>	<b>0</b>	<b>623,621,004</b>

# APPENDIX F

## ACRONYMS AND ABBREVIATIONS

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AASHTO	American Association of State & Highway Transportation Officials	MFDU	Multi-Family Dwelling Unit
AADT	Average Annual Daily Traffic	MFT	Motor Fuel Tax
ADA	Americans with Disabilities Act	MP	Mile Post
ADT	Average Daily Traffic	MPA	Metropolitan Planning Area
APTA	American Public Transit Association	MPO	Metropolitan Planning Organization
ATMS	Advanced Traffic Management Systems	MSA	Metropolitan Statistical Area
AWDT	Average Weekday Traffic	MTP	Metropolitan Transportation Plan
AQ	Air Quality	MUTCD	Manual of Uniform Traffic Control Devices
BAB	Bicycle Advisory Board	MVEB	Motor Vehicle Emissions Budget
BNSF	Burlington Northern/Santa Fe	MVET	Motor Vehicle Excise Tax
CAW	Clean Air Washington Act	MVFT	Motor Vehicle Fuel Tax
CB	Census Block	MVT	Motor Vehicle Trips
CBD	Central Business District	NAA	Nonattainment Area
CDBG	Community Development Block Grant	NAICS	North American Industrial Classification System
CDF	Community Development Funds	NAAQS	National Ambient Air Quality Standards
CMAQ	Congestion Mitigation & Air Quality Program	NBI	National Bridge Inventory
CMP	Congestion Management Process	NBIS	National Bridge Inspection Standards
CMSA	Consolidated Metropolitan Statistical Area	NEPA	National Environmental Policy Act
CO	Carbon Monoxide	NHS	National Highway System
CRAB	County Road Administration Board	NHPP	National Highway Performance Program
CS	Complete Streets	NTI	National Transit Institute
CT	Census Tract	O3	Ozone
CTED	Community Trade and Economic Development	O&M	Operating & Maintenance
CTR	Commute Trip Reduction	PE	Preliminary Engineering
CY	Calendar Year	PM-2.5	Particulate Matter - 2.5 Microns in size and less
DBE	Disadvantaged Business Enterprise	PM-10	Particulate Matter-10 Microns
DNS	Determination of Non-Significance	PMS	Pavement Management System
DU	Dwelling Unit	PPP	Public Private Partnership
DVMT	Daily Vehicle Miles of Travel	PPP	Public Participation Plan
EIS	Environmental Impact Statement	PTBA	Public Transportation Benefit Area
EJ	Environmental Justice	PUD	Planned Unit Development
EPA	Environmental Protection Agency	PWTF	Public Works Trust Fund (Funding Program)
ETC	Employee Transportation Coordinator	RCW	Revised Code of Washington
FFY	Federal Fiscal Year	RFP	Requests for Proposals
FGTS	Freight and Goods Transportation System	RID	Road Improvement District
FHWA	Federal Highway Administration	ROW	Right of Way
FMSIB	Freight Mobility Strategic Investment Board	RTA	Regional Transportation Authority
FTA	Federal Transit Administration	RTPO	Regional Transportation Planning Organization
GIS	Geographic Information System	SEPA	State Environmental Policy Act
GMA	Growth Management Act	SFDU	Single Family Dwelling Unit
HAR	Highway Advisory Radio	SIA	Spokane International Airport
HCM	Highway Capacity Manual	SIP	State Implementation Plan (For Air Quality)
HCT	High-Capacity Transit	SOV	Single Occupancy Vehicle
HOV	High Occupancy Vehicle	SRTC	Spokane Regional Transportation Council
HTF	Highway Trust Fund	SRTMC	Spokane Regional Transportation Management Center
HU	Housing Unit	STA	Spokane Transit Authority
I-90	Interstate Route 90	STBG	Surface Transportation Block Grant
ITS	Intelligent Transportation Systems	STP	Surface Transportation Program
IVHS	Intelligent Vehicle Highway System	STIP	Statewide Transportation Improvement Program
JARC	Job Access and Reverse Commute	TAP	Transportation Alternatives Program
LEP	Limited English Proficiency	TAC	Transportation Advisory Committee
LID	Local Improvement District	TAZ	Transportation Analysis Zone
LOS	Level of Service	TBD	Transportation Benefit District
LU	Land Use	TDM	Transportation Demand Management

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

# APPENDIX G

## PUBLIC COMMENTS

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1   Date Received	Name	Method	Project/Topic
09/05/2023	Bob B. (North Indian Trail)	NextDoor	Division Connects

### Comment

Don't screw up Division like they screwed up Monroe. Keep traffic moving so those that work can get there without siting & waiting & burning that expensive Governor's fuel. Leave that that work well alone is an important fact.

