



2023 - 2026

Transportation IMPROVEMENT PROGRAM

**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**

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2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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RESOLUTION
of the BOARD of DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R 22-16 SRTC

**APPROVING THE 2023-2026
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS, the Fixing America's Surface Transportation (FAST) Act of 2015 requires metropolitan planning organizations to develop a four-year program of transportation facilities, programs, and services to be completed in the metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) serves as the Metropolitan Planning Organization (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 Regional Transportation Plan (RTP) for Spokane County; and

WHEREAS, the Horizon 2045 Metropolitan Transportation Plan for the Spokane Metropolitan Planning Area has been determined to conform with Air Quality Plans; and

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

WHEREAS, the 2023-2026 Transportation Improvement Program has been developed on the contents, goals and objectives of Horizon 2045; and

WHEREAS, the 2023-2026 TIP for the SMPA has been developed based on the contents, goals, and objectives of Horizon 2045; and

WHEREAS, the 2023-2026 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 2023-2026 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.

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

1. The 2023-2026 TIP for the SMPA is hereby approved.
2. The Executive Director of SRTC is authorized to finalize and publish the 2023-2026 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 13th day of October 2022 by the Spokane Regional Transportation Council Board of Directors.



Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST


Julie Meyers-Lehman, Clerk of the Board

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-22-21

**APPROVING THE FINDING OF TRANSPORTATION CONFORMITY WITH AIR QUALITY PLANS FOR
THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM UPDATE
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS, the Fixing America's Surface Transportation (FAST) Act of 2015 required metropolitan planning organizations to develop a long-range intermodal/multimodal financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA); and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the 2023-2026 Transportation Improvement Program (2023-2026 TIP) is consistent with the Horizon 2045 Metropolitan Transportation Plan (Horizon 2045); 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 conforms with Air Quality Plans, which include the Spokane CO Nonattainment Area Maintenance Plan (MP) and the Limited Maintenance Plan (LMP) for PM10; and

WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2023-2026 TIP;

NOW THEREFORE, BE IT RESOLVED that the Board of the Spokane Regional Transportation Council that the 2023-2026 TIP for the Spokane Metropolitan Planning Area is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM10 maintenance areas.

ADOPTED: November 10, 2022



Paul Schmidt, Council Member, City of Cheney
Chair, SRTC Board of Directors

ATTEST


Julie Meyers-Lehman, Clerk of the Board

**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. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 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;
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); and
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

9/16/2022
Date

WSDOT


Signature

Anna Ragaza-Bourassa
Printed Name

Regional Coordinator
Title

August 16, 2022
Date

INTRODUCTION

The Transportation Improvement Program (TIP) is a program of regional transportation projects planned for the next four years. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan, also called a Metropolitan Transportation Plan (MTP), Horizon 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, titled *Fixing America's Surface Transportation Act* (FAST Act). Adopted into law in 2015, the FAST Act maintains guidelines for TIP development set by preceding transportation legislation and requires that a TIP:

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

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

Beyond these federal regulations, Washington State law requires that a regional TIP must be updated at least every two years and include a program of projects for at least 6 years (RCW 47.80.023(5)), which is why two additional years (2026 and 2027) have been included. SRTC's practice is to update the TIP annually. The TIP is also regularly amended or corrected for accuracy through a formal process. The amendment and modification schedule can be found in Appendix B.

Project Selection Process

SRTC is responsible for selecting projects for the federal Surface Transportation Block Grant (STBG) Program, STBG Set-Aside and Congestion Mitigation and Air Quality program (CMAQ) funds for inclusion in the TIP. These projects are incorporated into the TIP along with other federally funded or regionally significant projects. SRTC has also responsible for selecting project for federal Highway Infrastructure Program (HIP) funds when distributed from the state to SRTC.

Projects are selected by the SRTC Board of Directors through 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 2023-2026 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.

To review and discuss the 2023-2026 TIP, a hybrid in-person/online public meeting will be held on 09/21/2022 from 12:00pm to 1:00pm. Staff from the City of Spokane, City of Spokane Valley, and Spokane County will present project information and answered questions about projects in the program. 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 began 09/01/22 and concluded 10/1/2022. Public comments received during the comment period will be compiled and addressed in Appendix G. SRTC also coordinated with member jurisdictions for responses.

Coordination with Neighboring Agencies

SRTC coordinates with Kootenai County MPO (KMPO). The draft TIP was provided to KMPO for review during the public comment period.

SRTC coordinates with the Spokane Tribe of Indians, the Kalispel Tribe of Indians, and the Northeast Washington Regional Transportation Planning Organization to incorporate tribal transportation projects into the TIP as applicable. Reservation lands for both tribes fall within the Northeast Washington RTPO's planning area, however, each tribe also has tribal trust lands within SRTC's planning area. A process was developed to improve communication between all partners in the TIP process and to clarify which MPO/RTPO's TIP the Tribes would use for different project types. The draft TIP was provided to the Spokane Tribe and the Kalispel Tribe for input and comments.

TIP CONSISTENCY DETERMINATIONS

Metropolitan Transportation Plan

The current MTP, Horizon 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 identifies sixteen congested corridors whose performance is monitored annually. Congestion management strategies were recommended for eight "Tier 1" corridors, with that have regional importance and significant congestion. Strategies were tailored for each corridor individually and include a variety of travel demand, operational, freight and capacity solutions. The focus is to start with lower-cost strategies first.

Projects that include CMP strategies score higher in SRTC's competitive Call for Projects. Congestion-related criteria was added to the TIP call for projects application and scoring process after development of the CMP.

For all regionally significant roadway projects that significantly increase SOV capacity, a CMP/ Transportation Improvement Program (TIP) Compliance Process ensures proper process before a project appears in the TIP.

This process may require a Roadway Capacity Justification Report to explain to the SRTC Board the need for additional capacity and what least-cost planning efforts were considered before concluding that new lanes are necessary. This process is not limited to CMP Corridor projects; it pertains to all regionally significant projects in the TIP.

Air Quality Conformity

On 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 (PM₁₀) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On 05/12/2016 the EPA approved the Second 10-year LMP for PM₁₀ 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 PM₁₀ and CO from motor vehicles would contribute to a PM₁₀ 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 PM₁₀ LMP Qualification Assessment, VMT was projected to grow by 36% over the ten-year period of 2000 to 2010, or 3.1% annually. Since the actual VMT annual growth rate of 1% included in Horizon 2040 is less than the 3.1% rate assumed in the PM₁₀ LMP, Horizon 2040 and the 2022-2025 TIP conform to the PM₁₀ LMP. Through the TIP consultation process, it was agreed that the same VMT growth rate analysis is used to evaluate conformity with CO. The projects in the 2022-2025 TIP are consistent with Horizon 2040, which meets the conformity requirements of the Federal Clean Air Act Amendments of 1990 and the Washington Clean Air Act.

Transportation Control Measures (TCMs)

Per 40 CFR 93.101, a transportation control measure is any measure that is specifically identified and committed to in an implementation plan to reduce emissions or concentration of air pollutant from transportation sources by reducing vehicles use, changing traffic flow or congested conditions. Per the State Implementation Plan and LMP, there are no CO transportation control measures. PM₁₀ 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 21st 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 2021 and awarded \$4.64 million to improving NHS pavement condition around the Spokane region and those projects are newly included in this TIP. Additionally, in 2021 the statewide NHS pavement preservation program awarded \$12.4 million to local agencies to improve NHS pavement condition and \$7.7 million to improve local bridge condition in the region. Additional in this TIP, projects awarded through CMAQ funding address removing CO and PM10 emissions. Other investments that lead to improved performance in the TIP are funded using state Highway Safety Improvement Program funds to reduce crash frequency and severity.

Federal Highway Administration Performance Targets

Title 23 (Federal Highways) USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. WSDOT and MPOs have been coordinating since 2015 to meet the requirements in the following national goal areas: Safety, Infrastructure Condition, Congestion, System Reliability, Freight Movement and Environmental Sustainability.

Safety Targets

The stated goal for *Safety*: *to achieve a significant reduction in traffic fatalities and serious injuries on all public roads*. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five annual safety performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. MPOs can agree to either support the State DOT targets or establish separate MPO targets specific to the metropolitan planning area.

In 2019, WSDOT coordinated with MPOs through an established MAP-21 collaboration process. SRTC supports programs and projects that contribute to statewide annual safety targets set by WSDOT. Annual 2022 safety

targets are currently in development and not available at the time of this report. Safety targets are reported to WSDOT and the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Pavement and Bridge Targets

RCW 47.05 and WSDOT's Highway System Plan set the direction for infrastructure condition management in Washington State, which is to preserve pavements and bridges at the lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

SRTC agrees to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with SRTC and other MPOs to establish performance measures and communicate pavement and bridge management practices, as well as what these practices mean in the context of the NHS. WSDOT regularly release information about the annual average state facility needs for pavements and bridges within each MPO boundary.

System Performance, Freight, and CMAQ Targets

In 2018, Washington MPOs and WSDOT set, adopted, and reported statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures to FHWA. SRTC agrees to plan and program projects to work towards and achieve Washington Highway System Performance, Freight, and Congestion Mitigation and Emissions Performance under 23 CFR 490. Washington State MPOs and WSDOT continue to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of this group is to increase the consistency between regional plans and WSDOT's statewide plans. This includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT is partnering with SRTC is by sharing performance data and analytics through the Regional Integrated Transportation Information System (RITIS) tool. The state's financial participation makes this tool available for WSDOT and SRTC to use the system in evaluating regional targets and to assist in our SRTC decision making processes.

Over the coming years WSDOT and its partners will further align planning and programming areas with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Federal Transit Administration Performance Targets

Under Title 49 CFR Part 625 and 630 under Transit Asset Management (TAM) requirements, public transit providers must set State of Good Repair performance targets for their assets.

Public Transit Targets

Since Spokane Transit Authority (STA) is the only Tier 1 public transportation provider currently required to report TAM targets, SRTC adopted these targets on 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.

