

# CY 2024 Transportation Improvement Program (TIP) Guidebook

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SRTC TAC— For Action

Ryan Stewart, Principal Transportation Planner

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10/25/23

# Requested Action

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**Recommend SRTC Board approval of the CY 2024 TIP Guidebook**

# TIP Guidebook

- Outlines goals & objectives of the TIP
- Identifies policies & procedures
- Important timelines
- Updated annually

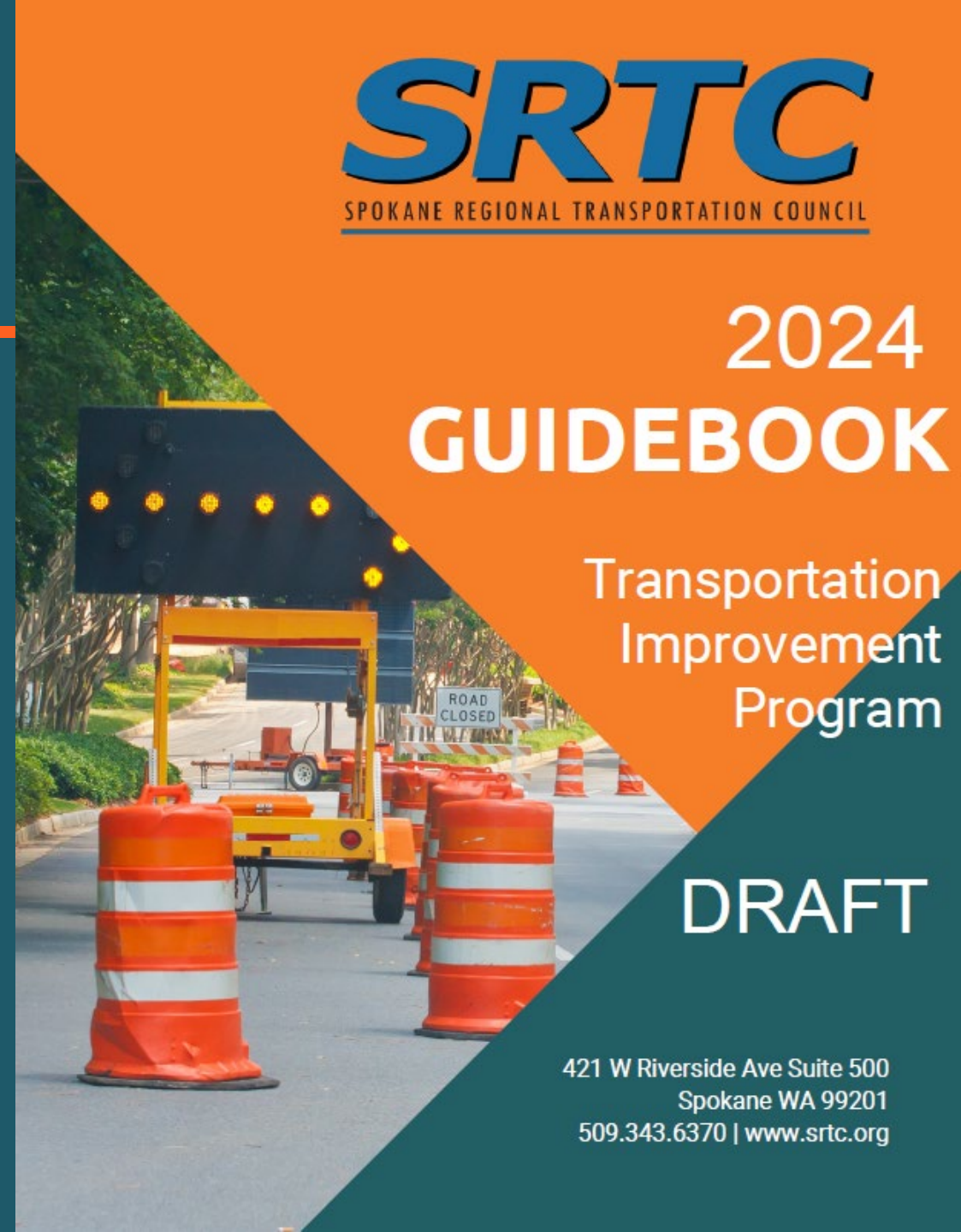


## 2024 GUIDEBOOK

Transportation  
Improvement  
Program

DRAFT

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# 2024 Updates

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- Added language about the Carbon Reduction Program (CRP)
- Minor updates to Policies 1.4, 2.1, 2.3, 3.1
- Developed new Policy 3.6 for time-sensitive amendments
- Added language to Policy 4.8 and Policy 6.8
- Updated amendments and administrative modification schedules

