



2025

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES AND POLICY STATEMENTS

F E D E R A L V E R S I O N

Approved by the Spokane Regional Transportation Council Board of Directors on December 12, 2024

SRTC SPOKANE REGIONAL
TRANSPORTATION
COUNCIL

421 W RIVERSIDE AVE, SUITE 500 • SPOKANE, WA 99201 • 509.343.6370 • WWW.SRTC.ORG



SRTC Board of Directors consists of representatives from:

City of Airway Heights
City of Cheney
City of Deer Park
City of Liberty Lake
City of Medical Lake
City of Millwood
City of Spokane
City of Spokane Valley
Freight/Rail Industry
Kalispel Tribe of Indians
Major Employers
Spokane County
Spokane Transit Authority
Spokane Tribe of Indians
Small Towns of Spokane County*
WSDOT—Eastern Region
Washington State Transportation Commission

*The towns of Fairfield, Latah, Rockford, Spangle, and Waverly are represented by a single seat on the SRTC Board of Directors.


2025 Unified List of Regional Transportation Priorities and Policy Statements | Federal Version
Approved December 12, 2024 | Updated February 24, 2025

Spokane Regional Transportation Council
www.srtc.org

Please email contact.srtc@srtc.org or call (509) 343-6370 to receive additional copies of this document.

CONTENTS

- ▶ **Legislative Priority Statements 3**
- ▶ **Additional Policy Statements 6**
- ▶ **Unified List of Regional Transportation Priorities 7**
- ▶ **Project Information Sheets.....10**



About SRTC

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

SRTC operates under the following principles:

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



421 W RIVERSIDE AVE, SUITE 500 • SPOKANE, WA 99201 • 509.343.6370 • WWW.SRTC.ORG

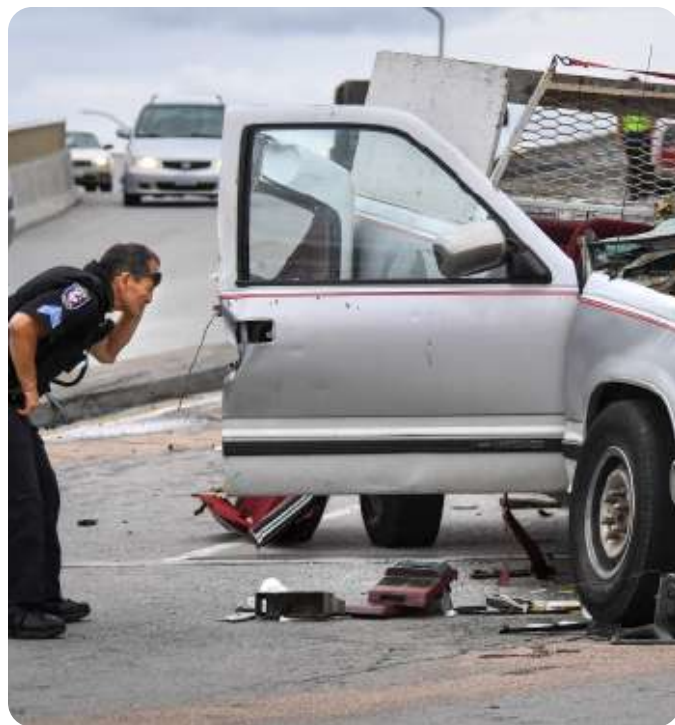
LEGISLATIVE PRIORITY STATEMENTS

PREPARING FOR TRANSPORTATION BILL REAUTHORIZATION

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

Nearly 95 percent of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were 40,990 lives lost on U.S. roads in 2023—down slightly from 42,939 in 2021 which was the largest number of fatalities since 2005 (Source: [USDOT](#)). The Bipartisan Infrastructure Law (BIL) bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

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



Continue funding transportation system maintenance and preservation

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

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



Modernize the federal funding formula to ensure funding equitably supports population centers

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

Expand direct recipient status for certain federal funding programs

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

Shift from discretionary to formula-based funding for certain programs

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

Continuing federal investments in public transportation

Public transportation represents a vital part of the nation's transportation system. Public transportation in Spokane County is largely centered on urban areas, with service provided by Spokane Transit ranking above most of its peers for total ridership and cost effectiveness. Other intercity, tribal and special needs transportation operations connect rural areas and small cities to the urban core. Federal funds, largely provided through the surface transportation bill, are a crucial part of sustaining and improving services and connectivity.

SRTC supports continued federal investment in public transportation through the new surface transportation bill, including the Capital Investment Grant (CIG) program, which helped fund the region's first Bus Rapid Transit (BRT) project, City Line. Spokane Transit plans to seek CIG funding for Division Street BRT, a project identified herein as a regional priority, consistent with Horizon 2045.