2022-2025 TIP ACCOMPLISHMENTS

Status of Major Projects

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

Table 1. Completed Projects (fully obligated)

Agency	Project Title	STIP ID
Airway Heights	Highway 2 Shared Use Path Gap Project	WA-11818
Cheney	Washington Street Preservation	WA-13828
Deer Park	E Crawford Preservation	WA-13966
Spokane	Centennial Trail Summit Gap	WA-09829
Spokane County	2021 NE County Rumble Str.	WA-14087
Spokane County	Bigelow Gulch/forker Connection	CRP-2620
Spokane County	Brooks Rd	WA-06998
Spokane County	Commute Trip Reduction 2022	WA-11857
Spokane County	Commute Trip Reductio 2023	WA-11858
Spokane County	Country Homes Blvd Preservation	WA-13972
Spokane County	Elk Chattaroy Preservation	WA-13970
Spokane County	Little Spokane Connection Rd Pathway	WA-08155
Spokane Valley	2020 Retroreflective Post Panels	WA-13343
Spokane Valley	Mission Ave Bridge Deck Repair	WA-13812
Spokane Valley	Sprague Ave Preservation	WA-13925
Spokane Valley	Sprague/Barker Intersection Improvements	WA-11814
Spokane Valley	Sullivan-Wellesley Intersection Improvement	WA-08129
Spokane Valley	Wilbur Road Sidewalk: Boone to Mission	WA-12693
Spokane Transit Authority	Paratransit Van Replacement	WA-13105
Spokane Transit Authority	Battery Electric Bus Purchase	WA-13866
SRTC	2022 Metropolitan Transportation Planning	WA-11846
SRTC	2023 Metropolitan Transportation Planning	WA-11487
WSDOT	21-23 ER Region Wide Safety Features - Signing	600026F32
WSDOT	Eastern Region - TMC Equipment Replacement	600026J32
WSDOT	ER Spokane Communication Switches - Upgrades	600026L32
WSDOT	I-90/Rural Interchange Stage 1 - Illumination Replacement	609019S32
WSDOT	I-90/Sprague I/C TO SR 904 I/C - Illumination Rebuild	609024H32
WSDOT	US 2/Colbert Rd - Intersection Revision	600230J32
WSDOT	US 2/Sunset Interchange - Illumination Replacement	600228W32
WSDOT	US 395/NSC Spokane River Crossing	60015J32

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 2022 program year, the annual listing will be published no later than March 31, 2023. The listing will be made available on the SRTC website, www.srtc.org, and presented to the SRTC Board and both advisory committees.

FINANCIAL PLAN

A vital part of the Transportation Improvement Program (TIP) is the financial plan that demonstrates that the resources necessary to complete the projects in the TIP are secured or reasonably available.

Federal rules require that TIPs prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the TIP. SRTC, STA, and WSDOT in coordination develop funding estimates that are reasonably expected to be available to pay for projects and programs included in the TIP. These estimates are used to ensure that projects in the TIP can be funded by the anticipated revenue stream. This section contains the financial plan, including a description of assumptions and revenue sources available for transportation projects in the TIP.

The TIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding estimated to be available. All projects programmed in the TIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year TIP program period.

Assumptions

Projects programmed in the TIP reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307/5310/5339, CMAQ, STBG, STBG Set-Aside), the number of dollars available is based on the previous year's allocations or estimates. For State or Federal funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

Operation and Maintenance Cost

SRTC monitors funds that are used to adequately maintain, preserve, and operate the transportation system already in place. On average, local agencies will spend \$25 million annually for the entire road system in Spokane County. These costs will likely increase over time as the transportation system ages and grows. These operation and maintenance costs are assumed to be covered primarily through available local resources.

STA spends approximately \$82 million annually to operate and maintain fixed route, vanpool and paratransit services. STA saw a 2.1% increase in its operating expenses between 2019 and 2020 mainly due to additional service and expenses related to the 10-year Moving Forward Plan. STA decreased its 2021 operating budget by 2.2% over the 2020 budget, in anticipation of financial and ridership challenges presented by the COVID-19 pandemic.

PROJECT SELECTION

In order to meet federal requirements, all federal projects programmed in the 2023-2026 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 Chart 1 (page 18). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.

Spokane Regional Transportation Council (SRTC)
2023–26 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)	2023	(1,877,251)	8,742,247	6,864,996	4,661,224	2,203,772	
			2024	2,203,772	8,742,247	10,946,019	-	10,946,019	
			2025	10,946,019	8,742,247	19,688,266	10,413,000	9,275,266	
			2026	9,275,266	8,742,247	18,017,513	-	18,017,513	
		TA Set-Aside (UL, US, R)	2023	615,400	1,052,992	1,668,392	920,665	747,727	
			2024	747,727	1,052,992	1,800,719	867,051	933,668	
			2025	933,668	1,052,992	1,986,660	2,857,846	(871,186)	
			2026	(871,186)	1,052,992	181,806	334,208	(152,402)	
		CMAQ	2023	2,118,963	3,593,475	5,712,438	5,845,490	(133,052)	
			2024	(133,052)	3,593,475	3,460,423	1,900,641	1,559,782	
			2025	1,559,782	3,593,475	5,153,257	3,935,641	1,217,616	
			2026	1,217,616	3,593,475	4,811,091	4,814,642	(3,551)	
		HIP Regional (UL, US, R)	2023	347,746	2,440,778	2,788,524	6,024	2,782,500	
			2024	-	-	-	-	-	
			2025	-	-	-	-	-	
			2026	-	-	-	-	-	
		FTA 5307	2023	-	10,786,108	10,786,108	10,786,108	-	
			2024	-	10,893,970	10,893,970	10,893,970	-	
			2025	-	11,002,909	11,002,909	11,002,909	-	
			2026	-	-	-	-	-	
		FTA 5309	2023	-	-	-	-	-	
			2024	-	-	-	-	-	
			2025	-	91,000,000	91,000,000	91,000,000	-	
			2026	-	-	-	-	-	
		FTA 5310	2023	-	1,070,889	1,070,889	1,070,889	-	
			2024	-	919,347	919,347	919,347	-	
			2025	-	621,077	621,077	621,077	-	
			2026	-	-	-	-	-	
		FTA 5339	2023	-	949,377	949,377	949,377	-	
			2024	-	958,871	958,871	958,871	-	
			2025	-	968,459	968,459	968,459	-	
			2026	-	-	-	-	-	
		State Allocations to Local Projects	HSIP	2023	-	3,951,795	3,951,795	3,951,795	-
				2024	-	475,000	475,000	475,000	-
				2025	-	-	-	-	-
				2026	-	-	-	-	-
	NHFP		2023	-	9,679,691	9,679,691	9,679,691	-	
			2024	-	43,000	43,000	43,000	-	
			2025	-	-	-	-	-	
			2026	-	-	-	-	-	
	STP(BR)		2023	-	2,854,920	2,854,920	2,854,920	-	
			2024	-	6,053,554	6,053,554	6,053,554	-	
			2025	-	-	-	-	-	
			2026	-	-	-	-	-	
	State Allocations to State Projects	STP	2023	-	1,552,939	1,552,939	1,552,939	-	
			2024	-	3,523,418	3,523,418	3,523,418	-	
			2025	-	4,171,923	4,171,923	4,171,923	-	
			2026	-	1,541,060	1,541,060	1,541,060	-	
HSIP		2023	-	-	-	-	-		
		2024	-	-	-	-	-		
		2025	-	-	-	-	-		
		2026	-	-	-	-	-		
NHPP		2023	-	3,458,896	3,458,896	3,458,896	-		
		2024	-	8,527,208	8,527,208	8,527,208	-		
		2025	-	29,263,539	29,263,539	29,263,539	-		
		2026	-	21,245,728	21,245,728	21,245,728	-		
Discretionary Programs	DEMO, BUILD, TIGER	2023	-	3,305,724	3,305,724	3,305,724	-		
		2024	-	191,667	191,667	191,667	-		
		2025	-	2,972,500	2,972,500	2,972,500	-		
		2026	-	-	-	-	-		
State	Local Projects	TIB, FMSIB, SRTS, CRAB, CWA, OTHER	2023	-	8,378,795	8,378,795	8,378,795	-	
			2024	-	1,726,800	1,726,800	1,726,800	-	
			2025	-	50,000,000	50,000,000	50,000,000	-	
			2026	-	-	-	-	-	
State Projects	State (includes CWA)	2023	-	503,235,976	503,235,976	503,235,976	-		
		2024	-	306,602	306,602	306,602	-		
		2025	-	1,046,566	1,046,566	1,046,566	-		
		2026	-	474,375	474,375	474,375	-		
Local	Local Projects	Local (includes match)	2023	-	23,983,603	23,983,603	23,983,603	-	
			2024	-	19,713,146	19,713,146	19,713,146	-	
			2025	-	90,135,859	90,135,859	90,135,859	-	
			2026	-	4,639,042	4,639,042	4,639,042	-	
				TOTAL	1,018,704,437	972,180,765			

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 two-tiered fare increase was implemented in July 2017 with the second phase implemented in July 2018.
4. The Capital Program will be funded as contained in the Transit Development Plan for 2022 through 2027.
5. STA currently uses 8/10ths of 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 2021 budget assumed sales tax revenue would experience a significant decrease over what was collected in 2020 as the COVID-19 pandemic impacted the regional economy. Fare revenue was projected to improve slightly over 2020 which suffered a steep decline as COVID-19 hampered ridership in response to state of emergency declarations. It is unclear when ridership will recover to pre-pandemic ridership levels.

2023-2026 TIP PROJECTS

OVERVIEW

The remainder of this document details the 2023-2026 projects that are regionally significant and/or are federally funded.

New Projects

There are 87 projects programmed in the TIP for the years 2023-2026. The majority of these are active projects that were included in the previous TIP. 18 projects are new to the 2023-2026 TIP and are listed in Table 2 below.

Table 2. New Projects in the 2023-2026 TIP

Agency	Project Name	TIP ID Number
Airway Heights	SR2 Multi-Modal and Pedestrian Enhancements	WA-14698
Deer Park	N Colville Reconstruction	WA-14691
Medical Lake	Lake St ADA Upgrades	WA-14664
Spokane County	Commute Trip Reduction Program 2024-2026	WA-14682
Spokane County	Harvard Rd Reconstruction - Phase 2	WA-14683
Spokane County	Argonne Road and Upriver Drive Intersection Improvement	C3313
Spokane County	Cascade Way Reconstruction	3314
Spokane Valley	Trent Ave Access Control Safety Improvements	WA-14755
Spokane Valley	S. Barker Rd. (Appleway-Sprague)	WA-14652
Spokane Valley	2022 Citywide Signal Backplates	WA-14756
Spokane Valley	Argonne I-90 Bridge (PE Only)	WA-14651
Spokane Transit	Division St BRT Project Development	WA-14717
Spokane Transit	I90/Valley HPT Line Park & Ride Construction	WA-14718
Spokane Transit	Division Line: Division BRT Construction and Implementation	WA-14727
WSDOT	I-90/Lincoln, Brown WB Ramps - Bridge Deck Rehab/Expansion Joint Repair	609048P32
WSDOT	I-90/Latah Creek Crossing - Bridge Rehab	609047B32
WSDOT	US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair	600282A32
WSDOT	US 2/Deep Ck Crossing - Bridge Repair	600227K32

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 22-23).