# Policy 3.6

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## Special Amendment Circumstances

In the case when a TIP Amendment is time-sensitive and the SRTC Board does not have a regularly scheduled meeting, or a Board meeting is cancelled due to unforeseen events, SRTC will process the TIP Amendment and retroactively request Board approval at the next available Board meeting. SRTC staff will coordinate with the Board Chair in these circumstances.

# Policy 4.8

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*SRTC will consider the following strategies to meet an obligation target when shortfalls are anticipated:*

- Advancing projects **or project phases** from future years.
- Exchange federal funds for local funds between phases or stages of a single project or between projects in the same agency.
- Advancing contingency list projects **if funding is available**.
- Increase the federal share of awarded projects (no more than maximum federal share can be awarded)
- **Swap different types of federal funding between eligible projects or project phases for fiscal constraint or to help meet annual obligation target. (Example: Replace HIP funding with STBG, so STBG funds will count toward annual obligation target)**
- **Reassign deobligated funding.**

# Policy 6.8 – Contingency Funding Process

*Contingency funds become available if previously selected projects from that fund source are removed from the TIP by Board action, funds are voluntarily returned by the sponsoring agency, or additional funds become available for some other reason (for example: annual allocations higher than anticipated). The SRTC is responsible to reassign those funds.*

As stated in Policy 4.7 SRTC maintains a Contingency List which will be used as the basis for this contingency funding process for available STBG, STBG-SA, CMAQ or other SRTC-awarded funds. The following criteria guides the contingency funding process:

- Evaluate the eligibility of Contingency List projects that meet the technical requirements of the available funding sources;
- Review project readiness from the above identified projects to maximize project delivery;
- Review the capability of available funding to complete a project or phase;
- Analyze obligation authority targets and schedules to ensure the programming of SRTC- managed federal funds meet project obligations targets;
- **Evaluate the distribution of available funds across all agencies and agency designations;**
- Provide a recommendation for the use of contingency funds.

# Schedule updates

## Amendment & Admin. Mod.

- No July TAC & TTC Meeting
- No Aug Board Meeting

January Amendment	
Amendment Request Due Date	12/01/23
SRTC Staff Review & Air Quality	12/04 – 12/08/23
Public Comment Period (10 day)	12/11 – 12/20/23
TTC & TAC Recommendation	12/20/23
SRTC Board Approval	1/11/24
WSDOT STIP Amendment Due Date	1/19/24
FHWA/FTA STIP Approval	~2/16/24

February Amendment	
Amendment Request Due Date	1/5/24
SRTC Staff Review & Air Quality	1/8 – 1/12/24
Public Comment Period (10 day)	1/15 – 1/24/24
TTC & TAC Recommendation	1/24/24
SRTC Board Approval	2/8/24
WSDOT STIP Amendment Due Date	2/16/24
FHWA/FTA STIP Approval	~3/15/24

March Amendment	
Amendment Request Due Date	2/2/24
SRTC Staff Review & Air Quality	2/5 – 2/9/24
Public Comment Period (10 day)	2/12 – 2/21/24
TTC & TAC Recommendation	2/21/24
SRTC Board Approval	3/14/24
WSDOT STIP Amendment Due Date	3/16/24
FHWA/FTA STIP Approval	~4/19/24

April Amendment	
Amendment Request Due Date	3/1/24
SRTC Staff Review & Air Quality	3/4 – 3/8/24
Public Comment Period (10 day)	3/11 – 3/20/24
TTC & TAC Recommendation	3/20/24
SRTC Board Approval	4/11/24
WSDOT STIP Amendment Due Date	4/15/24
FHWA/FTA STIP Approval	~5/17/24

