

Policy Point 7: Coordination

Are all coordinating projects and actions programmed and funded?

Funding

Spokane Transit Authority (STA) has committed to building the West Plains Transit Center park and ride facility, regardless of the alternative median access flyer stop or the alternative ramp access stops. The Transit Center facility may route buses on local roads, rather than I-90. STA has already surveyed the lot for purchase and after the appraisals are approved by the Federal Transit Administration (FTA), STA will move forward with the purchase of the parcel.

STA was awarded a \$951,500 Congestion Mitigation and Air Quality Improvement Grant from the Spokane Regional Transportation Council (SRTC) in July 2013. Combined with \$148,500 in STA local funds, the initial project budget was \$1.1 million for preliminary design. In June 2015, STA received a Regional Mobility Grant from Washington State in the amount of \$8.7 million to complete engineering design and partially fund construction of the transit center. \$1.7 million will be available in the 2015-2017 biennium and \$7 million will be available in the 2017-2019 biennium. STA is currently seeking the remaining funding to complete the project.

Project Coordination

The Interchange Justification report (IJR) requires the participation of various stakeholders, including Federal and State government, local agencies and private organizations. The results of the IJR enable the project stakeholders to assess options and opportunities to improve the transportation system within the project area. The below listed lead agencies were consulted during the course of the IJR development:

- Spokane Transit Authority
- Federal Transit Administration
- Federal Highway Administration
- Washington State Department of Transportation
- Spokane Regional Transportation Council
- Spokane County
- Spokane International Airport

An open house was held in late March 2015. The public comments were collected in order to help move the project forward.

As discussed in the previous chapter, WSDOT has plans to improve the SR 902/Medical Lake Interchange. The plan includes the construction of 3 roundabouts; one at each of the ramp terminals and one at the intersection of W. Aero Road and re-aligned W. Geiger Boulevard. Although it is not directly related to the alternative median access flyer stop or the alternative ramp access stops, WSDOT's project will provide acceptable levels of service for the SR 902/Medical Lake interchange and provide the necessary infrastructure to improve the traffic flow to and from the West Plain Transit Center.