Table 3. 2023-2026 Projects by Project Type

Project Type	Number of Projects	% of Projects	Programmed Amount	% of Program
Bicycle & Pedestrian	11	13%	28,027,428	3%
Bridge	15	17%	38,822,446	4%
High Performance Transit	3	3%	199,401,000	20%
Planning	3	3%	1,734,105	0%
Preservation	9	10%	68,445,706	7%
Rail/Highway Crossing	1	1%	35,497,871	3%
Reconstruction	11	13%	33,225,275	3%
Roadway Capital*	4	5%	17,799,654	2%
Roadway Capital – NSC**	3	3%	502,397,895	49%
Safety	15	17%	14,400,005	1%
Transit	3	3%	70,306,331	7%
TDM	1	1%	1,296,632	0%
TSMO	8	9%	6,177,818	1%
TOTAL	87	100%	1,017,532,166	100%

* Category includes constructing new roadways, reconstruction projects that add additional capacity, and paving dirt roads.

** For informational purposes, and due to the significant cost of the project, the North Spokane Corridor (NSC) project is shown separately from the New Roadway category.

DOCUMENT ORGANIZATION

Program Summary

The list of planned projects for 2023-2026 is detailed in the Program Summary, starting on page 22. 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.

Spokane Regional Transportation Council (SRTC)
2023–2026 Regional TIP (RTIP) Program Summary

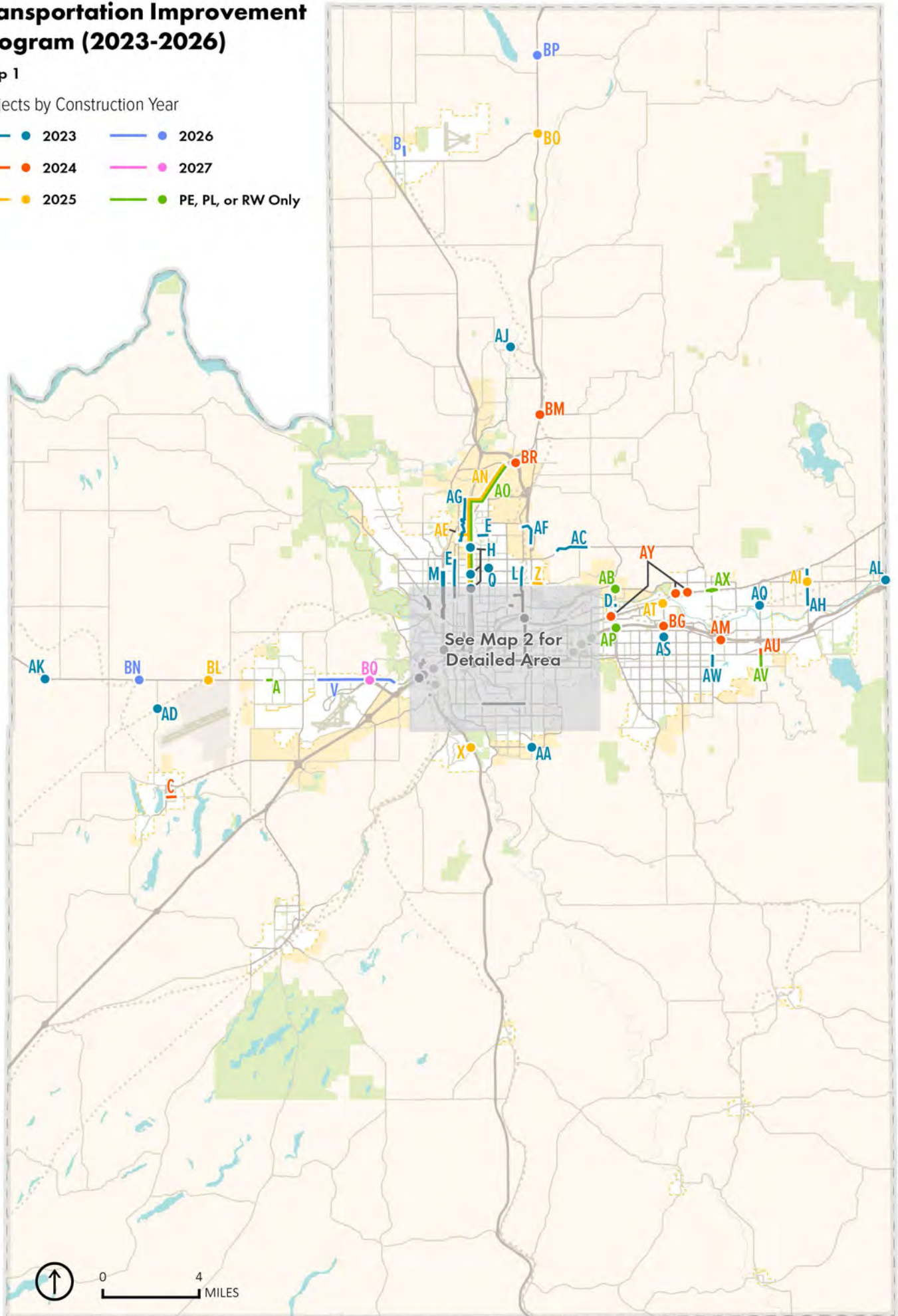
STIP ID	Project Title	Agency	RTIP Project Type	Estimated Total Project Cost	Previously Obligated Funds	2023					2024					2025					2026					2022-25 Total	2025-26 Total not included in STIP or fiscal constraint
						Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total	Phase	Federal	State	Local	Total		
600231932	US 2/Elk Bridges Rd - Flasher Replacement	WSDOT - EAST	TSMO	213,150	-	-	-	-	-	PE	55,824	-	2,326	58,150	-	-	-	-	-	CN	151,900	-	3,100	155,000	213,150	155,000	
600282A32	US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair	WSDOT - EAST	Bridge	3,445,600	2,962,400	-	-	-	-	-	-	-	-	-	-	-	-	-	PE	463,872	-	19,328	483,200	483,200	483,200		
639516P32	US 395/Hastings Rd - Signal Rebuild	WSDOT - EAST	Reconstruction	444,250	-	PE	108,096	-	4,504	112,600	CN	325,017	-	6,633	331,650	-	-	-	-	-	-	-	-	444,250	-		
600015S32	US 395/NSC I-90 to Sprague Ave	WSDOT - EAST	Roadway Capital - NSC	266,713,677	21,558,019	CN	-	245,155,658	-	245,155,658	-	-	-	-	-	-	-	-	-	-	-	-	-	245,155,658	-		
600015P32	US 395/NSC Sprague Ave to Spokane River - Stage 2	WSDOT - EAST	Roadway Capital - NSC	188,390,051	1,250,000	CN	-	187,140,051	-	187,140,051	-	-	-	-	-	-	-	-	-	-	-	-	-	187,140,051	-		
600015Q32	US 395/NSC Sprague Ave to Spokane River - Stage 3	WSDOT - EAST	Roadway Capital - NSC	71,352,186	1,250,000	CN	-	70,102,186	-	70,102,186	-	-	-	-	-	-	-	-	-	-	-	-	-	70,102,186	-		
TOTAL						63,021,694	510,776,690	24,821,684	598,620,068	41,710,797	1,726,800	20,019,748	63,457,345	169,494,849	50,000,000	91,182,425	310,677,274	39,664,062	-	5,113,417	44,777,479	1,017,532,166	168,297,753				

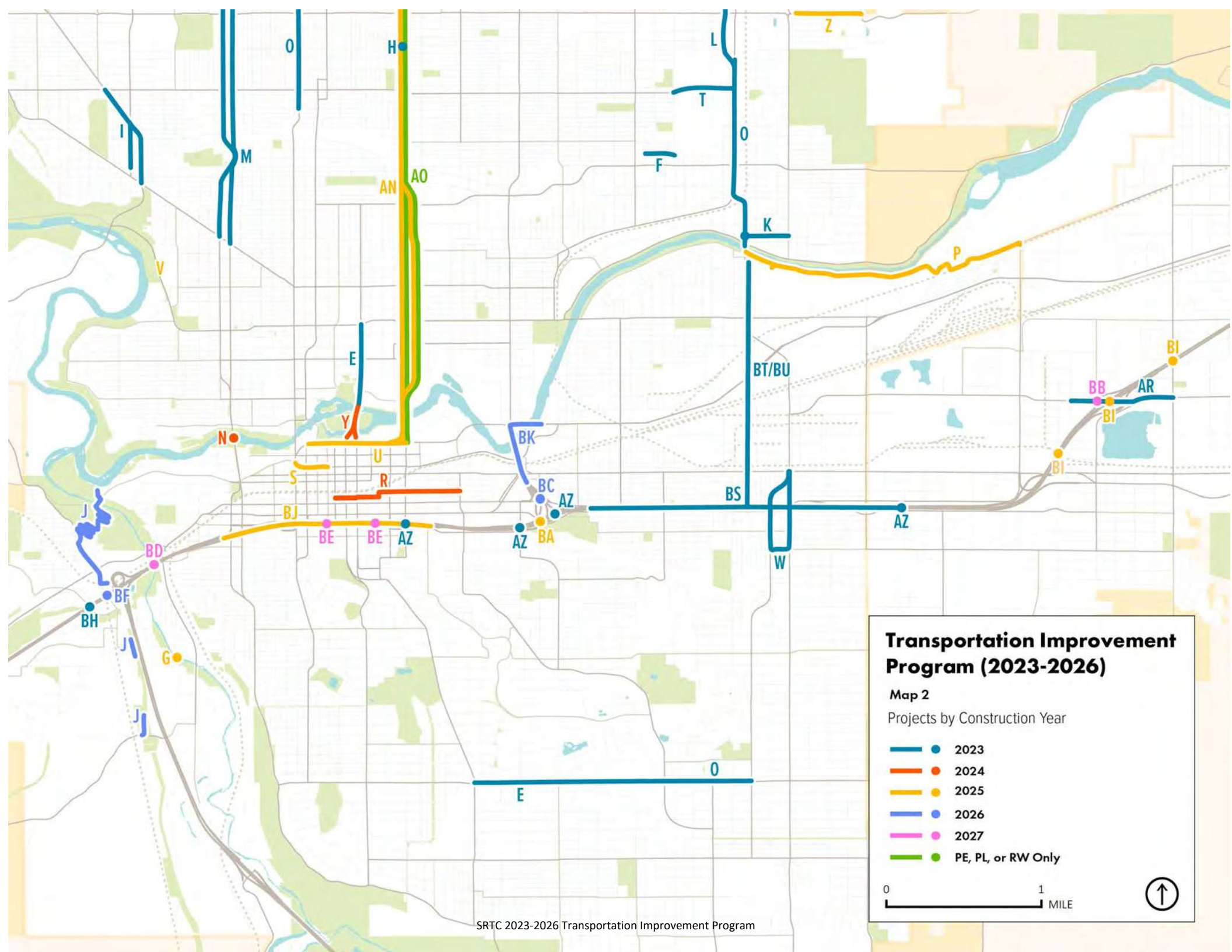
Transportation Improvement Program (2023-2026)