May Amendment	
Amendment Request Due Date	4/5/24
SRTC Staff Review & Air Quality	4/8 – 4/12/24
Public Comment Period (10 day)	4/15 – 4/24/24
TTC & TAC Recommendation	4/24/24
SRTC Board Approval	5/9/24
WSDOT STIP Amendment Due Date	5/17/24
FHWA/FTA STIP Approval	~6/21/24

June Amendment	
Amendment Request Due Date	5/3/24
SRTC Staff Review & Air Quality	5/6 – 5/10/24
Public Comment Period (10 day)	5/13 – 5/22/24

July Amendment	
Amendment Request Due Date	6/7/24
SRTC Staff Review & Air Quality	6/10 – 6/14/24
Public Comment Period (10 day)	6/17 – 6/26/24
TTC & TAC Recommendation	6/26/24
SRTC Board Approval	7/11/24
WSDOT STIP Amendment Due Date	7/19/24
FHWA/FTA STIP Approval	~8/16/24

August Amendment	
Amendment Request Due Date	No Amendment
SRTC Staff Review & Air Quality	No Amendment
Public Comment Period (10 day)	No Amendment
TTC & TAC Recommendation	No Amendment
SRTC Board Approval	No Amendment
WSDOT STIP Amendment Due Date	No Amendment
FHWA/FTA STIP Approval	No Amendment

September Amendment	
Amendment Request Due Date	8/2/24
SRTC Staff Review & Air Quality	8/5 – 8/9/24
Public Comment Period (10 day)	8/12 – 8/21/24
TTC & TAC Recommendation	8/28/24
SRTC Board Approval	9/12/24
WSDOT STIP Amendment Due Date	9/20/24
FHWA/FTA STIP Approval	~10/18/24

October Amendment	
Amendment Request Due Date	9/6/24
SRTC Staff Review & Air Quality	9/9 – 9/13/24
Public Comment Period (10 day)	9/16 – 9/25/24
TTC & TAC Recommendation	9/25/24
SRTC Board Approval*	10/10/24
WSDOT STIP Amendment Due Date	10/18/24
FHWA/FTA STIP Approval	~11/15/24

\*The SRTC Board will also be approving 2025-2028 TIP at this meeting.

No amendments will be processed by WSDOT in November or December; the amendment process for the 2024 TIP is closed after the October cycle.



# Next Steps

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- Oct 25 – TAC & TTC Action
- Nov 9 – SRTC Board Approval

# Requested Action

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**Recommend SRTC Board approval of the CY 2024 TIP Guidebook**





# Questions?

**Ryan Stewart**

Principal Transportation Planner

Spokane Regional Transportation Council

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# SRTC / WSDOT ER Safety Collaboration Pilot Project

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Transportation Advisory Committee

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10/25/2023

# Timeline

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**May – Introduced to the Pilot Project**

**June – Update on Board Approved Analysis Approach**

**July – No Meeting**

**August – Candidate Locations Recommended to Board**

**September – Board Adopted Unified List**

**October – Final Report Presentation**

# Statewide Investment Strategies Group

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## Vision:

WSDOT and the MPOs and RTPOs will collaboratively identify, vet, and prioritize transportation investments on a regional and statewide level and provide the legislature with critical information needed to make funding decisions that maximize benefits to the overall system.

# Objectives

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- Develop collaboration framework
- Agree upon an approach for identifying safety need
- Identify 3-5 safety projects of mutual priority to the state and the region
- *Exploratory effort that will take shape as project evolves*

# Pilot Team

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- 3 WSDOT ER Staff
- 3 SRTC Staff
- WSDOT Regional Administrator
- SRTC Executive Director
- Consultant Support – Meeting Facilitation
- 8 Meetings



# Screening Methodology



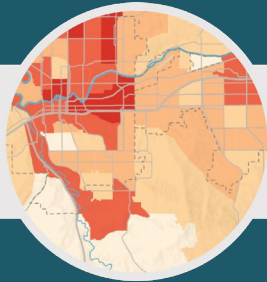
## Step 1

Map serious and fatal injury crash location (2018–2022).