ADDITIONAL POLICY STATEMENTS



Ensure access to transportation in support of affordable housing strategies

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



Fund regionally critical projects on the SRTC Unified List

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



Encourage diversity in the development of clean fuel technologies

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



Address funding gaps that are anticipated due to the loss of gas tax revenue

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

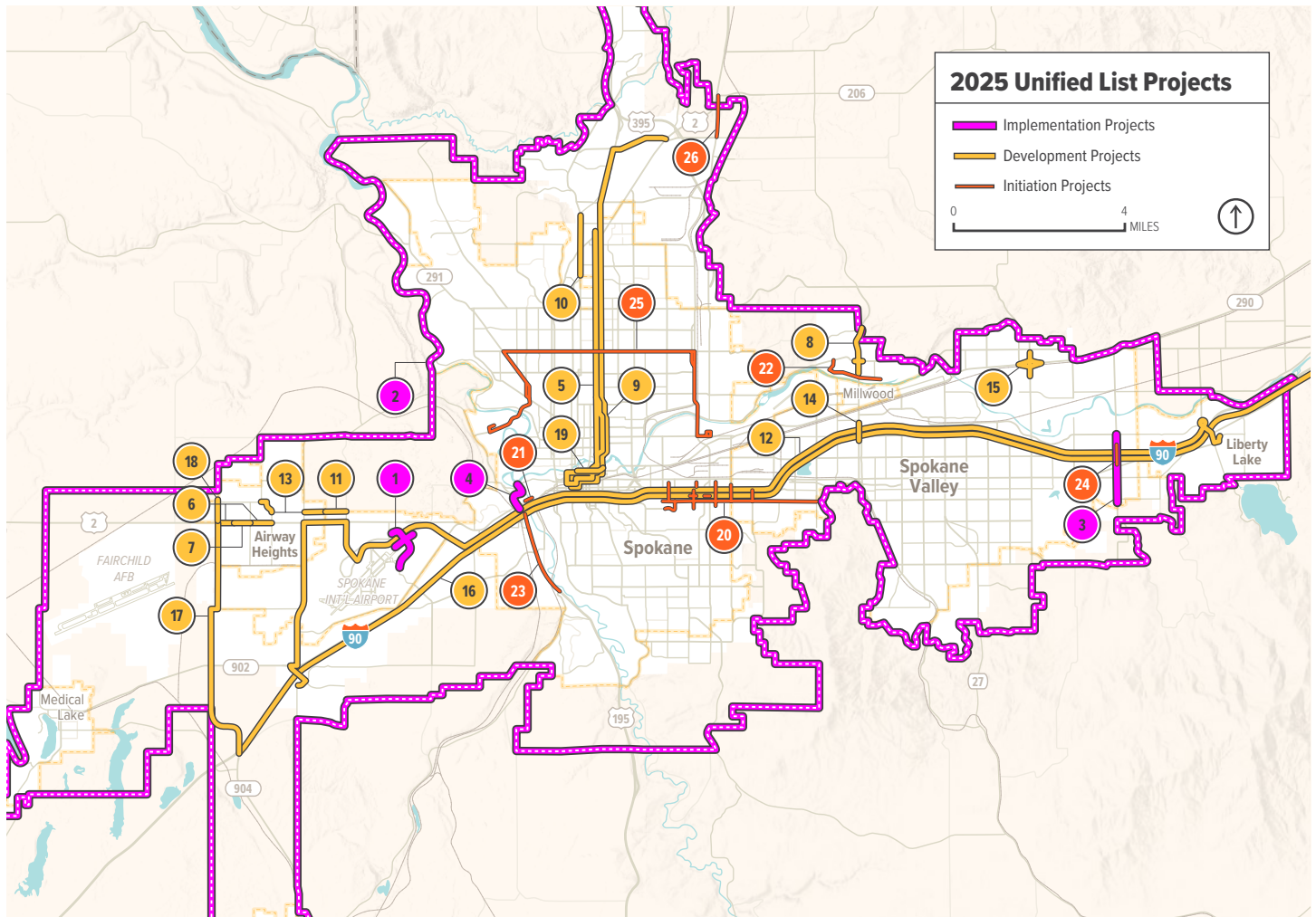


Enhance transportation investments that support Fairchild Air Force Base (FAFB) as the significant military installation in Spokane County

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

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

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



Project Status Categories

Implementation

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

Development

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

Initiation

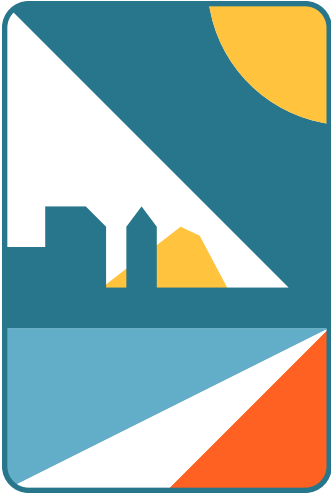
- ▶ Design is $<$ 30% complete.
- ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.