Map 1

Projects by Construction Year

- 2023
- 2024
- 2025
- 2026
- 2027
- PE, PL, or RW Only





Transportation Improvement Program (2023-2026)

Map 2
Projects by Construction Year

- 2023
- 2024
- 2025
- 2026
- 2027
- PE, PL, or RW Only



2023-2026 Transportation Improvement Program

Projects

	Project Title	Project Type	Agency	Construction Year
A	SR 2 Pedestrian and Multi-Modal Enhancements	Bicycle & Pedestrian	Airway Heights	PE, PL, or RW Only
B	N. Colville Reconstruction	Reconstruction	Deer Park	2026
C	Lake St ADA Upgrades	Bicycle & Pedestrian	Medical Lake	2024
D	Argonne Road, Empire to Liberty Congestion Relief	Roadway Capital	Millwood	2023
E	29th / Washington / Monroe	Preservation	Spokane	2023
F	Bemiss Elementary Walk Route Improvements	Bicycle & Pedestrian	Spokane	2023
G	Chestnut St. Bridge	Bridge	Spokane	2025
H	Division St. Pedestrian Hybrid Beacon	Safety	Spokane	2023
I	Driscoll/Alberta/Cochran Sidewalk Infill and Finch Elem Walk Route	Bicycle & Pedestrian	Spokane	2023
J	Fish Lake Trail Connection to Centennial Trail	Bicycle & Pedestrian	Spokane	2026
K	Greene/Carlisle Crosswalk Improvements	Safety	Spokane	2023
L	Haven St. Grind & Overlay	Preservation	Spokane	2023
M	Maple / Ash Chip Seal	Preservation	Spokane	2023
N	Maple Street Bridge Deck Repair	Bridge	Spokane	2024
O	Market / Monroe / 29th	Preservation	Spokane	2023
P	Millwood Trail, from Spokane Community College to Felts Field	Bicycle & Pedestrian	Spokane	2025
Q	Nevada/Joseph Pedestrian Hybrid Beacon	Safety	Spokane	2023
R	Pacific Avenue Greenway	Bicycle & Pedestrian	Spokane	2024
S	Riverside Avenue - Wall to Monroe	Reconstruction	Spokane	2025
T	Shaw Middle School - Garland Ave. Pathway	Bicycle & Pedestrian	Spokane	2023
U	Spokane Falls Blvd. Reconstruction: Lincoln to Division	Reconstruction	Spokane	2025
V	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Bicycle & Pedestrian	Spokane	2026
W	Thor and Freya Couplet from Hartson to Sprague	Reconstruction	Spokane	2023
X	US 195 / Meadowlane	Bicycle & Pedestrian	Spokane	2025
Y	Washington St. South, Washington St. North Channel and Stevens St. Bridge Deck Repair	Bridge	Spokane	2024
Z	Wellesley Ave. - Freya to Havana	Reconstruction	Spokane	2025
AA	57th Ave Freya St Roundabout	Safety	Spokane County	2023
AB	Argonne Road and Upriver Drive Intersection Improvement	Safety	Spokane County	PE, PL, or RW Only
AC	Bigelow Gulch Project 2	Roadway Capital	Spokane County	2023
AD	Brooks Road Railway Crossing CRP 3249	Safety	Spokane County	2023
AE	Cascade Way Reconstruction-Wall to Normandie	Reconstruction	Spokane County	2025
AF	Freya Street Preservation	Preservation	Spokane County	2023
AG	Greta to Whitworth Bike Route	Bicycle & Pedestrian	Spokane County	2023
AH	Harvard Road Reconstruction	Reconstruction	Spokane County	2023

2023-2026 Transportation Improvement Program

Projects

	Project Title	Project Type	Agency	Construction Year
AI	Harvard Road Reconstruction Phase 2	Bicycle & Pedestrian	Spokane County	2025
AJ	Little Spokane Drive Bridge No.3704 Replacement	Bridge	Spokane County	2023
AK	Sunset Hwy Br No. 0514 Removal	Bridge	Spokane County	2023
AL	Wellesley Ave and Appleway Ave Roundabout	TSMO	Spokane County	2023
AM	I90/Valley HPT Line Park & Ride Construction	High Performance Transit	Spokane Transit	2024
AN	Division Line: Division BRT Construction and Implementation	High Performance Transit	Spokane Transit	2025
AO	Division St BRT Project Development	High Performance Transit	Spokane Transit	PE, PL, or RW Only
AP	Argonne I-90 Bridge (PE Only)	Bridge	Spokane Valley	PE, PL, or RW Only
AQ	Barker @ UPRR Crossing	Roadway Capital	Spokane Valley	2023
AR	Broadway at I-90 Preservation	Preservation	Spokane Valley	2023
AS	Pines and Mission Intersection Improvements	Reconstruction	Spokane Valley	2023
AT	Pines Road/BNSF Grade Separation	Rail/Highway Crossing	Spokane Valley	2025
AU	S. Barker Rd. (Appleway-Sprague)	Roadway Capital	Spokane Valley	2024
AV	S. Barker Rd. ROW Acquisition	Roadway Capital	Spokane Valley	PE, PL, or RW Only
AW	S. Sullivan Road Preservation	Preservation	Spokane Valley	2023
AX	Sullivan/Trent Interchange Design	Safety	Spokane Valley	PE, PL, or RW Only
AY	Trent Ave Access Control Safety Improvements	Safety	Spokane Valley	2024
AZ	I-90 Division/Custer/Arthur/Hamilton - ITS Cabinet Rebuilds	Safety	WSDOT - EAST	2023
BA	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation	Bridge	WSDOT - EAST	2025
BB	I-90/Broadway Interchange West - Signal Replacement	TSMO	WSDOT - EAST	2027
BC	I-90/Hamilton St EB Off-Ramp - Bridge Deck Repair	Bridge	WSDOT - EAST	2026
BD	I-90/Latah Creek Crossing - Bridge Rehab	Bridge	WSDOT - EAST	2027
BE	I-90/Lincoln, Brown WB Ramps - Bridge Deck Rehab/Expansion Joint Repair	Bridge	WSDOT - EAST	2027
BF	I-90/Lindeke St Crossing - Bridge Deck Repair	Bridge	WSDOT - EAST	2026
BG	I-90/Pines Interchange South - Signal Replacement	TSMO	WSDOT - EAST	2024
BH	I-90/Rosamond Bridge Crossing - Bridge Deck Rehab	Bridge	WSDOT - EAST	2026
BI	I-90/RR, Broadway, Park Rd Crossings - Expansion Joint Repair	Preservation	WSDOT - EAST	2025
BJ	I-90/Spokane Viaduct Bridge Deck Rehab	Bridge	WSDOT - EAST	2025
BK	SR 290/I-90 to Spokane River Trent Bridge - Illumination Replacement	Safety	WSDOT - EAST	2026
BL	US 2 Fairchild, US 195 Colfax, US 395 Colville - CCTV Replacements	TSMO	WSDOT - EAST	2025
BM	US 2/Day Mt. Spokane - Signal Replacement	TSMO	WSDOT - EAST	2024
BN	US 2/Deep Ck Crossing - Bridge Repair	Bridge	WSDOT - EAST	2026
BO	US 2/Deer Park & Milan Rd - Roundabout Conversion	Reconstruction	WSDOT - EAST	2025
BP	US 2/Elk Bridges Rd - Flasher Replacement	TSMO	WSDOT - EAST	2026

2023-2026 Transportation Improvement Program

Projects

	Project Title	Project Type	Agency	Construction Year
BQ	US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair	Bridge	WSDOT - EAST	2027
BR	US 395/Hastings Rd - Signal Rebuild	Reconstruction	WSDOT - EAST	2024
BS	US 395/NSC I-90 to Sprague Ave	Roadway Capital - NSC	WSDOT - EAST	2023
BT	US 395/NSC Sprague Ave to Spokane River - Stage 2	Roadway Capital - NSC	WSDOT - EAST	2023
BU	US 395/NSC Sprague Ave to Spokane River - Stage 3	Roadway Capital - NSC	WSDOT - EAST	2023
BV	<i>2021 Horizontal Curve Signing and Area Delineation</i>	<i>Safety</i>	<i>Spokane County</i>	<i>2023</i>
BW	<i>Commute Trip Reduction 2024-2026</i>	<i>TDM</i>	<i>Spokane County</i>	<i>Other</i>
BX	<i>Fixed Route Bus Purchase</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BY	<i>Preventive Maintenance</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BZ	<i>Section 5310 Funding for Seniors and People with Disabilities</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
CA	<i>2022 Citywide Signal Backplates</i>	<i>Reconstruction</i>	<i>Spokane Valley</i>	<i>2024</i>
CB	<i>2024 Metropolitan Transportation Planning</i>	<i>Planning</i>	<i>SRTC</i>	<i>Other</i>
CC	<i>2025 Metropolitan Transportation Planning</i>	<i>Planning</i>	<i>SRTC</i>	<i>Other</i>
CD	<i>2026 Metropolitan Transportation Planning</i>	<i>Planning</i>	<i>SRTC</i>	<i>Other</i>
CE	<i>2024-2026 SRTMC Operations</i>	<i>TSMO</i>	<i>WSDOT - EAST</i>	<i>Other</i>
CF	<i>Asphalt/Chip Seal Preservation Spokane Regional Transportation Council</i>	<i>Preservation</i>	<i>WSDOT - EAST</i>	<i>2023</i>
CG	<i>Eastern Region Major Electrical Rehabilitation - RWIS Rebuild</i>	<i>TSMO</i>	<i>WSDOT - EAST</i>	<i>2024</i>
CH	<i>I-90/Guardrail Basic Safety - Rehabilitation</i>	<i>Safety</i>	<i>WSDOT - EAST</i>	<i>2024</i>
CI	<i>US 195/Guardrail Basic Safety - Rehabilitation</i>	<i>Safety</i>	<i>WSDOT - EAST</i>	<i>2024</i>

* Unmapped regional projects highlighted in gray and listed in italic

APPENDIX A

SRTC INFORMATION

Spokane Regional Transportation Council (SRTC) is an intergovernmental agency made up of local jurisdictions within Spokane County. The Council was founded in 1967 as both the federally mandated Metropolitan Planning Organization and state mandated Regional Transportation Planning Organization.