## Step 3

Assign volumes to the arterial road network.



## Step 5

Analyze vulnerability of road users and potential disadvantage—income level, proximity to transit, etc.

## Step 2

Snap crash data to the road network with key attributes—crash type, time of day, road conditions, etc.



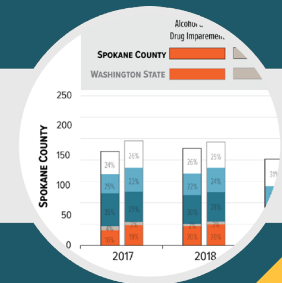
## Step 4

Calculate severity index and identify high injury network.



## Step 6

Analyze causal factors on regional scale.





# Refined List of Candidate Locations

Candidate Location	Jurisdiction	Identified Project?	Description
5th Ave - Thor St to Freya St	CoS	N	-
Freya St & Alki Ave	CoS	N	-
Rowan Ave - Division St to Lidgerwood St	CoS	N	-
University Rd & Sprague Ave	CoSV	Y	Sprague redesign at City Hall
Browne St - Sprague Ave to 3rd Ave	CoS	Y	Pacific Greenway
Division St - Sprague Ave to 2nd Ave	CoS	Y	Pacific Greenway
Spotted Rd - US 2 to Airport Dr	SIA	Y	Grade separated interchange
Browne St & 2nd Ave	CoS	Y	Pacific Greenway
Freya St & Sprague Ave	CoS	Potential	-
Regal St & 44th Ave	CoS	Potential	-



# Projects



## UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

### REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

### 2024 Unified List of Regional Transportation Priorities Safety Projects

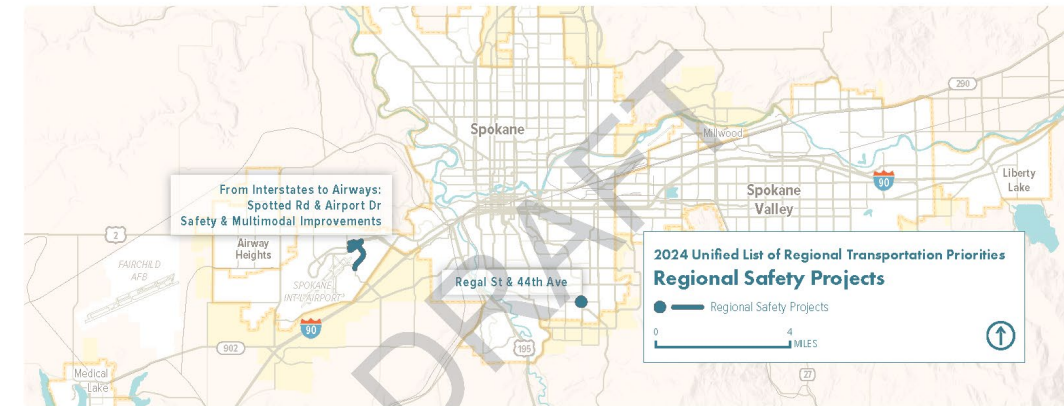
*Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project*

#### ► Regal St & 44th Ave

*Total Project Cost: \$598,679*

#### ► From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements

*See Project IP-1 under Implementation Projects for details*



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.

# Additional Findings

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- Explore opportunities for WSDOT to collaborate with the RTPO/MPO earlier in the MTP/RTP process to check for consistency,
- Consider utilizing RTPOs/MPO's as a resource for jurisdictions that have limited capacity to identify and apply for funding,
- Consider opportunities to establish education and awareness programs similar to the Washington Traffic Safety Commission's Target Zero program.

# Recommended Next Steps

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- Formalize a collaborative working group between WSDOT ER and SRTC focused on identifying alignment on priority projects for implementation and funding,
- Utilize the “Funding Pathways for Target Zero” report,
- Share the results of this pilot effort with other transportation partners, including other RTPOs/MPOs through the Investment Strategy Committee.