### Agency Response

None

### Jurisdiction Response

N/A

2   Date Received	Name	Method	Project/Topic
09/07/2023	Lori H. (Denison-Chattaroy Rd)	NextDoor	Elk Chattaroy & N Elk Chattaroy

### Comment

*Initial Comment:* Is fixing Elk Chattaroy and N Elk Chattaroy included in that \$831 million?

*Second Comment (Responding to Agency):* Thank you for responding! From hwy 2 to Laurel there are many potholes to dodge. there are many large trucks that travel that road and will be more going through Elk to help rebuild houses.

### Agency Response

*Initial Response:* Hi Lori! What is the exact location and issue you are referring to that you would like to see fixed? You can review all projects in the 2024-2027 TIP in the draft on our website: <https://www.srtc.org/tip/>

*Secondary Response:* @Lori This specific project is not in the 2024-2027 TIP and I am not aware of any work being done in the area. I am forwarding your comment on to Barry Greene, who is on our TTC. He is a Transportation Engineer for Spokane County and will have more knowledge of work being done in that area. You can email him at [bgreene@spokanecounty.org](mailto:bgreene@spokanecounty.org). Thank you for your inquiry and please let me know if there are any more questions I can answer for you!

Forwarded to Barry Greene at Spokane County.

### Jurisdiction Response

*Barry Greene responded to SRTC with:*

Nice to meet you. we do have reconstruction projects in the county's 6-year plan to reconstruct Elk Chattaroy, but only goes up to Tallman Road, our maintenance dept will be working on the sections north of Tallman to Laurel. We have received state funding (RAP) for the 1st section from Big Meadows (which is just east of US 2) to Cowgill Road, about 1.4 miles of improvements.

If they contact me, I will let them know this info.

Thanks

<b>3   Date Received</b>	<b>Name</b>	<b>Method</b>	<b>Project/Topic</b>
09/21/2023	Jeff Thomas	2024-2027 TIP Public Meeting (In Person)	Division Connects

**Comment**

Jeff Thomas shared that he was bummed about the Division project. He asked if what they were going to do to Division is like what they did to Riverside. He also asked what the purpose and timeframe of the project was. Thomas talked about population increases and the current strain on Division. He stated that he saw reducing Division to two lanes as a bad idea that would cause many issues. Thomas mentioned the large funding amount. He wanted to officially come out against this project. He talked about his use of Division as a truck driver and what he has seen done in Portland and Seattle. He discussed aesthetics and buses blocking lanes. He expressed his disappointment that nobody was at the meeting. Thomas concluded that the project was one big mess that he feels does not need to happen.

**Agency Response**

Eve McMenemy shared that agency staff were at the meeting (on Zoom) and available to answer questions.

Ryan Stewart said that Division Connects had a multi-year planning process that was co-lead by SRTC and STA to look over options for Division Street. He stated the purpose was to review what the Division Corridor will look like after the NSC is complete and see how it can be better utilized for moving everyone. He explained data they discovered on traffic congestion and patterns on Division after the NSC is complete. Stewart invited Tara Limon from STA to also share. Stewart thanked him for taking time out of his day to attend the meeting.

Forwarded to Tara Limon at STA.

**Jurisdiction Response**

At the meeting, Limon answered Thomas’s question about the project’s timeframe, explaining that the timeframe will be concurrent with the NSC and that they will not be providing services until the NSC is fully open.

<b>4   Date Received</b>	<b>Name</b>	<b>Method</b>	<b>Project/Topic</b>
09/21/2023	Cathy Gunderson	2024-2027 TIP Public Meeting (Zoom Chat)	Division Connects

**Comment**

I think the road diet is worth further looking at with the bus rapid transit.

**Agency Response**

Comment was read out loud by Ryan Stewart. Stewart thanked Gunderson for their comment and shared that SRTC would forward it to STA and the SRTC Board for their consideration.

Forwarded to Tara Limon at STA.

**Jurisdiction Response**

N/A