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

2022 SRTC Board of Directors

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

2022 Transportation Technical Committee (TTC)

<u>Jurisdiction</u>	<u>Name of Representative</u>
City of Spokane	Inga Note (Chair)
WSDOT-Eastern Region	Char Kay (Vice Chair)
City of Airway Heights	Heather Trautman
City of Cheney	Todd Ableman
City of Deer Park (Small Cities/Towns Rep.)	Roger Krieger
City of Liberty Lake	David Williams
City of Spokane	Kevin Picanco
City of Spokane	Colin Quinn-Hurst
City of Spokane Valley	Adam Jackson
City of Spokane Valley	Jeremy Clark
Kalispel Tribe of Indians	Julia Whitford
Spokane County	Brandi Colyar
Spokane County	Barry Greene
Spokane County	Jami Hayes
Spokane Regional Clean Air Agency	April Westby
Spokane Regional Health District	Cindy Green
Spokane Tribe of Indians	Maria Cullooyah
Spokane Transit Authority	Karl Otterstrom
Spokane Transit Authority	Matt Kenney
WSDOT-Eastern Region	Glenn Wagemann
WSDOT-Eastern Region	Chad Simonson

2022 Transportation Advisory Committee (TAC)

Rhonda Young (Chair)	Charles Hansen	Bill White
Kim Zentz (Vice Chair)	Carlie Hoffman	Todd Williams
Raychel Callary	Caleb Newbill	Charlie Wolff
Todd Coleman	Jorgen Rasmussen	Claudine Zender
Liz Hall	Paul Vose	

APPENDIX B

AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

AMENDMENTS

“Amendment” means a major change to a project included in the TIP, including the additional or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes),(23 CFR 450.104). Examples of an amendment would be:

- Adding a new project
- Deleting a project
- Changes to a project’s total programmed amount greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases.
- Major scope changes
- Changes to a project that affects transportation conformity with air quality plans
- Adding a future phase of a project
- Adding federal dollars to a project currently in the TIP that does not have federal funds (federalizing a project)

ADMINISTRATIVE MODIFICATION

“Administrative Modification” means a minor revision to a project in the TIP, including minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. Examples of an administrative modification would be:

- Revisions to lead agency
- Adding a prior phase of a project previously authorized
- Changes to a project’s total programmed amount less than 30%. This includes adding or subtracting funds from currently programmed phases
- Minor scope changes
- Minor changes or corrections in project information, such as: environmental type, right-of-way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.
- Moving a project within the first four years of the TIP
- Changes in a project’s federal fund source (ex. IM to NHS)
- Any and/or all federal funds currently programmed in the TIP for a project without consideration of the phase split
- All adjustments in a project’s funding authorization for award of contract

APPENDIX C

PERFORMANCE MEASURES AND STATEWIDE TARGETS

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

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

Since 2018 SRTC 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 2022
Number of Fatalities	531.8	437.3
Rate of Fatalities	0.879	0.73
Number of Serious Injuries	2154.6	1819.0
Rate of Serious Injuries	3.562	3.042
Number of Fatalities & Serious Injuries for Non-Motorized transportation	559.8	464.6

**The SRTC Board supported using statewide safety targets on 03/10/2022*

Performance Measure 2: Bridge and Pavement Targets

Bridge Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of NHS Bridges in good condition (weighted by deck area)	32.8%	30%	30% or more
Percent of NHS Bridges in poor condition (weighted by deck area)	7.8%	10%	10% or less

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

Pavement Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of Interstate pavement on the NHS in good condition	32.5%	N/A	30% or more
Percent of Interstate pavement on the NHS in poor condition	3.6%	N/A	4% or less
Percent of Non-Interstate pavement on the NHS in good condition	18%	45%	18% or more
Percent of Non-Interstate pavement on the NHS in poor condition	5%	21%	5% or less

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

Performance Measure 3: System Performance, Freight and CMAQ Targets

Highway System Performance (congestion)	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of person-miles traveled on the Interstate System that are reliable	73%	70%	68% or more
Percent of person-miles traveled on the Non-Interstate System that are reliable	77%	N/A	61%
Truck Travel Time Reliability (TTTR) index	1.63	1.70	1.75
Carbon Monoxide (CO kg/day)	313.160	309.000	309.06
Particulate Matter < 10 microns PM10 (kg/day)	435.690	0.305	224

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

Public Transit Safety Performance

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target
Rolling Stock	Buses	98%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	99%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	99%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	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	94%	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	100%	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 on these targets and the target-setting process. Per federal requirements, anytime a public transit provider adopts new targets, SRTC has 180 days to review and adopt performance targets and bring them into the regional performance management efforts. SRTC agreed to support safety targets developed by Spokane Transit Authority through a Board motion on 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 that 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.

FIXED ROUTE PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KKPI)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.6	0.08 or less

PARATRANSIT PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.13	0.1 or less

FIXED ROUTE PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

PARATRANSIT PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

FIXED ROUTE SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of events per year	Total number of events per year	316	310

PARATRANSIT SAFETY EVENTS

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

EMPLOYEE INJURY ACCIDENTS

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

EMPLOYEE INJURY SEVERITY

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

FACILITY SAFETY INSPECTIONS

Objective	Metrics (KPIs)	Baseline	Target
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.

SAFETY TRAINING

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

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.

FIXED ROUTE ROAD CALLS

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

PARATRANSIT ROAD CALLS

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

FACILITIES PREVENTIVE (SAFETY) INSPECTIONS & REPAIRS

Objective	Metrics (KPIs)	Baseline	Target
Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	90% of all PM services completed on time	80% of all PM services completed on time

*Supported by the SRTC Board on 03/11/2021

APPENDIX D

FEDERAL, STATE AND LOCAL REVENUES

FEDERAL REVENUES

The current federal surface transportation program, *Fixing America's Surface Transportation (FAST) Act* was signed 12/04/2015 and includes the following federal programs:

Congestion Mitigation and Air Quality (CMAQ): The CMAQ category addresses congestion mitigation and air quality improvement in non-attainment and/or maintenance areas. Funds are distributed to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

Highway Infrastructure Program (HIP): Provides support for road and bridge projects and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Eligible activities include only construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Construction includes design and right of way that directly relates to the construction of these projects (23 USC 101(a)(4)). HIP funds are not eligible to be utilized on: Rural minor collectors or local access, transportation alternatives, ferries, transit, etc.; nor transportation planning and studies.

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The NHPP provides funding for the following types of projects: construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System.

Surface Transportation Block Grant (STP): This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STP program includes sub-allocated funds based on population and flexible funds for use anywhere. STP funds are divided into the following categories:

- **Bridge STP (STP(BR)):** Replacement, rehabilitation, preservation, protection of local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.
- **Regional STP (STP(UL), STP(US), STP(R)):** MPOs and county lead agencies are allocated STP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and county lead agency programs projects for funding based upon their established procedures.
- **WSDOT's STP (STP):** A portion of the STP funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

Surface Transportation Block Grant Set-Aside (formerly TAP): Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and

environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A set-aside for the Recreational Trails Program is provided. MPOs and RTPOs are allocated TAP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and RTPOs programs projects for funding based upon their established procedures.

- **Safe Routes to Schools (TAP(SR)):** The planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school. Also, may include activities to encourage walking and bicycling to school. The state prioritizes and programs safe routes to school (SR) projects for funding.

Highway Safety Improvement Program (HSIP): In FAST Act the objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 called Target Zero. This program has a set-aside for the railway/highway crossing program.

Demonstration Projects (DEMO): Demonstration projects are identified through appropriation bills approved by Congress. High Priority Projects (DEMO): The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)].

FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan and included in the RTPO program in their respective area. WSDOT administers these funds through the state consolidated grant program.

FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include program administration, Rural Transit Assistance Program (RTAP) technical assistance, intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the general public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP.

FTA Section 5339 - Bus and Bus Facilities: Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. WSDOT administers these funds through the state consolidated grant program.

STATE 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

Washington State S. T. I. P.
2023 to 2026
(Project Funds to Nearest Dollar)
totals for years 2023 thru 2026

Report Date - August 30, 2022

Selection Criteria (from SEARCH panel - if any)

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Airway Heights

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-14698	18	0.290	CE	No	Lawson Street	Lundstrom Street	1,013,862	

S.R 2 PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS

Prepare the project design for the pedestrian, and parking improvements along U.S. Highway 2 and roundabouts at Lundstrom Street and Lawson Street. Design will include provisions for stormwater runoff treatment, plans for multi-modal facilities and other enhancements shown on the vicinity drawing.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			Federal	State Fund Code			
PE	2023	STBG(USS)	876,991		0	136,871	1,013,862
Project Totals			876,991		0	136,871	1,013,862

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,013,862	0	0	0	0
Totals	1,013,862	0	0	0	0

Agency Totals for Airway Heights	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	876,991		0	136,871	1,013,862

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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 to 40 feet 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 Fund Code	State Funds	Local Funds	Total
PE	2024		STBG(R)	264,647		0	41,303	305,950
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
Project Totals				1,767,000		0	1,978,338	3,745,338

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	305,950	0	0	0	0
RW	0	50,000	0	0	0
CN	0	0	3,389,388	0	0
Totals	305,950	50,000	3,389,388	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Deer Park	1,767,000	0	1,978,338	3,745,338

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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			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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds			Total
			Federal	State Fund Code	Local Funds	
PE	2023	TAP(R)	48,000		0	48,000
CN	2024	TAP(R)	463,000		0	463,000
Project Totals			511,000		0	511,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	48,000	0	0	0	0
CN	0	463,000	0	0	0
Totals	48,000	463,000	0	0	0

Agency Totals for Medical Lake	Federal Funds			State Funds	Local Funds	Total
	Federal	State	Local			
	511,000	0	0	0	511,000	