# Regional Safety Planning

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- Entire region to be further analyzed through development of regional safety action plan
- Project identification and prioritization, cost estimation, potential funding sources, etc. will all be addressed in the plan

# Questions

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Principal Transportation Planner

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# 2024 Unified List of Regional Transportation Priorities: Federal Version

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SRTC Board of Directors  
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October 12, 2023

# Unified List & Policy Statements

A strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.



# State & Federal Delegation Feedback

- Prepare Unified List earlier (September)
- Focus priorities and include fewer projects
- Provide project rankings
- **Develop separate products for state and federal use**



# State vs. Federal Unified List Products

- Targeted policy statements (state vs. federal audience)
- Specific funding request amounts differ
- Included projects remain the same



# Legislative Priority Statements

- **Priority A**
  - Continue funding critical programs that provide needed resources to improve transportation SAFETY
- **Priority B**
  - Continue funding transportation system MAINTENANCE AND PRESERVATION
- **Priority C**
  - Modernize the FEDERAL FUNDING FORMULA to ensure funding equitably supports population centers

## 2024 LEGISLATIVE PRIORITY STATEMENTS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

### Priority A

Continue funding critical programs that provide needed resources to improve transportation SAFETY



Nearly 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were 42,939 lives lost on U.S. roads in 2021—the largest number of fatalities since 2005 (Source: USDOT). The Bipartisan Infrastructure Law (BIL) bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding for these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning "action" grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.

### Priority B

Continue funding transportation system MAINTENANCE & PRESERVATION

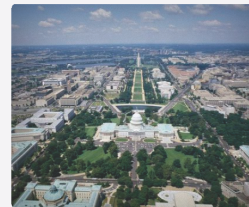
Every day people, communities and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads. SRTC is appreciative of the BIL in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current BIL.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.



### Priority C

Modernize the FEDERAL FUNDING FORMULA to ensure funding equitably supports population centers



The BIL provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

SRTC urges law makers to support proposed legislation to modernize the data used in transportation apportionments so that funding continues to be distributed equitably among population centers around the nation. The cumulative impacts of this disparity disadvantage states that are experiencing the most significant increases in demand.



# Additional Priority Areas

**Priority D:** Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

**Priority E:** Fund regionally critical projects on the SRTC UNIFIED LIST

**Priority F:** Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

**Priority G:** Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

**Priority H:** Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

## 2024 ADDITIONAL PRIORITY AREAS

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]



### Priority D

Ensure access to transportation in support of AFFORDABLE HOUSING STRATEGIES

- Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

### Priority E

Fund regionally critical projects on the SRTC UNIFIED LIST

- Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.



### Priority F

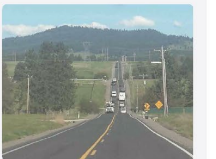
Encourage diversity in the development of CLEAN FUEL TECHNOLOGIES

- Assess the need for and continue to develop electric charging infrastructure capacity.
- Support the emergence of alternative fuels in support of low or no emission transportation across the spectrum of vehicle types through pilot projects or other means.

### Priority G

Address funding gaps that are anticipated due to the loss of GAS TAX REVENUE

- Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understanding of the issue.
- Support pilot projects that will assist in identifying transportation revenue strategies.



### Priority H

Enhance transportation investments that support FAIRCHILD AIR FORCE BASE (FAFB) as the significant military installation in Spokane County

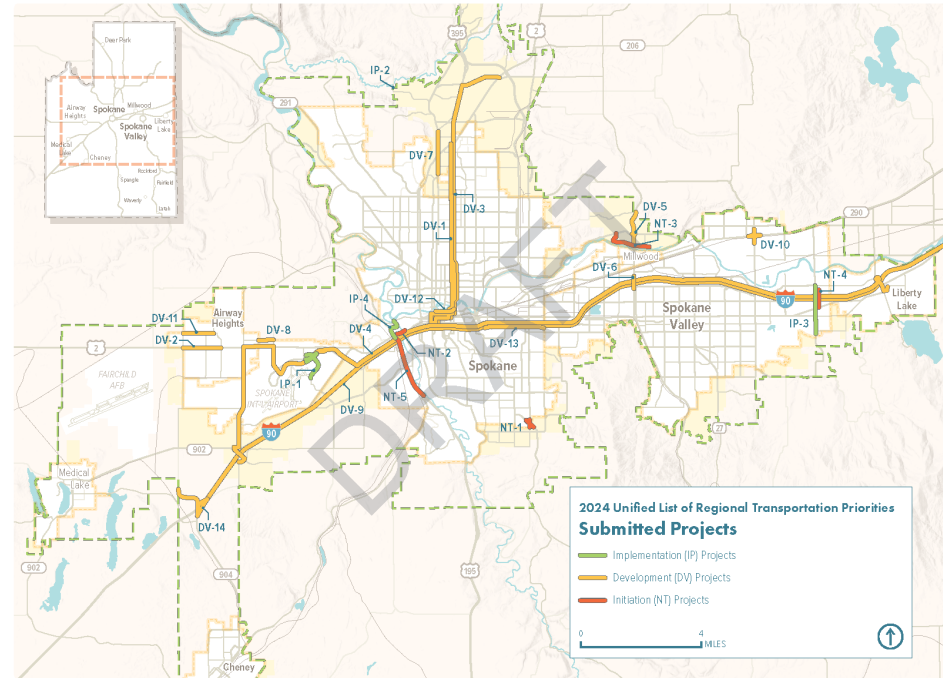
- Support transportation safety and mobility strategies that ensure air force personnel's ability to access FAFB and ensure adequate military response times.



# 2024 UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

APPROVED BY THE SRTC BOARD OF DIRECTORS ON [APPROVAL DATE]

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



## Project Status Categories

### IMPLEMENTATION

- Design ≥ 60% complete, significant progress has been made towards right-of-way, and environmental approvals are underway
- Project is identified in a local, regional, and/or state plan

### DEVELOPMENT

- Design ≥ 30% complete, right-of-way needs identified, environmental has been initiated and/or substantial percentage of funding has been secured
- Project is identified in a local, regional, and/or state plan

### INITIATION

- Design is < 30% complete
- Project is in the early stage of development and has, at a minimum, been identified in a planning study

## IMPLEMENTATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	IP-1	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$37,217,324	No Federal Request
STA Fleet Electrification	STA	IP-2	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$38,800,000	No Federal Request
South Barker Rd Corridor	Spokane Valley	IP-3	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$28,620,000	\$15,338,700
Fish Lake Trail Connection Phases 1-3	Spokane	IP-4	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19,474,569	\$14,598,813

## DEVELOPMENT PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Division St Active Transportation Access Improvements	Spokane	DV-1	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25,800,000	\$25,800,000
US Hwy 2 Multimodal Improvements	Airway Heights	DV-2	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit stations, and roundabout traffic control.	\$24,480,200	\$21,467,200
Division Bus Rapid Transit (BRT)	STA	DV-3	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202,000,000	No Federal Request
I-90 / Valley High Performance Transit (HPT)	STA	DV-4	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$36,000,000	\$2,450,000
Argonne Rd Safety Improvements	Spokane County	DV-5	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$7,280,000	\$6,680,000
Argonne Bridge at I-90	Spokane Valley	DV-6	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$24,000,000	\$22,500,000
Wall St Safety & Capital Improvements	Spokane County	DV-7	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$15,490,000	\$7,490,000
West Plains Connection - Spokane Phase	Spokane	DV-8	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4,877,622	\$4,877,622
I-90 TSMO Improvements	WSDOT	DV-9	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$24,000,000	\$20,760,000
Sullivan / Trent Interchange	Spokane Valley	DV-10	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$42,774,021	\$35,179,224



## DEVELOPMENT PROJECTS (CONTINUED)

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
6th Ave Multimodal Improvements	Airway Heights	DV-11	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$7,280,000	\$2,860,800
Spokane Falls Blvd	Spokane	DV-12	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8,149,426	\$7,397,546
3rd Ave: Perry to Havana Improvements	Spokane	DV-13	Full depth reconstruction aligning with NSC work, including elements not in WSDOT scope—sidewalk, curb ramp, addressing drainage, water/sewer, and streetscaping improvements.	\$8,000,000	\$8,000,000
Craig Rd & I-90 Four Lakes Connection	Spokane County	DV-14	Modify I-90 Four Lakes interchange and complete a link to the existing Craig Rd.	\$25,241,000	\$19,032,500

## INITIATION PROJECTS

PROJECT TITLE	AGENCY	MAP ID	DESCRIPTION	TOTAL PROJECT COST	FED FUNDING REQUEST
Freya St / Palouse Hwy Roundabout	Spokane	NT-1	Construct a roundabout and improve sidewalk or pathway connections in all four directions, including extending the Palouse Hwy shared-use pathway through Freya St.	\$4,988,000	\$4,900,000
Latah Bridge Rehabilitation	Spokane	NT-2	Replace and widen bridge deck, railing, sidewalks, and rehabilitate select structural elements. Project includes improved pedestrian and transit facilities (shared-use path, bike lanes, and space for future light rail transit line).	\$55,966,000	\$55,966,000
Centennial Trail / Argonne Gap Project	Spokane County	NT-3	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce biked vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8,470,000	\$8,470,000
Barker Rd & I-90 Interchange	Spokane Valley	NT-4	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40,000,000	\$40,000,000
US 195 Corridor Projects	Spokane	NT-5	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18,394,333	\$18,394,333

## 2024 Unified List of Regional Transportation Priorities Summary by Project Status Category

PROJECT STATUS CATEGORY	# OF PROJECTS	TOTAL COST OF PROJECTS	TOTAL FEDERAL FUNDING REQUEST	% OF TOTAL COST REQUESTED
IMPLEMENTATION	4	\$121,111,893	\$29,937,513	24.7%
DEVELOPMENT	14	\$455,372,269	\$184,794,892	40.6%
INITIATION	5	\$136,552,333	\$127,730,333	93.5%
TOTAL	23	\$713,036,495	\$342,462,738	48.0%

## REGIONAL SAFETY PROJECTS

As a pilot project, SRTC and WSDOT—Eastern Region worked together to achieve consensus and identify strategic safety investments for the Spokane region. To accomplish this, the agencies collaboratively conducted a vulnerable road users safety analysis and identified two high-priority projects found in the Safety Projects section of the 2024 SRTC Unified List.

Moving forward SRTC will develop a regional safety action plan with funding from the Safe Streets and Roads for All program to further prioritize safety projects and reduce serious injuries and fatalities.

## 2024 Unified List of Regional Transportation Priorities Safety Projects

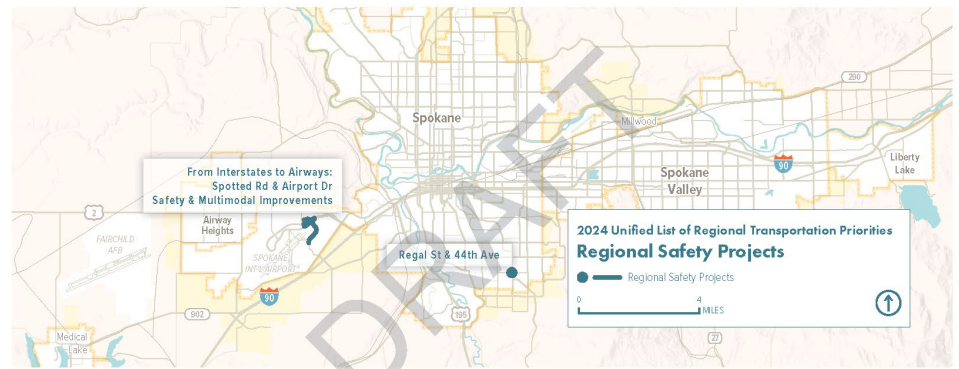
Identified in WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project

### ► Regal St & 44th Ave

Total Project Cost: \$598,679

### ► From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements

See Project IP-1 under Implementation Projects for details



Based on a regional crash data analysis, both the Regal Street/44th Avenue (above left) and Spotted Road/Airport Drive (above right) intersections were identified as locations for strategic safety investments in the WSDOT Eastern Region/SRTC Safety Collaboration Pilot Project.





# Next Steps

- **Return for TTC/TAC in October for recommendation of approval**
- **Return to SRTC Board in November for approval**