Development Projects *(Continued)*

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
12	I-90/Valley High Performance Transit (HPT)	STA	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	\$39.3 Million	\$5.3 Million
13	6th/10th/12th Ave Multimodal Improvements Phase III – Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4.8 Million	\$4.3 Million
14	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	\$28.2 Million	\$3 Million
15	Sullivan/Trent Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$46.8 Million	\$5 Million
16	I-90 TSMO Improvements	WSDOT	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection.	\$24 Million	\$20.8 Million
17	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	\$66.9 Million	\$59.4 Million
18	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	\$11.2 Million	\$10 Million
19	Spokane Falls Blvd	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate.	\$8.1 Million	\$7.4 Million

Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
20	LEIA - Liberty to Edgecliff Improvements for Accessibility	STA	Focused construction of sidewalks, bike facilities, crosswalks, lighting, traffic signals, and transit stops in the East Central community to offset myriad negative impacts created by the 1950s construction of I-90.	\$26.5 Million	\$26.1 Million
21	Latah Bridge Rehabilitation	Spokane	Replace and widen bridge deck, railing, sidewalks, and rehabilitate structural elements. Project improves pedestrian and transit facilities (shared-use path, bike lanes, space for future light rail transit line).	\$65.1 Million	\$65.1 Million
22	Centennial Trail / Argonne Gap Project	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.	\$8.5 Million	\$8.2 Million
23	US 195 Corridor Projects	Spokane	Connect Lindeke St to Thorpe Rd and create a two-way Inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks, lighting, landscape buffers, and bike lanes.	\$18.4 Million	\$18.4 Million
24	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth.	\$40 Million	\$4 Million
25	Wellesley High Performance Transit (HPT)	STA	Revise Route 33 Wellesley to HPT Route 3. The project includes passenger and operational enhancements, along with improved connectivity and accessibility to facilitate ease of transfer to other routes.	\$9.3 Million	No Federal Request
26	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	\$10.9 Million	\$10.9 Million



2025

UNIFIED LIST OF REGIONAL TRANSPORTATION PRIORITIES

Summary By Project Status

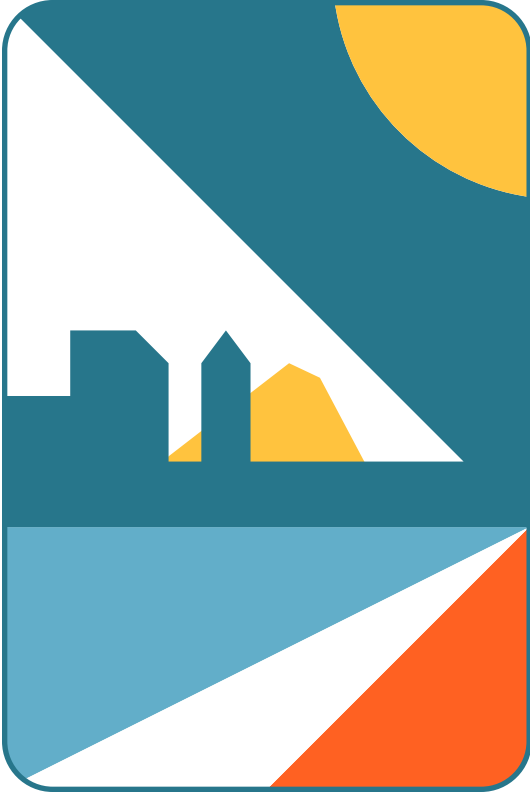
PROJECT STATUS CATEGORY	#	~ COST	FUNDING REQUEST	% OF ~COST REQUESTED
IMPLEMENTATION	4	\$133.5 Million	\$22.9 Million	17%
DEVELOPMENT	15	\$547.8 Million	\$225.0 Million	41%
INITIATION	7	\$178.6 Million	\$132.7 Million	74%
TOTAL	26	\$860.0 Million	\$380.5 Million	44%

Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
1	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$37.2 Million	No Federal Request
2	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure.	\$35.8 Million	\$5.3 Million
<p>Note: Project upgrades buses throughout the Public Transportation Benefit Area (PTBA) and is represented on the map by the PTBA boundary.</p>					
3	South Barker Rd Corridor	Spokane Valley	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves.	\$41 Million	\$3 Million
4	Fish Lake Trail Connection Phases 1-3	Spokane	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	\$19.5 Million	\$14.6 Million

Development Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	~COST	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25.8 Million	\$25.8 Million
6	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$20.1 Million	\$18.2 Million
7	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	\$26.1 Million	\$22.2 Million
8	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	\$28.7 Million	\$28.4 Million
9	Division Bus Rapid Transit (BRT)	STA	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202 Million	No Federal Request
10	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	\$11 Million	\$10.4 Million
11	12th Ave — Spokane Phase	Spokane	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops.	\$4.9 Million	\$4.9 Million



PROJECT INFORMATION SHEETS

AVAILABLE UPON REQUEST