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	2023	CMAQ		2,277,664		0	504,418	2,782,082
CN	2023	HIP(UL)		6,024		0	940	6,964
Project Totals				2,283,688		0	505,358	2,789,046

Expenditure Schedule

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

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.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13882	05	3.220	CE	Yes	Various	Various	6,176,000	

29th / Washington / Monroe

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2023		NHPP	40,000			0	10,000	50,000
CN	2023		NHPP	4,509,000			0	1,127,000	5,636,000
Project Totals				4,549,000			0	1,137,000	5,686,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	3,000,000	2,636,000	0	0	0
Totals	3,050,000	2,636,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	SR21(007)		WA-13878	28		CE	No	Various	Various	844,276	

Bemiss Elementary Walk Route Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023			0	SRTS	657,832	116,088	773,920
Project Totals				0		657,832	116,088	773,920

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	763,020	0	0	0	0
Totals	763,020	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-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
PE	2023		BR	308,000			0	0	308,000
RW	2024		BR	100,000			0	0	100,000
CN	2025		BR	1,629,000			0	0	1,629,000
Project Totals				2,037,000			0	0	2,037,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	308,000	0	0	0	0
RW	0	100,000	0	0	0
CN	0	0	1,629,000	0	0
Totals	308,000	100,000	1,629,000	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	0002(869)		WA-13808	21		CE	Yes	Various	Various	1,733,900	

Division St. Pedestrian Hybrid Beacon

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		HSIP	1,464,000		0	0	1,464,000
Project Totals				1,464,000		0	0	1,464,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,464,000	0	0	0	0
Totals	1,464,000	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-11841	28	1.000	CE	Yes	Northwest Blvd	Garland Ave	2,098,354	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total	
				State Fund Code	State Funds				
CN	2023		TAP(UL)		554,786	0	89,771	644,557	
CN	2023		CMAQ		335,525	0	52,365	387,890	
CN	2023				0	SRTS	637,490	112,498	749,988
Project Totals					890,311		637,490	254,634	1,782,435

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,782,435	0	0	0	0
Totals	1,782,435	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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

Finalize design and build a shared-use path connection from the Fish Lake Trailhead near Lindeke to the Centennial Trail via Sandifur Bridge. Phase 1 construction builds the path from the Fish Lake Trailhead at Lindeke north along Government ending near 5th Ave. Phase 1 will also build a pathway from the Fish Lake Trail down the old railroad grade to tie into Thorpe Road.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2024		TAP(UL)	404,051		0	124,120	528,171
RW	2025		TAP(UL)	49,725		0	15,275	65,000
CN	2026		TAP(UL)	334,208		0	102,665	436,873
Project Totals				787,984		0	242,060	1,030,044

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	428,171	100,000	0	0
RW	0	0	65,000	0	0
CN	0	0	0	4,338,549	0
Totals	0	428,171	165,000	4,338,549	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	PB21(004)		WA-13876	28	0.280	CE	No	Carlisle at Greene	Carlisle at Freya	1,420,957	

Greene/Carlisle Crosswalk Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023			0	Ped/Bike Program	1,162,601	129,178	1,291,779
Project Totals				0		1,162,601	129,178	1,291,779

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13964	05	1.040	CE	No	Haven near Rockwell Ave.	Haven near Columbia Ave.	1,399,000	

Haven St. Grind & Overlay

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(UL)	918,038			0	366,297	1,284,335
Project Totals				918,038			0	366,297	1,284,335

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,284,335	0	0	0	0
Totals	1,284,335	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13965	05	3.900	CE	No	Northwest Blvd.	Rowan Ave.	958,000	

Maple / Ash Chip Seal

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(UL)	661,016			0	220,339	881,355
Project Totals				661,016			0	220,339	881,355

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	881,355	0	0	0	0
Totals	881,355	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13883	14	0.320	CE	No	south bridge approach	north bridge approach	4,457,200	

Maple Street Bridge Deck Repair

Bridge deck surface and joint repair.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		STP(BR)	3,618,200			0	0	3,618,200
Project Totals				3,618,200			0	0	3,618,200

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13880	05	2.400	CE	Yes	Various	Various	4,558,000	

Market / Monroe / 29th

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2023		NHPP	14,767			0	3,692	18,459
RW	2023		NHFP	25,233			0	6,308	31,541
CN	2023		NHPP	1,224,542			0	306,413	1,530,955
CN	2023		NHFP	2,092,458			0	523,587	2,616,045
Project Totals				3,357,000			0	840,000	4,197,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	2,000,000	2,147,000	0	0	0
Totals	2,050,000	2,147,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08404	28	2.140	CE	Yes	Spokane Community College	Felts Field	1,400,000	

Millwood Trail, from Spokane Community College to Felts Field

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
RW	2024				0	0	100,000	100,000
CN	2025				0	0	1,300,000	1,300,000
Project Totals					0	0	1,400,000	1,400,000

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	SR21(006)		WA-13879	21		CE	Yes	N/A	N/A	570,620	

Nevada/Joseph Pedestrian Hybrid Beacon

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
RW	2023			0	SRTS	31,314	5,526	36,840
CN	2023			0	SRTS	392,650	69,291	461,941
Project Totals				0		423,964	74,817	498,781

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	36,840	0	0	0	0
CN	461,941	0	0	0	0
Totals	498,781	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	Yes	Howard	Sherman	5,257,000	

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	2023		TAP(UL)		317,879		0	160,121	478,000
CN	2024		CMAQ		370,000		0	186,376	556,376
CN	2025		TAP(UL)		2,808,121		0	1,414,503	4,222,624
Project Totals					3,496,000		0	1,761,000	5,257,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	278,000	0	0	0
CN	0	200,000	4,579,000	0	0
Totals	200,000	478,000	4,579,000	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-11645	04	0.220	CE	Yes	Wall Street	Monroe Street	5,990,150	

Riverside Avenue - Wall to Monroe

Full depth pavement reconstruction, sidewalk repair, secure vaulted sidewalks, lane reconfiguration, bicycle facilities, signal upgrades, conduit and lighting.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		STP(UL)	645,000			0	71,670	716,670
RW	2023		STP(UL)	205,000			0	22,780	227,780
Project Totals				850,000			0	94,450	944,450

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	516,670	0	0	0
RW	0	227,780	0	0	0
Totals	200,000	744,450	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	3930(002)		WA-13877	28	0.640	CE	No	Cook St.	Market St.	1,535,660	

Shaw Middle School - Garland Ave. Pathway

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		SRTS	1,116,844		0	279,211	1,396,055
Project Totals				1,116,844		0	279,211	1,396,055

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	1.700	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.

Phase 1 of the project: Spotted Rd. to Royal

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(064)		WA-11837	04	1.190	CE	Yes	Hartson Ave	Sprague Ave	11,025,170	

Thor and Freya Couplet from Hartson to Sprague

Pavement reconstruction with repair/replacement of curbing and sidewalk as necessary. Updates of signals, lighting, and communication lines. CN will be done in two phases. Phase 1: will be Hartson to S. of 3rd Ave., and north of 2nd Ave. through Sprague Ave.; Phase 2: will be the intersections and approaches of 2nd/Thor, 2nd/Freya, 3rd/Thor, 3rd/Freya.

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,700,000	250,000	0	0	0
Totals	1,700,000	250,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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			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
PE	2024		STBG(UL)		157,599		0	79,401	237,000
CN	2025		STBG(UL)		1,449,641		0	730,359	2,180,000
Project Totals					1,607,240		0	809,760	2,417,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	237,000	0	0	0
CN	0	0	2,180,000	0	0
Totals	0	237,000	2,180,000	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13887	14		CE	No	Various	Various	4,994,280	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		STP(BR)	2,435,354			0	1,618,926	4,054,280
Project Totals				2,435,354			0	1,618,926	4,054,280

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-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 Fund Code	State Funds	Local Funds	Total
PE	2023		DEMO	335,833			0	52,413	388,246
PE	2023		NHFP	77,000			0	12,017	89,017
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
CN	2025			0			0	135,030	135,030
Project Totals				3,620,000			0	700,000	4,320,000

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	300,000	177,264	0	0	0
RW	0	271,291	0	0	0
CN	0	0	3,571,445	0	0
Totals	300,000	448,555	3,571,445	0	0

Federal Funds

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane	36,327,703	2,881,887	10,379,850	49,589,440

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-14088	21		CE	No	Countywide	Countywide	425,000	

2021 Horizontal Curve Signing and Area Delineation

Add/upgrade horizontal curve signing and flexible guideposts countywide.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		HSIP	377,000			0	0	377,000
Project Totals				377,000			0	0	377,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	377,000	0	0	0	0
Totals	377,000	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(072)		WA-11849	21	0.200	CE	Yes	Freya	Freya	845,698	

57th Ave Freya St Roundabout

Construct a roundabout at the intersection of Freya Street and 57th Avenue

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		CMAQ	576,000			0	98,800	674,800
Project Totals				576,000			0	98,800	674,800

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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			C3313	15	0.250	CE	No	Lacrosse Ln	Wellesley Ave	347,000	

Argonne Road and Upriver Drive Intersection Improvement

A preliminary engineering project for the improvement 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
PE	2023		NHFP	300,000			0	47,000	347,000
Project Totals				300,000			0	47,000	347,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	347,000	0	0	0	0
Totals	347,000	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	M320(002)	S 06-15	CRP-2620	03	1.530	DCE	Yes	Urban Boundary (MP 0.50)	East of Espe Rd (MP 2.03)	17,256,654	

Bigelow Gulch Project 2

Reconstruct the existing roadway and realign for safety. Construction of 4 lane roadway with a median, and wide shoulders for pedestrian and bicycle traffic.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		0	CRAB	830,000	0	830,000
CN	2023	STP(R)	174,920	FMSIB	1,690,000	0	1,864,920
CN	2023	NHFP	6,000,000		0	1,604,250	7,604,250
Project Totals			6,174,920		2,520,000	1,604,250	10,299,170

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,299,170	0	0	0	0
Totals	10,299,170	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	I321(007)		WA-10947	22	0.120	CE	Yes	2.64	2.76	1,045,095	

Brooks Road Railway Crossing CRP 3249

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

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
CN	2023		HSIP		915,095	0	93,763	1,008,858
Project Totals					915,095	0	93,763	1,008,858

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,008,858	0	0	0	0
Totals	1,008,858	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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, 6' bike lanes, stormwater improvements

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		STBG(UL)	165,000			0	22,275	187,275
CN	2025		STBG(UL)	958,000			0	129,330	1,087,330
Project Totals				1,123,000			0	151,605	1,274,605

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	187,275	0	0	0	0
CN	0	0	1,087,330	0	0
Totals	187,275	0	1,087,330	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		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
Project Totals				991,924			0	304,708	1,296,632

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-13971	05	1.100	CE	No	MP 0.62	MP 1.72	994,000	

Freya Street Preservation

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	2032(133)		Greta to W	28	2.240	CE	No	MP 0.11 @ I/S of Greta & Wall	MP 0.83 @ I/S of Ivanhoe & Whitworth Dr.	346,000	

Greta to Whitworth Bike Route

Establish a signed bike route on existing low volume residential streets and construction of intersection improvements at arterial crossings. A paved pathway will be constructed on an approximate 500' foot segment of Whitehouse Street.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2023	CMAQ		261,801		0	41,700	303,501
Project Totals				261,801		0	41,700	303,501

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	303,501	0	0	0	0
Totals	303,501	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13826	04	1.560	CE	Yes	MP 0.25	MP 1.81	2,664,000	

Harvard Road Reconstruction

Full-depth roadway reconstruction.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		NHPP	2,066,000			0	322,000	2,388,000
Project Totals				2,066,000			0	322,000	2,388,000

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-14683	04	1.600	EA	Yes	MP 0.24	MP 1.84	6,220,935	

Harvard Road Reconstruction Phase 2

In concurrence with the road reconstruction pedestrian improvements and new signalization at Wellesley intersection

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2023		STBG(UL)	220,000		0	29,700	249,700
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	2026		CMAQ	1,605,000		0	216,675	1,821,675
Project Totals				5,481,000		0	739,935	6,220,935

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	249,700	0	0	0	0
RW	0	1,021,500	0	0	0
CN	0	0	2,474,867	2,474,868	0
Totals	249,700	1,021,500	2,474,867	2,474,868	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	3,539,362	

Little Spokane Drive Bridge No.3704 Replacement

In addition to the bridge replacement, the existing roadway alignment has limited sight distance this project will study and reconstruct approach roadway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(BR)	2,674,279		0	417,373	3,091,652
Project Totals				2,674,279		0	417,373	3,091,652

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,091,652	0	0	0	0
Totals	3,091,652	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	2032(130)		CRP 3263	11	0.480	CE	Yes	1.93	2.41	292,251	

Sunset Hwy Br No. 0514 Removal

Removal of existing Sunset Highway Bridge No. 0514, including restoration of the creek banks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(BR)	180,641			0	45,160	225,801
Project Totals				180,641			0	45,160	225,801

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	225,801	0	0	0	0
Totals	225,801	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-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	2023		HSIP	41,400		0	4,600	46,000
CN	2023		HSIP	1,095,300		0	121,700	1,217,000
Project Totals				1,136,700		0	126,300	1,263,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	46,000	0	0	0	0
CN	1,217,000	0	0	0	0
Totals	1,263,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Co.	22,901,860	2,520,000	4,241,094	29,662,954

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	No			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 Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2023			0	WSDOT	653,200	570,400	1,223,600
CN	2024		CMAQ	1,200,000	WSDOT	1,726,800	250,600	3,177,400
		Project Totals		1,200,000		2,380,000	821,000	4,401,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,223,600	0	0	0	0
CN	0	3,177,400	0	0	0
Totals	1,223,600	3,177,400	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	9.000	CE	No			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 Funds	Local Funds	Total
			Federal	State Fund Code			
PL	2023	CMAQ	1,000,000		0	800,000	1,800,000
PE	2024		0		0	4,600,000	4,600,000
PE	2025		0		0	4,600,000	4,600,000
PE	2026		0		0	1,000,000	1,000,000
Project Totals			1,000,000		0	11,000,000	12,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	1,800,000	0	0	0	0
PE	0	4,600,000	4,600,000	1,000,000	0
Totals	1,800,000	4,600,000	4,600,000	1,000,000	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-07237	23	0.000	CE	No	NA	NA	26,313,335	

Fixed Route Bus Purchase

Purchase diesel/electric buses for fixed route transit service.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
CN	2023		5339	949,377		0	9,056,192	10,005,569
CN	2024		5339	958,871		0	7,856,016	8,814,887
CN	2025		5339	968,459		0	6,524,420	7,492,879
Project Totals				2,876,707		0	23,436,628	26,313,335

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	40,853,733	

Preventive Maintenance

Eligible preventive maintenance activities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		5307	10,786,108			0	2,696,527	13,482,635
CN	2024		5307	10,893,970			0	2,723,492	13,617,462
CN	2025		5307	11,002,909			0	2,750,727	13,753,636
Project Totals				32,682,987			0	8,170,746	40,853,733

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	13,482,635	13,617,462	13,753,636	0	0
Totals	13,482,635	13,617,462	13,753,636	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	3,139,263	

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	2023	5310	1,070,889		0	224,887	1,295,776
CN	2024	5310	919,347		0	193,063	1,112,410
CN	2025	5310	621,077		0	110,000	731,077
Project Totals			2,611,313		0	527,950	3,139,263

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,295,776	1,112,410	731,077	0	0
Totals	1,295,776	1,112,410	731,077	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Transit	40,371,007	2,380,000	43,956,324	86,707,331

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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			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
PE	2023		HSIP	10,000			0	1,000	11,000
CN	2024		HSIP	111,000			0	0	111,000
Project Totals				121,000			0	1,000	122,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	11,000	0	0	0	0
CN	0	111,000	0	0	0
Totals	11,000	111,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	347,746			0	54,273	402,019
PE	2024		CRRSAA(UL)	949,754			0	148,227	1,097,981
Project Totals				1,297,500			0	202,500	1,500,000

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9932(068)		WA-12679	03	1.180	CE	Yes	Spokane River (south limit)	Barker GSP at SR 290 (north limit)	1,750,000	

Barker @ UPRR Crossing

Reconstruct Barker Rd at UPRR crossing and the offset intersection of Euclid Ave. and provide shared use path from Spokane River to Grade separation project limits on SR290.

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2023	STBG(UL)	981,328		FMSIB	251,293	517,379	1,750,000
Project Totals			981,328			251,293	517,379	1,750,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,750,000	0	0	0	0
Totals	1,750,000	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13926	05	0.790	CE	No	Fancher Rd.	Park Rd.	1,787,093	

Broadway at I-90 Preservation

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
CN	2023		STP(UL)	931,034			0	732,811	1,663,845
Project Totals				931,034			0	732,811	1,663,845

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4060(001)		WA-11813	03	0.200	CE	Yes	Mission Ave	Mission Ave	2,161,800	

Pines and Mission Intersection Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		CMAQ	1,394,500		0	217,600	1,612,100
Project Totals				1,394,500		0	217,600	1,612,100

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-10615	22	0.350	CE	Yes	Mirabeau Parkway	800' North of Trent (on Cement)	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	2025	STBG(UL)		525,600		0	82,030	607,630
CN	2025	CMAQ		2,000,000		0	312,139	2,312,139
CN	2026	CMAQ		2,879,000		0	449,324	3,328,324
CN	2026	STBG(UL)		1,000,000		0	156,069	1,156,069
Project Totals				6,404,600		0	999,562	7,404,162

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	15,000,000	15,000,000	10,166,385
Totals	0	0	15,000,000	15,000,000	10,166,385

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-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 Funds	Local Funds	Total
				Fund Code	Funds			
PE	2023				0	0	67,488	67,488
RW	2023		DEMO		720,891	0	112,509	833,400
CN	2024		STBG(UL)		1,083,400	0	1,166,196	2,249,596
Project Totals					1,804,291	0	1,346,193	3,150,484

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	67,488	0	0	0	0
RW	833,400	0	0	0	0
CN	0	2,249,596	0	0	0
Totals	900,888	2,249,596	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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			WA-14701	16	0.600	CE	Yes	Sprague Ave.	8th Ave.	2,600,000	

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	2023		DEMO	2,249,000			0	351,000	2,600,000
Project Totals				2,249,000			0	351,000	2,600,000

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13718	04	0.500	CE	Yes	Sprague Ave	8th Ave	3,463,388	

S. Sullivan Road Preservation

Provide full depth reconstruction along the entire roadway, stormwater facilities, ITS infrastructure, and infill sidewalk.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		NHPP	1,029,000		TIB	1,572,415	133,162	2,734,577
Project Totals				1,029,000			1,572,415	133,162	2,734,577

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,734,577	0	0	0	0
Totals	2,734,577	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13031	15	0.100	CE	No	@ Trent	@ Trent	2,950,868	

Sullivan/Trent Interchange Design

PE phase for interchange reconstruction of Sullivan Road over SR 290 (Trent) and BNSF Railway tracks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHFP	1,185,000			0	184,943	1,369,943
PE	2024		HIP	1,367,500			0	213,425	1,580,925
Project Totals				2,552,500			0	398,368	2,950,868

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,000,000	1,950,868	0	0	0
Totals	1,000,000	1,950,868	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-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
PE	2023		HSIP	49,000			0	6,000	55,000
CN	2024		HSIP	364,000			0	0	364,000
Project Totals				413,000			0	6,000	419,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	55,000	0	0	0	0
CN	0	364,000	0	0	0
Totals	55,000	364,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Valley	19,177,753	1,823,708	4,905,575	25,907,036

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-14293	18		CE	No	N/A	N/A	1,156,070	

2024 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
Project Totals				500,000		0	78,035	578,035

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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-14294	18		CE	No	N/A	N/A	578,035	

2025 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	2025		STBG(UL)	500,000		0	78,035	578,035
Project Totals				500,000		0	78,035	578,035

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		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
Project Totals				500,000		0	78,035	578,035

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for SRTC	1,500,000	0	234,105	1,734,105

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		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 Funds	Local Funds	Total
				Federal Funds	State Fund Code			
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
Project Totals				2,104,115		0	0	2,104,115

Expenditure Schedule

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	91,826,880	

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

County:

Agency: WSDOT - EAST

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	409,606		MVA	17,478	0	427,084
PE	2023		STBG	27,341			0	0	27,341
PE	2024		NHPP	964,457		MVA	50,657	0	1,015,114
PE	2024		STBG	301,979			0	0	301,979
PE	2025		STBG	57,272		MVA	196,969	0	254,241
PE	2026		STBG	64,816		MVA	7,741	0	72,557
CN	2023		NHPP	1,236,182		MVA	737,848	0	1,974,030
CN	2023		STBG	362,471			0	0	362,471
CN	2024		NHPP	5,438,310		MVA	141,044	0	5,579,354
CN	2024		STBG	1,613,883			0	0	1,613,883
CN	2025		NHPP	16,543,724		MVA	397,650	0	16,941,374
CN	2025		STBG	3,338,785			0	0	3,338,785
CN	2026		NHPP	15,678,481		MVA	340,056	0	16,018,537
CN	2026		STBG	1,324,344			0	0	1,324,344
Project Totals				47,361,651			1,889,443	0	49,251,094

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	454,425	1,317,093	254,241	72,557	557,310
CN	2,336,501	7,193,237	20,280,159	17,342,881	42,018,476
Totals	2,790,926	8,510,330	20,534,400	17,415,438	42,575,786

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		600026I	600026I32	21	0.000	CE	No	0.00	0.00	436,144	

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	2024		STBG	386,525	MVA	7,888	0	394,413
Project Totals				386,525		7,888	0	394,413

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	1,103	216,761	176,549	0
Totals	0	1,103	216,761	176,549	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		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	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		NHPP	223,680		MVA	4,564	0	228,244
Project Totals				223,680			4,564	0	228,244

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,152	218,093	0	0	0
Totals	10,152	218,093	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	10,601,760	

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	2023		NHPP	533,146	MVA	22,214	0	555,360
CN	2025		NHPP	9,845,472	MVA	200,928	0	10,046,400
Project Totals				10,378,618		223,142	0	10,601,760

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	8,776	482,770	63,814	0	0
CN	0	0	4,427,761	5,618,639	0
Totals	8,776	482,770	4,491,575	5,618,639	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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		609068B	609068B23	04	0.020	CE	No	0.01	0.03	1,222,650	

I-90/Broadway Interchange West - Signal Replacement

Remove and replace signal system.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	171,072		MVA	7,128	0	178,200
Project Totals				171,072			7,128	0	178,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	8,983	89,846	79,370
CN	0	0	0	0	1,044,450
Totals	0	0	8,983	89,846	1,123,820

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	905,700	

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	2023	NHPP	774,690	MVA	15,810	0	790,500
Project Totals			774,690		15,810	0	790,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	20,165	418,059	352,276	0	0
Totals	20,165	418,059	352,276	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

August 30, 2022

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	3,039,325	

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	2025		NHPP	259,632	MVA	10,818	0	270,450
CN	2026		NHPP	2,713,498	MVA	55,377	0	2,768,875
Project Totals				2,973,130		66,195	0	3,039,325

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	249,732	20,718	0
CN	0	0	0	1,780,022	988,853
Totals	0	0	249,732	1,800,740	988,853

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

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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		609047B	609047B32	14	0.370	CE	No	279.40	279.77	23,047,800	

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	2025	BR	627,732	MVA	40,068	0	667,800
Project Totals			627,732		40,068	0	667,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	24,021	497,786	145,993
CN	0	0	0	0	22,380,000
Totals	0	0	24,021	497,786	22,525,993

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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		609048P	609048P32	14	0.210	CE	No	280.85	281.06	2,966,400	

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	2025	NHPP	347,904	MVA	14,496	0	362,400
Project Totals			347,904		14,496	0	362,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	31,263	325,243	5,894
CN	0	0	0	0	2,604,000
Totals	0	0	31,263	325,243	2,609,894

Washington State S. T. I. P.

2023 to 2026

(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		609048N	609048N32	47	0.010	CE	No	279.27	279.28	896,950	

I-90/Lindeke St Crossing - Bridge Deck Repair

Rehabilitate existing bridge deck and perform additional depth deck repair as needed. Replace deck with a high early modified concrete overlay to preserve the structural integrity of the bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	173,088		MVA	7,212	0	180,300
CN	2026		NHPP	702,317		MVA	14,333	0	716,650
Project Totals				875,405			21,545	0	896,950

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	166,486	13,814	0
CN	0	0	0	460,706	255,944
Totals	0	0	166,486	474,520	255,944

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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		609068A	609068A32	21	0.030	CE	No	86.53	86.56	1,163,850	

I-90/Pines Interchange South - Signal Replacement

Remove and replace signal at the end of its useful service life.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	162,144		MVA	6,756	0	168,900
CN	2024		NHPP	975,051		MVA	19,899	0	994,950
Project Totals				1,137,195			26,655	0	1,163,850

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	21,500	147,400	0	0	0
CN	0	308,834	402,279	283,837	0
Totals	21,500	456,234	402,279	283,837	0

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2023 to 2026

(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(241)	609047G	609047G32	14	0.010	CE	No	279.13	279.14	1,125,675	

I-90/Rosamond Bridge Crossing - Bridge Deck Rehab

Bridge deck rehab on Bridge 90/535 with preparation, deck repair, and a new wearing surface.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2023	STBG	942,180	MVA	19,228	0	961,408	
Project Totals			942,180		19,228	0	961,408	

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	651,304	310,104	0	0	0
Totals	651,304	310,104	0	0	0

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MPO/RTPO: SRTC

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Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609048U	609048U32	14	0.970	CE	No	285.75	286.72	1,855,500	

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	State Funds		
PE	2024		NHPP	277,680	MVA	11,570	289,250
CN	2025		NHPP	1,534,925	MVA	31,325	1,566,250
Project Totals				1,812,605		42,895	1,855,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	273,725	15,525	0	0
CN	0	0	829,135	737,115	0
Totals	0	273,725	844,660	737,115	0

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(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

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Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609067B	609067B32	14	1.170	CE	No	280.16	281.33	5,948,200	

I-90/Spokane Viaduct Bridge Deck Rehab

Rehabilitate bridge by rut-fill leveling with polyester concrete.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		BR	759,552		MVA	31,648	0	791,200
CN	2025		BR	5,053,860		MVA	103,140	0	5,157,000
Project Totals				5,813,412			134,788	0	5,948,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	777,688	13,512	0	0
CN	0	0	1,872,907	2,377,523	906,570
Totals	0	777,688	1,886,419	2,377,523	906,570

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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.
03		629002C	629002C32	21	0.750	CE	No	0.07	0.82	796,250	

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

Remove all continuous illumination and replace with necessary illumination.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	169,200		MVA	7,050	0	176,250
CN	2026		NHPP	607,600		MVA	12,400	0	620,000
Project Totals				776,800			19,450	0	796,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	40,867	135,383	0
CN	0	0	0	2,091	617,909
Totals	0	0	40,867	137,474	617,909

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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	1,013,925	

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	2023		NHPP	119,448	MVA	4,977	0	124,425
CN	2024		NHPP	871,710	MVA	17,790	0	889,500
Project Totals				991,158		22,767	0	1,013,925

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	54,184	70,241	0	0	0
CN	0	22,691	477,716	389,093	0
Totals	54,184	92,932	477,716	389,093	0

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Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		600200F	600200F32	21	0.000	CE	No	0.00	0.00	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
PE	2023		STBG	3,603		MVA	150	0	3,753
CN	2024		STBG	67,140		MVA	1,370	0	68,510
Project Totals				70,743			1,520	0	72,263

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	617	5,719	65,927	0	0
Totals	617	5,719	65,927	0	0

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Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		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
Project Totals				773,050			15,777	0	788,827

Expenditure Schedule

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

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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.
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
Project Totals				1,298,482			35,988	0	1,334,470

Expenditure Schedule

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

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MPO/RTPO: SRTC

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County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		600231D	600231D32	04	0.080	CE	No	310.12	310.20	905,500	

US 2/Deer Park & Milan Rd - Roundabout Conversion

Intersection control conversion from signal to roundabout. Signal will be removed and replaced with roundabout.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		STBG	109,248		MVA	4,552	0	113,800
CN	2025		STBG	775,866		MVA	15,834	0	791,700
Project Totals				885,114			20,386	0	905,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	6,835	57,528	49,437	0	0
CN	0	0	2,063	399,310	390,326
Totals	6,835	57,528	51,500	399,310	390,326

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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.
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
Project Totals				207,724			5,426	0	213,150

Expenditure Schedule

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

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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
Project Totals			463,872		19,328	0	483,200

Expenditure Schedule

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

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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	444,250	

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	2023		STBG	108,096		MVA	4,504	0	112,600
CN	2024		STBG	325,017		MVA	6,633	0	331,650
Project Totals				433,113			11,137	0	444,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	11,449	101,151	0	0	0
CN	0	1,118	172,409	158,123	0
Totals	11,449	102,269	172,409	158,123	0

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Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600015S	600015S32	01	3.220	EIS	Yes	282.37	285.59	266,713,677	

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	2023			0	CWA	245,155,658	0	245,155,658
Project Totals				0		245,155,658	0	245,155,658

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	35,960,297	53,953,170	53,285,876	101,956,315
Totals	0	35,960,297	53,953,170	53,285,876	101,956,315

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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.
02		600015P	600015P32	08	0.670	EIS	Yes	157.88	158.55	188,390,051	

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
CN	2023			0	CWA	187,140,051	0	187,140,051
Project Totals				0		187,140,051	0	187,140,051

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,581,433	34,670,143	45,801,902	42,235,423	62,851,150
Totals	1,581,433	34,670,143	45,801,902	42,235,423	62,851,150

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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.
02		600015Q	600015Q32	08	0.650	EIS	Yes	157.23	157.88	71,352,186	

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	2023			0	CWA	70,102,186	0	70,102,186
Project Totals				0		70,102,186	0	70,102,186

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	339,482	14,480,978	19,130,479	18,893,873	17,257,374
Totals	339,482	14,480,978	19,130,479	18,893,873	17,257,374

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - EAST	81,829,970	505,063,519	0	586,893,489

APPENDIX F

ACRONYMS AND ABBREVIATIONS

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

1.	Date Received	Name	Method	Project/Topic
	09/16/2022	Rod D.	Social Media	Intersection on US 2

Comment

About two years ago I suggested a cure for the Hwy2/Dover Rd difficulty accessing on to or off hwy2 during peak traffic times was to divert Dover Rd, south of the RR crossing, east to join the traffic light for FAFB. Making complete use of that traffic lighted intersection. That fell on deaf ears then! But, today with all the new housing builds between 5th Ave, Buckboard Rd, Dover Rd and Christensen Rd coupled with the massive increase of hwy2 traffic, it even more would solve that problem and would be greatly appreciated and beneficial to the taxpayers of Spokane County!

Agency Response:

Forwarded to WSDOT and Spokane County.

Jurisdiction Response: