



City of Spokane

2016 – 2021

Six Year Comprehensive
Street Program



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Date Printed: 6-30-2015

INTRODUCTION

The City of Spokane Comprehensive Plan. The City's first planning activities in the early 1900s were centered on parks and transportation. From these beginnings, planning in Spokane has continued to grow in significance and usefulness. In 1968, the City adopted the first land use plan as one element of the Comprehensive Plan. The 1968 Land Use Plan was updated in 1983. Over the years, topics in the Comprehensive Plan have expanded to include parks and open spaces, bikeways, water and wastewater facilities, shorelines, and individual neighborhoods.

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City's most recent planning effort, the 2000 Comprehensive Plan, (adopted in 2001) complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that state how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over thirty official documents that encompass all aspects of city activities.

Importantly, the GMA includes two provisions to ensure that the City follows Comprehensive Plan directives:

- The City must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and the building code must follow the plan's intent.
- The City must make capital budget decisions and capital project investments in conformance with the plan.

These two GMA rules give the new Comprehensive Plan a much higher level of importance in managing and guiding the city's growth and development than previous editions of the plan.

Capital facilities planning. As defined in the Comprehensive Plan, Capital facilities and utilities are services and facilities that support the physical development and growth of the city. Section 1.1 of the Comprehensive Plan states that the "...city must make capital budget decisions and capital project investments in conformance with the plan." Further, it states, "In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan." The Comprehensive Plan, then strives to contain and manage sprawl, and it encourages investment of infrastructure in support of the managed growth areas including focusing high intensity growth in specified Centers and Corridors and infill development in other areas of the City.

Section 5.3 of the Comprehensive Plan lists certain themes – "Visions and Values" – that Spokane Horizons volunteers identified as being important in relation to Spokane's current and future growth. The capital facilities and utilities (CFU) "Vision" states:

- Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents.

The "Values" related to sewer, water and transportation include:

- Ensuring good parks, schools, libraries, and streets in the neighborhoods.
- Providing services and facilities as growth occurs.

Goals and policies. Section 5.4 of the Comprehensive Plan addresses certain goals and policies for indicating desired directions, accomplishments, or aims in relation to the growth and development of Spokane. An important but subtle provision is included in CFU 1.2, Operational Efficiency. This powerful provision requires “...the development of capital improvement projects that either improve the city’s operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.”

The concept of increasing the use of existing facilities implies – requires – a more dense development pattern, and not the physical extension of services to more consumers. Simply stated, maximizing the utilization of existing facilities reduces future capital costs by eliminating or delaying the need to expand the system in response to internal perimeter growth or external sprawl, and lowers the unit cost of service delivery by distributing capital and certain operational costs over a larger customer base.

Full realization of the CFU 1.2 goal, however, is akin to considering the “chicken or the egg” paradox. Obviously, the cost “savings” cannot be realized unless a more dense development pattern occurs. However, the mere existence of the infrastructure cannot of itself assure denser development without additional incentives: (1) proper or encouraging zoning/land use designation, (2) the shaping of corporate perception, (3) other stimuli. For just this reason, the sewer and water utilities have included a provision in their budgets to eliminate the general facilities charge (GFC) for all areas within the state-designated Community Empowerment Zone. This provides a financial stimulus for developing/redeveloping within currently underutilized areas within the city.

In order to fully comply with the Comprehensive Plan, capital sewer, water, and street facilities planning must acknowledge and address at least four simultaneous goals:

1. Adequate infrastructure for infill development must be provided.
2. Facilities must be constructed within the Urban Growth Area (UGA), and also not to the detriment or in lieu of other development that is supportive of and necessary for designated Centers and Corridors.
3. Existing facilities and infrastructure must be maintained and upgraded as needed.
4. Facilities must be consistent with strategic system planning (50 to 100 years).

Occasionally for certain projects, the goals appear to be inconsistent or conflicting, particularly goals #2 and #4 – those dealing with the UGA and strategic planning. For example, assume a water tank project is proposed to be constructed in the next 6 years in a location not only outside the city limits, but also outside the Comprehensive Plan’s UGA. On the surface, the proposal to construct this water tank, together with its requisite transmission main system connection appears to promote development outside the UGA, which would be a clear contravention of the Comprehensive Plan. This project though is necessary to provide hydraulic consistency (relatively uniform water pressure) throughout the designated hydraulic zone, and the selected tank site meets the necessary engineering criteria under Section 5.13 of the Comprehensive Plan.

Consistency of the water tank project is assured by the policies of CFU 3.6, which direct the City to apply strict limitations for allowing service connections outside the UGA. Specifically, “Any mains that are subsequently extended outside the city’s UGA for the overall operational benefit of the City of Spokane’s utility system shall be for transmission purposes only, with no connections allowed within that portion of the city’s utility service area that is outside the UGA.”

The Six-year Comprehensive Sewer, Water and Street Programs. The City of Spokane prepares and publishes the Six-Year Capital Improvement Programs (CIPs) annually for street, water and sewer

projects. These programs are termed the Six-Year Comprehensive Sewer Program; Six-Year Comprehensive Water Program; and the Six-Year Comprehensive Street Program. These programs provide a blueprint for improving the City's sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. The Six-Year Comprehensive Programs are prepared in support of the City's overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a twenty-year financial period, and the Six-Year Comprehensive Utility Plans are designed to be consistent with each department's twenty-year financial plan.
- The City Comprehensive Plan uses a mandated twenty-year planning period for growth, development and expansion, and the Six-Year Comprehensive Sewer, Water and Street Plans are reviewed annually for compliance with the City's overall Comprehensive Plan.
- In addition to the City Comprehensive Plan's 20-year planning horizon, each utility designates a strategic planning period of 50-100 years for major infrastructure elements, and the Six-Year CIPs support this strategic planning. In fact, some of the city's existing utility infrastructure is more than 100 years old. As materials improve, even longer useful life spans may be expected.

The purpose of the Six-year Programs. The Six-Year Comprehensive Utility Programs are used for five distinct purposes:

1. The City Utilities are "enterprise" activities that are managed similarly to many successful businesses. A utility builds, operates and maintains infrastructure (pipes, buildings, pumps, etc.) to provide a service to customers, and the fees charged to customers fund the utility activities, so that no City taxes are used to pay for utility operations. In order to operate a utility efficiently, the infrastructure must be constructed and maintained in an orderly, rational manner, and the Six-Year CIPs provide the planning structure that supports efficient system improvements.
2. The 20-year utility financial planning periods and the Six-Year CIPs are directly related and attempt to promote a predictable and even cash flow for the Utilities. By matching improvement projects with cash flow and revenues, peak capital spending can be minimized; projects can be spread out to minimize costly short-term borrowing; and large fee increases can be avoided.
3. Grants and low interest loans are available from federal and state agencies for utility infrastructure improvements. These agencies require that projects proposed for funding are part of an approved capital improvement program, and the City's Six-Year CIPs satisfy that requirement.
4. All Six-Year CIPs are closely coordinated with each other. This coordination allows efficient installation of utility improvements in conjunction with street projects and prevents costly multiple construction projects in the same area. In addition, the Six-Year CIPs are shared with Spokane County and state agencies to ensure that other public projects are consistent with City projects.
5. The Six-Year CIPs are used by the public. These programs contain information that supports redevelopment, private construction projects, and other City economic activities.

New projects. New projects are added annually to the Six-Year Comprehensive Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be "needs-driven" to be considered for inclusion in the programs, and new projects can originate from one or more of the following sources:

- Utility maintenance and operations staff identify infrastructure needing immediate replacement or upgrade based on observed conditions.
- Adopted facility and management plans list projects needed for continued system operation.
- Other City projects (such as street or bridge work) create an opportunity for cost-effective upgrades or facility replacements.
- Planning documents, such as the City Comprehensive Plan, provide guidance on expansion and growth related projects.
- Regulatory agencies (such as the Washington Department of Ecology and the Department of Health) have ordered improvements to the infrastructure system for public health and safety.

The six-year program annual process. Updating the Six-Year Comprehensive Programs is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

Streets, sewer, and water programs. The six-year capital street program is required by State law to be completed by June 30 of each year:

July-December: Capital Programs solicits input from various City and agency sources.

January: A rough draft of the Program is prepared and then reviewed with City staff.

February-March: A working draft is prepared; the environmental process is started (SEPA checklist); and the draft is coordinated with the proposed utility budget.

April-May: The working draft is presented to the Planning, Community, & Economic Development Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city's overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

June: The pre-publication draft along with the Plan Commission's recommendation is presented to the City Council for acceptance.

RESOLUTION 2015-0057

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2016 through 2021; and

WHEREAS, the Spokane City Plan Commission, on February 25, 2015, following a public hearing, found the 2016-2021 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the Six-Year Comprehensive Street Program, 2016-2021;

WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the Six Year Comprehensive Street Program at 6:00 p.m., at City Hall in Spokane, Washington on the 22nd day of June, 2015.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended Six-Year Comprehensive Street Program 2016 through 2021 is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended Six-Year Comprehensive Street Program for the six years 2016 through 2021, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the Six-Year Comprehensive Street Program, 2016-2021;

Adopted this ^{22nd} day of June, 2015


Terri Pfister, City Clerk

Approved as to Form:


Assistant City Attorney



CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2016-2021 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2016-2021 Six Year Street Program is in conformance with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

A. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").

B. The City's Comprehensive Plan is required to be consistent with the GMA.

C. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.

D. The 2016-2021 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission held a workshop on April 22, 2015, and also held a public hearing on May 14, 2013, to obtain public comments on the 2016-2021 Six Year Street Program.

F. The City Council must receive a recommendation from the City Plan Commission to certify that the 2016-2021 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

ACTION: Motion to accept the staff's Findings of Fact A through F.

CONCLUSIONS:

A. The 2016-2021 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

B. The 2016-2021 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.

ACTION: Motion to accept conclusions A and B by staff as conclusions of the Plan Commission.

RECOMMENDATIONS:

A. The Spokane City Plan Commission agrees that the 2016-2021 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and recommends adoption by the Spokane City Council.

B. By a vote of 7 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.

A handwritten signature in black ink, appearing to read "Dennis Dellwo", written over a horizontal line.

**Dennis Dellwo, President
Spokane Plan Commission**

ACRONYMS

ARRA	American Recovery and Reinvestment Act
BOND	2004 Street Bond
BNSF	Burlington Northern Sante Fe Railroad
CDBG	Community Development Block Grant
CDF	Community Development Funds
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSAC	Citizens Street Advisory Commission
CTP	Centennial Trails Program
DSP	Downtown Spokane Partnership
DWSRF	Drinking Water State Revolving Fund
Fed Appr.	Federal Appropriation funds
FedFRA	Federal Railroad Administration
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transportation Administration
HPP	High Priority Projects
HSIP	Highway Safety Improvement Programs
IUF	Integrated Utility Funding
GF	City of Spokane General Fund
IPSBI	Integrated Plan Stormwater Basins Improvements
ISTEA	Intermodal Surface Transportation Efficiency Act
Impact Fee	Funding source developed according to RCW 82.02.050
LID	Local Improvement District
MtgnFee	Private Funds (From development mitigation) SEPA based
MVA	Motor Vehicle Administration
Paths/Trails	Paths and Trails Reserve
PEIP	Parking Environment Improvement Program
ProgMatch	Programmatic Match (Additional STP funds)
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
RedLight	Funds collected through red light camera program
REET	Second 1/4% Real Estate Excise Tax
RET	First 1/4% Real Estate Tax (Helps fund street maintenance work)
SAS	State Arterial Street Fund (City share of the State Motor Fuel Tax)
SEC 5317	Federal Transportation Administration Funds
SRHD	Spokane Regional Health District
SRTC	Spokane Regional Transportation Council
SRTS	Safe Routes to Schools

ACRONYMS(Continued)

State Dscrt.	State Discretionary (earmark funds)
SMFT	State Motor fuel Tax
STA	Spokane Transit Authority (Cooperative project funds)
STP	Surface Transportation Program
STP-BRM	Highway Bridge Replacement and Rehabilitation
STP-ENH	Surface Transportation Enhancement Funds
STP-HES	Surface Transportation Safety Funds
STP-STWD	Surface Transportation Statewide Competitive Funds
STP-U	Surface Transportation Urban Area Funds
TBD	Transportation Benefit District
TCSP	Transportation, Community, and System Preservation program
TIB	Transportation Improvement Board
UAP	Urban Arterial Program
UDRA	University District Revitalization Area
UCP	Urban Corridor Program
USP	Urban Sidewalk Program
WQTIF	West Quadrant Tax Increment Finance
WSDOT	Washington State Department of Transportation

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Financial Information

Funding Sources

Several funding sources are available for financing the projects identified in this Six-Year Program. The “Funding Name” column, in the project description, lists the funding sources anticipated for each project. Potential local, State, and Federal funding sources are summarized below.

Local

Local project funds are derived from a number of sources. A major fund source for the construction of new residential streets and alleys is the use of Local Improvement District (LID) bonds. These bonds are financed through direct property assessment. General obligation bonds financed through property tax (GO bonds) are also used to fund specific projects.

Projects that are sponsored with Bond revenue will be tracked using the following system in order to track the particular year the bond was approved.

Funding Code

yyyy Bond yyyy = bond issue date

Example: 2004Bond

State Arterial Street Fund:

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching, overlays, seals, etc.). For 2015 the projected total to be received from the State Arterial Street Fund is \$2,748,828 for the purpose of Street Maintenance.

State

Urban Arterial Program (UAP)

This source of funding is supported by the sale of state bonds. The purpose of this statewide program is to address congestion problems within urban areas. To provide funds for debt service on the bonds, 7.12 percent of the state collected fuel tax revenue is reserved.

The Urban Arterial Program is administered by the State Transportation Improvement Board (TIB), which distributes funds to five regions - based on population, vehicle travel, and needs. To utilize this program the City must provide minimum matching funds, which are currently set at 20 percent. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Urban Corridor Program (UCP)

This source of funds is supported by an increase in the gas tax that was approved by the Legislature in 1990. The purpose of this funding account was to address community growth-related projects. Matching funds would come from developers, other agencies, transit, or private individuals and groups. The Urban Corridor Program is also administered by the Transportation Improvement Board. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Sidewalk Program (SP)

This source of funding is supported by 5% of the U.A.P. and U.C.P. funds. The purpose of this program is to enhance and promote pedestrian mobility and safety as a viable transportation choice by providing funding for pedestrian projects that provide access and address system continuity and connectivity of pedestrian facilities. City matching funds of 20 percent are needed. Funding availability is dependent on a regional competitive application process reviewed and approved by the TIB.

Federal

On July 6th, 2012 the President signed into law the **Moving Ahead for Progress in the 21st Century Act** (MAP-21). With guaranteed funding for highways, highway safety, and public transportation totaling \$105 billion to be spent over fiscal year (FY) 2013-2014. The three landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU)—shaped this Nation's changing transportation needs.

Map-21 creates a streamlined, performance-based and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delay in project delivery. Additional information can be found on the Internet at <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>.

Public Works Trust Fund

The Public Works Trust Fund is a program featuring low-interest state loans to eligible local governments. It was established by the legislature in 1985 to provide a dependable, long-term source of funds for the repair and reconstruction of local public works systems. The fund is designed around a number of new concepts, which distinguish it from existing grant programs. These include an emphasis on local effort as well as project need in the loan application process, the provision of loans rather than grants, and a solid commitment to increasing local capital planning capacity.

The Public Works Trust Fund will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related public works project expenditures. Eligible project categories include street and road, bridge, domestic water,

storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval. The interest rate will be a function of the percent of local funds (State Arterial Street Funds) committed to a project for which Trust Fund financing assistance is being sought. The current relationship of loan interest rate to the level of local participation in a project is as follows:

Interest Rate	2%	1%	0.5%
Participation	5%	10%	15%

The loan term for all projects will be equal to the expected useful life of the improvements up to a maximum of 20 years. Loans for engineering studies may not exceed five years. A Public Works Trust Fund loan currently cannot exceed \$10,000,000 per biennium for jurisdictions with populations over 100,000.

The Public Works Board rates all project applications and prepares a prioritized list of qualifying projects to become part of an appropriation bill to be reviewed by the Legislature. The Legislature then has the authority to remove projects from the list, but cannot add projects. Once the Legislature has approved the appropriation measure the bill is forwarded to the Governor for signature.

Six-Year Program Financial Summary

(Costs in \$1,000s)

	2016	2017	2018	2019	2020	2021
OPERATING REVENUES & EXPENSES						
Local Funds Allocation During the Year:	1,510	1,510	1,510	1,510	1,510	1,510
Expenses: Loan Repayment	(117)	(117)	(116)	(115)	(115)	(114)
NET OPERATING REVENUE	\$1,393	\$1,393	\$1,394	\$1,395	\$1,395	\$1,396
AVAILABLE FOR CAPITAL						
Cash Balance as of Jan 1 (REET + Paths/Trails)	5,073	3,421	3,481	3,511	4,300	5,072
Grant and Loan Proceeds	34,217	38,693	16,921	2,845	600	600
	39,290	42,114	20,402	6,356	4,900	5,672
AVAILABLE FOR 6-YR PROGRAM	\$40,683	\$43,507	\$21,796	\$7,751	\$6,295	\$7,067
SIX-YEAR CAPITAL PROGRAM						
SAFETY PROGRAM	825	6,358	0	0	0	0
BRIDGE REHABILITATION PROGRAM	459	6,945	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	30,216	6,201	12,749	2,106	863	880
PEDESTRIAN/BIKEWAYS PROGRAM	4,634	19,393	3,260	10	10	10
IMPACT FEE PROGRAM	256	215	1,759	985	0	0
NEIGHBORHOOD PROGRAM	522	914	517	350	350	350
STREET BOND PROGRAM	350	0	0	0	0	0
6-YEAR STREET PROGRAM	\$37,262	\$40,026	\$18,285	\$3,451	\$1,223	\$1,240
CASH BALANCE: Dec 31	\$3,421	\$3,481	\$3,511	\$4,300	\$5,072	\$5,827
PATHS AND TRAILS RESERVE*						
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	205,613	30,613	30,613	30,613	30,613	30,613
Paths/Trails allocation during the year:	10,000	10,000	10,000	10,000	10,000	10,000
Total:	215,613	40,613	40,613	40,613	40,613	40,613
Estimated expenditures during the year:	(185,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
Balance of Paths/Trail Funds as of Dec 31:	30,613	30,613	30,613	30,613	30,613	30,613

* Amounts may not add as shown due to rounding

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Safety Program

Streets, Safety Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
CMAQ	\$175	\$1,708	\$0	\$0	\$0	\$0
HSIP	\$546	\$4,383	\$0	\$0	\$0	\$0
Ped/Bike	\$10	\$0	\$0	\$0	\$0	\$0
REET	\$42	\$267	\$0	\$0	\$0	\$0
Street Maint.	\$5	\$0	\$0	\$0	\$0	\$0
WQTIF	\$47	\$0	\$0	\$0	\$0	\$0
Total	\$825	\$6,358	\$0	\$0	\$0	\$0

Streets/Safety

Barnes Road from Phoebe to Strong Road

STR-2013-176

Executive Summary

The proposed project will construct a new section of Barnes Road between Phoebe and Strong Road. Separated sidewalk on one side, drainage facilities along the backsides of the curbs, two lanes for vehicular traffic, a bike lane going uphill and shared-use on the downhill side of the roadway

Project Justification

A connection between the Indian Trail area and 5-Mile Prairie has been sought for many years because of the safety concerns of having very limited access in and out due to the topography of the area. Constructing Barnes Road will greatly improve access.

This project meets the following comprehensive plan goals and/or policies:

This project meets 22 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 3, 2, 4, 5, 6, 7, 8, AND 10.

Location

Other Location

Barnes Road will be constructed between Phoebe and Strong Road.

Project Status

Active

Project has been authorized for design and will move to construction as funding allows.

External Factors

Funding opportunities have allowed this project to move forward.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Barnes Road from Phoebe to Strong Road**

STR-2013-176

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$1,975,000	\$0	\$0	\$0	\$0	\$1,975,000	\$1,975,000
Design	\$17	\$203,000	\$0	\$0	\$0	\$0	\$0	\$203,000	\$203,017
Total	\$17	\$203,000	\$1,975,000	\$0	\$0	\$0	\$0	\$2,178,000	\$2,178,017

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$14,700	\$175,300	\$1,708,375	\$0	\$0	\$0	\$0	\$1,898,375
REET	Local	Encumbered	\$2,300	\$27,700	\$266,625	\$0	\$0	\$0	\$0	\$296,625
Total			\$17,000	\$203,000	\$1,975,000	\$0	\$0	\$0	\$0	\$2,195,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Browne St/Division St Couplet, 3rd Ave to Spokane Falls Blvd

STR-2012-97

Executive Summary

Install countdown pedestrian timers at 14 signalized intersections, place new curb ramps where required to bring up to current ADA standards, and place curb extensions where feasible.

Project Justification

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely. Curb extensions will reduce the distance pedestrians must travel to clear the crosswalk.

This project meets the following comprehensive plan goals and/or policies:

This project meets 49 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Brown and Division Streets from 3rd Ave to Spokane Falls Blvd

Project Status

Active

Phase one of this project is the countdown timer portion and was installed in 2013. The only remaining work to be done is bumpouts/curb ramps at Main and Division which will be constructed in 2015.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Browne St/Division St Couplet, 3rd Ave to Spokane Falls Blvd**

STR-2012-97

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$355,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$365,000
Design	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total	\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$410,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Ped/Bike	Federal	Encumbered	\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,000
Total			\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Crestline Street Lane Reduction

STR-2015-2

Executive Summary

This project will restripe a 4-lane road to 2 lanes with a TWLTL. Bike lanes will be added for the entire length of the project.

Project Justification

This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width, and installing bike lanes as proposed on the regional master bike plan.

This project meets the following comprehensive plan goals and/or policies:

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Crestline St from Euclid Ave to Francis Ave

Project Status

Active

CN planned for 2017-2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Crestline Street Lane Reduction**

STR-2015-2

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$642,000	\$0	\$0	\$0	\$0	\$642,000	\$642,000
Design	\$0	\$73,000	\$0	\$0	\$0	\$0	\$0	\$73,000	\$73,000
Land purchase	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total	\$0	\$88,000	\$642,000	\$0	\$0	\$0	\$0	\$730,000	\$730,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
HSIP	Federal	Encumbered	\$0	\$79,200	\$642,000	\$0	\$0	\$0	\$0	\$721,200
REET	Local	Encumbered	\$0	\$8,800	\$0	\$0	\$0	\$0	\$0	\$8,800
Total			\$0	\$88,000	\$642,000	\$0	\$0	\$0	\$0	\$730,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Maxwell-Mission Avenue Lane Reduction

STR-2015-1

Executive Summary

This project will re-stripe a 4-lane road to 2 lanes with a TWLTL. Bike lanes and/or wide lanes will be added for the entire length of the project. The TWLTL may be left out in a couple of blocks where on-street parking is needed and road width is insufficient for both.

Project Justification

This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width, and installing bike lanes as proposed on the regional master bike plan.

This project meets the following comprehensive plan goals and/or policies:

This project meets 35 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Maxwell and Mission Avenues, from Maple St to Washington St.

Project Status

Active

CN Planned for 2017-2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Maxwell-Mission Avenue Lane Reduction**

STR-2015-1

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$389,000	\$0	\$0	\$0	\$0	\$389,000	\$389,000
Design	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$44,000
Land purchase	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000	\$7,000
Total	\$0	\$51,000	\$389,000	\$0	\$0	\$0	\$0	\$440,000	\$440,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
HSIP	Federal	Encumbered	\$0	\$45,900	\$389,000	\$0	\$0	\$0	\$0	\$434,900
REET	Local	Encumbered	\$0	\$5,100	\$0	\$0	\$0	\$0	\$0	\$5,100
Total			\$0	\$51,000	\$389,000	\$0	\$0	\$0	\$0	\$440,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Monroe Street Lane Reduction and Hardscape

STR-2015-3

Executive Summary

This project will change North Monroe Street from 5 lanes to 3 lanes. The restriping will start just north of Indiana and continue to the top of the hill near Kiernan Street. Hardscape improvements such as wider sidewalk, street furniture, stormwater facilities, curb extensions, medians, and a HAWK signal will be confined to the 13-block area between Knox and Cora. Pedestrian lighting will be installed along the south half of the corridor.

Project Justification

This project is intended to calm traffic and improve safety for pedestrians and cyclist by reducing road and lane width and providing a wider sidewalk.

This project meets the following comprehensive plan goals and/or policies:

This project meets 54 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Monroe St. From Indiana Ave. To Kiernan Ave.

Project Status

Active

CN planned for 2017-2018

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Monroe Street Lane Reduction and Hardscape**

STR-2015-3

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$3,352,000	\$0	\$0	\$0	\$0	\$3,352,000	\$3,352,000
Design	\$0	\$438,000	\$0	\$0	\$0	\$0	\$0	\$438,000	\$438,000
Land purchase	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$0	\$468,000	\$3,352,000	\$0	\$0	\$0	\$0	\$3,820,000	\$3,820,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
HSIP	Federal	Encumbered	\$0	\$421,200	\$3,352,000	\$0	\$0	\$0	\$0	\$3,773,200
WQTIF	Local	Encumbered	\$0	\$46,800	\$0	\$0	\$0	\$0	\$0	\$46,800
Total			\$0	\$468,000	\$3,352,000	\$0	\$0	\$0	\$0	\$3,820,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Safety

Vehicle Detection System Upgrade

STR-2014-21

Executive Summary

This project provides for acquisition of 10 vehicle detection systems to replace existing video detection systems that are failing. Systems will be installed by city forces at 10 intersections citywide. Bicycle detection is included in this upgrade where appropriate.

Project Justification

The current vehicle detection systems were purchased in the late 1990's and are failing at an alarming rate as their service life has been far exceeded. The majority of these systems are located on principal arterials. If these systems continue to fail at this rate, budget restriction will force signal timing at these locations to be reprogrammed to fixed timing. Fixed signal timing is inherently inefficient and will significantly reduce the level of service for pedestrians, cyclists and motor vehicles.

This project meets the following comprehensive plan goals and/or policies:

This project meets 8 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2, 4, 6, 7, 8 and TR 10.

Location

Other Location

Euclid at Market, Garland at Market, Greene at Mission, Freya at Sprague, Freya Way at Trent, Hawthorne at SR 2, Regal at SE Blvd, Holland at Newport Hwy, Regal at Southeast, and Hoerner at Holland.

Project Status

Active

Equipment has been purchased and installation is underway.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$15,000

Maintenance Comments

Streets/Safety**Vehicle Detection System Upgrade**

STR-2014-21

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$56,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$61,000
Purchases	\$111,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,500
Total	\$167,500	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$172,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$111,500	\$0	\$0	\$0	\$0	\$0	\$0	\$111,500
Street Maint.	Local	Encumbered	\$56,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$61,000
Total			\$167,500	\$5,000	\$0	\$0	\$0	\$0	\$0	\$172,500

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Bridge Rehabilitation Program

Streets, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
Fed Disc	\$0	\$1,372	\$0	\$0	\$0	\$0
Other	\$100	\$4,273	\$0	\$0	\$0	\$0
REET	\$359	\$300	\$0	\$0	\$0	\$0
STP-ENH	\$0	\$1,000	\$0	\$0	\$0	\$0
Total	\$459	\$6,945	\$0	\$0	\$0	\$0

Streets/Bridge Rehabilitation

Post Street Bridge Deck Replacement

STR-2012-26

Executive Summary

Replace bridge deck to provide for multi-modal travel.

Project Justification

The current structure is deteriorating and needs to be replaced. A type, size, and location study is needed to address all modes of travel.

This project meets the following comprehensive plan goals and/or policies:

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Post St. Crossing at Spokane river.

Project Status

Active

Project needs have changed. A Type, Size, & Location Study will be conducted to determine project scope prior to any further funding requests.

External Factors

Actual project scope is not known at this time. a very small percentage of the funds needed to complete the project has been acquired.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Bridge Rehabilitation**Post Street Bridge Deck Replacement**

STR-2012-26

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$6,945,000	\$0	\$0	\$0	\$0	\$6,945,000	\$6,945,000
Design	\$653,000	\$359,000	\$0	\$0	\$0	\$0	\$0	\$359,000	\$1,012,000
Land purchase	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$653,000	\$459,000	\$6,945,000	\$0	\$0	\$0	\$0	\$7,404,000	\$8,057,000


Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Fed Disc	Federal	Awarded	\$0	\$0	\$1,372,000	\$0	\$0	\$0	\$0	\$1,372,000
Other	---	Unidentified	\$0	\$100,000	\$4,273,000	\$0	\$0	\$0	\$0	\$4,373,000
REET	Local	Encumbered	\$653,000	\$359,000	\$300,000	\$0	\$0	\$0	\$0	\$1,312,000
STP-ENH	Federal	Awarded	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$653,000	\$459,000	\$6,945,000	\$0	\$0	\$0	\$0	\$8,057,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

The image features a photograph of a street intersection with a crosswalk, framed by a decorative border of blue and green triangles. The triangles are arranged in a repeating pattern, creating a geometric frame around the central photograph. The photograph shows a paved road with white crosswalk lines, a concrete curb, and a grassy area with trees and a building in the background. A yellow sign is visible on the left side of the road.

Capital Improvement Program

Streets, Capital Improvements Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
ARRA	\$0	\$0	\$0	\$0	\$0	\$0
BOND Utility Match	\$142	\$0	\$0	\$0	\$0	\$0
CDBG	\$0	\$0	\$400	\$0	\$0	\$0
CMAQ	\$43	\$500	\$1,000	\$0	\$0	\$0
HPP	\$2,258	\$0	\$0	\$0	\$0	\$0
Integrated	\$0	\$0	\$0	\$0	\$0	\$0
LEVY	\$11,454	\$3,028	\$5,479	\$0	\$0	\$0
MVA	\$1,581	\$0	\$0	\$0	\$0	\$0
Other	\$3,300	\$0	\$0	\$1,260	\$0	\$0
Ped/Bike	\$1,100	\$100	\$0	\$0	\$0	\$0
PEIP	\$260	\$250	\$250	\$250	\$250	\$250
Redlight	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$2,580	\$756	\$1,354	\$596	\$613	\$630
SEC 112	\$329	\$0	\$0	\$0	\$0	\$0
STP	\$1,867	\$1,566	\$2,166	\$0	\$0	\$0
TBD	\$5	\$0	\$0	\$0	\$0	\$0
TIB	\$5,298	\$0	\$2,000	\$0	\$0	\$0
UFPF	\$0	\$0	\$0	\$0	\$0	\$0
WQTIF	\$0	\$0	\$100	\$0	\$0	\$0
Total	\$30,216	\$6,201	\$12,749	\$2,106	\$863	\$880

Streets/Capital Improvements

1st Ave, Erie St to Altamont St.

STR-2015-5

Executive Summary

This is a residential grind and overlay pavement preservation project. The work will include minor subgrade repair, crack sealing, modifying ADA ramps, striping (as necessary) and traffic control. This project will also include a sewer line replacement in the street from Napa to Crestline.

Project Justification

This section of road is deteriorating and needs repair. This street is also within the 'Target Improvement Area'.

This project meets the following comprehensive plan goals and/or policies:

This project meets 25 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

1st Ave, Erie St to Altamont St.

Project Status

Active

CN planned for 2015 in conjunction with the Riverside Phase 2 project and the Erie St project.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**1st Ave, Erie St to Altamont St.**

STR-2015-5

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$678,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$683,390
Design	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000
Total	\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$759,390

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$759,390
Total			\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$759,390

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

37th Ave from Regal to East City limits

STR-2012-61

Executive Summary

Design & ROW of roadway to current City of Spokane standards. Project includes separated sidewalks, left turn pockets, bike lanes, and stormwater facilities. A water line will also be included.

Project Justification

This is a main corridor running across Spokane's south side. There are three schools adjacent to this roadway. The current roadway is mainly a 2-lane section. It is part of our master bike plan and sidewalk is missing in many areas.

This project meets the following comprehensive plan goals and/or policies:

This project meets 59 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

37th Ave, Regal to East City Limits

Project Status

Active

Currently in design with Right of Way is being purchased.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**37th Ave from Regal to East City limits**

STR-2012-61

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$4,254,493	\$100,000	\$0	\$0	\$0	\$0	\$4,354,493	\$4,354,493
Design	\$485,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,939
Land purchase	\$370,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,500
Total	\$856,439	\$4,254,493	\$100,000	\$0	\$0	\$0	\$0	\$4,354,493	\$5,210,932

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
BOND Utility Match	Local	Encumbered	\$1,499	\$131,979	\$0	\$0	\$0	\$0	\$0	\$133,478
REET	Local	Encumbered	\$4,128	\$263,326	\$100,000	\$0	\$0	\$0	\$0	\$367,454
STP	Federal	Encumbered	\$770,500	\$929,500	\$0	\$0	\$0	\$0	\$0	\$1,700,000
TIB	Federal	Encumbered	\$70,312	\$2,929,688	\$0	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$846,439	\$4,254,493	\$100,000	\$0	\$0	\$0	\$0	\$5,200,932

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Adaptive Signal System, Division St. from Bridgeport to 'Y'.

STR-2012-53

Executive Summary

Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTV cameras along with DMS technology to provide a real-time interactive traffic control system.

Project Justification

The north Division corridor is a principle arterial with an average daily traffic volume in excess of 40,000 vehicles per day. Historically the corridor has been difficult to re-time due to communication failures, frequent fluctuations in dominant direction of travel, major cross-traffic volumes at several cross-street intersections, unequal block lengths, and direct service to large retail centers such as North town Mall. Currently there are no ITS devices along this corridor and communication to existing signals is via twisted pair cable. Modem inefficiencies and cable breaks have resulted in infrequent and unreliable communication.

This project meets the following comprehensive plan goals and/or policies:

This project meets 25 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 2-10.

Location

Other Location

Division St, from Bridgeport to Division 'Y'

Project Status

Active

Construction in 2014 and has spilled over into 2015 to finish up the project.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Adaptive Signal System, Division St. from Bridgeport to 'Y'.**

STR-2012-53

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$647,333	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$697,333
Design	\$157,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157,167
Total	\$804,500	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$854,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$694,551	\$43,250	\$0	\$0	\$0	\$0	\$0	\$737,801
REET	Local	Encumbered	\$109,949	\$6,750	\$0	\$0	\$0	\$0	\$0	\$116,699
Total			\$804,500	\$50,000	\$0	\$0	\$0	\$0	\$0	\$854,500

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Erie St, from Martin Luther King Junior Way to 1st Ave.

STR-2015-6

Executive Summary

Pave the unpaved portion of Erie St. from where the pavement ends on 1st Ave to where the pavement will be tying into Erie from Martin Luther King Junior Way. To include Sprague Way to where the pavement currently ends. ADA curb ramps are included.

Project Justification

This is intended to be an alternate route between Martin Luther King Junior Way and Sprague Ave. This section of road is currently unpaved and will expect a significant increase in daily traffic upon completion of the MLKJ Way project.

This project meets the following comprehensive plan goals and/or policies:

This project meets 33 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Erie St, from Martin Luther King Junior Way to 1st Ave.

Project Status

Active

CN planned for 2015 in conjunction with the Riverside Phase 2 project.

External Factors

This project has three other projects adjacent to it. Riverside Phase 2, 1st Ave from Erie St to Altamont St., and Ben Burr Trail.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Erie St, from Martin Luther King Junior Way to 1st Ave.**

STR-2015-6

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$369,630	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$379,630
Design	\$30,370	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,370
Total	\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$410,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
BOND Utility Match	Local	Encumbered	\$195,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$205,000
CDBG	Federal	Encumbered	\$168,723	\$0	\$0	\$0	\$0	\$0	\$0	\$168,723
INTEGRATED	Local	Encumbered	\$36,277	\$0	\$0	\$0	\$0	\$0	\$0	\$36,277
Total			\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Five Mile Road, Lincoln Road to Strong Road

STR-2015-11

Executive Summary

Complete a full depth roadway replacement for 4600 feet of roadway from Lincoln Rd to Strong Rd. Place missing sidewalk and update existing ADA Ramps. Install bike lanes and build a roundabout at Strong and 5-mile road.

Project Justification

This section of road is deteriorating and needs repair.

This project meets the following comprehensive plan goals and/or policies:

This project meets 40 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Five Mile Road, Lincoln Road to Strong Road

Project Status

Active

CN is scheduled for 2016 as a Levy project.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Five Mile Road, Lincoln Road to Strong Road**

STR-2015-11

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$2,835,000	\$2,835,000
Design	\$384,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$384,000
Land purchase	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
Total	\$459,000	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$2,835,000	\$3,294,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
LEVY	Local	Encumbered	\$459,000	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$3,294,000
Total			\$459,000	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$3,294,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

General Engineering-Street

STR-2012-99

Executive Summary

Expenditures for design, right-of-way acquisition and construction management costs that are not covered by grants.

Project Justification

This project is intended to fill the gaps for Design, right-of-way, and construction management costs that are not covered by grants.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Ongoing

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**General Engineering-Street**

STR-2012-99

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$480,000	\$509,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$3,292,000	\$3,772,000
Total	\$480,000	\$509,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$3,292,000	\$3,772,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
REET	Local	Encumbered	\$480,000	\$509,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$3,772,000
Total			\$480,000	\$509,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$3,772,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Havana St, 57th Ave to 37th Ave Water & Street

STR-2014-16

Executive Summary

This project will install a 36-inch water main in Havana Street from 57th Ave to 37th Ave. Integrated Storm water improvements and complete streets elements are also included. Placement of bicycle lanes along the roadway are also under consideration.

Project Justification

Current water line is deteriorating and needs replacing. Bike lanes will be installed to provide a 1-mile bicycle corridor and connect Ben Burr trail at south Myrtle St. to the bike lanes on 37th Ave.

This project meets the following comprehensive plan goals and/or policies:

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Havana Street from 57th Ave to 37th Ave.

Project Status

Active

Currently in Design, construction planned for 2016

External Factors

Bicycle facilities are under consideration with the 'Link Spokane' update to the Transportation chapter of the Comprehensive Plan.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Havana St, 57th Ave to 37th Ave Water & Street**

STR-2014-16

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$223,762	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$273,762
Design	\$426,238	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,238
Total	\$650,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
BOND Utility Match	Local	Encumbered	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Integrated	Local	Encumbered	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
REET	Local	Encumbered	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Total			\$650,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$700,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

I-90 Division Street Gateway Enhancement

STR-2014-17

Executive Summary

Design and construct aesthetic and functional streetscape improvements including: landscaping, irrigation, walls, fencing/screening, traffic barriers, original art or sculpted art elements, and misc. hardscape features.

Project Justification

The intent of the Division Street Gateway project is to enhance Spokane's visual image and provide a safe and effective transportation corridor for all modes. It is intended to enhance Spokane's visual image by providing not only "entrance" statements into the downtown, but strong linkages that provide east-west access between the Downtown and the University District.

This project meets the following comprehensive plan goals and/or policies:

This project meets 23 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4, AND TR 6-10.

Location

Other Location

Division Street from 4th Ave to 3rd Ave

Project Status

Active

Project is in design with construction beginning in 2015

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**I-90 Division Street Gateway Enhancement**

STR-2014-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$590,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$600,000
Design	\$62,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000
Total	\$652,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$662,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
PEIP	Local	Encumbered	\$400,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,000
UFPF	Local	Encumbered	\$252,000	\$0	\$0	\$0	\$0	\$0	\$0	\$252,000
Total			\$652,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$662,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Indiana Ave, Division St to Perry St.

STR-2015-7

Executive Summary

Complete full-depth replacement of approximately 3,200 feet of roadway incorporating stormwater swales between existing sidewalk and curb and a 2-lane travel way with parking & bike lanes on each side of street. Swale areas will be constructed between existing trees. Integrated W/Water & Stormwater.

Project Justification

This section of road is deteriorating and needs repair. This is also a collector street to the Avista campus and experiences a significant level of truck traffic. Trolley rails will be removed as well, MS4 flows will be reduced by incorporating swales.

This project meets the following comprehensive plan goals and/or policies:

This project meets 45 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Indiana Ave, Division St to Perry St.

Project Status

Active

Phase 1 is scheduled for CN in 2015 and Phase 2 in 2016

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Indiana Ave, Division St to Perry St.**

STR-2015-7

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$2,237,482	\$1,791,272	\$0	\$0	\$0	\$0	\$0	\$1,791,272	\$4,028,754
Design	\$408,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,167
Total	\$2,645,649	\$1,791,272	\$0	\$0	\$0	\$0	\$0	\$1,791,272	\$4,436,921

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
LEVY	Local	Encumbered	\$2,645,649	\$1,791,272	\$0	\$0	\$0	\$0	\$0	\$4,436,921
Total			\$2,645,649	\$1,791,272	\$0	\$0	\$0	\$0	\$0	\$4,436,921

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Minor Construction Assistance

STR-2012-100

Executive Summary

Expenditure for construction to assist in unforeseen, minor funding gaps on City related transportation projects.

Project Justification

This project is intended to assist with unforeseen minor funding gaps in city related transportation projects.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Ongoing during every construction season

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Minor Construction Assistance**

STR-2012-100

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
REET	---	Encumbered	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Mission Ave, Division St to Hamilton St.

STR-2015-15

Executive Summary

This preservation project will replace the surface of 0.6 Mi of Mission Avenue and improve modal service by upgrading ADA ramps, concrete landing at transit stops, improved median pass-throughs. Asphalt in planter strips will be replaced with vegetation.

Project Justification

This section of road is deteriorating and needs repair.

This project meets the following comprehensive plan goals and/or policies:

This project meets 20 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Mission Ave, Division St to Hamilton St.

Project Status

Active

CN Planned for 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Mission Ave, Division St to Hamilton St.**

STR-2015-15

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$1,308,400	\$0	\$0	\$0	\$0	\$1,308,400	\$1,308,400
Design	\$0	\$157,600	\$0	\$0	\$0	\$0	\$0	\$157,600	\$157,600
Land purchase	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$110,000
Total	\$0	\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$1,576,000	\$1,576,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
STP	Federal	Encumbered	\$0	\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$1,576,000
Total			\$0	\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$1,576,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Monroe/Lincoln Couplet

STR-2013-105

Executive Summary

Rebuild the full depth roadway section on Monroe and Lincoln Streets from 8th Ave. to Main Ave. Minor curb replacement will occur as necessary. Street trees will be added/replaced where possible. Sight distance to be addressed at the 7th Ave Intersection. This project is integrated W/Stormwater.

Project Justification

The purpose of this project is to rebuild and extend the life of this segment of Monroe and Lincoln Streets.

This project meets the following comprehensive plan goals and/or policies:

This project meets 16 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2, 4, 5, 6, 7, 9, AND 10.

Location

Other Location

Monroe & Lincoln Corridor from 8th Ave to Main Ave

Project Status

Active

Project under design with construction planned for 2015-2016

External Factors

Phase 1 of this project will incorporate stormwater improvements in coordination with CSO reduction efforts.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Monroe/Lincoln Couplet**

STR-2013-105

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$4,217,898	\$3,166,856	\$100,000	\$0	\$0	\$0	\$0	\$3,266,856	\$7,484,754
Design	\$894,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$894,405
Total	\$5,112,303	\$3,166,856	\$100,000	\$0	\$0	\$0	\$0	\$3,266,856	\$8,379,159

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
LEVY	Local	Encumbered	\$848,129	\$1,664,895	\$100,000	\$0	\$0	\$0	\$0	\$2,613,024
REET	Federal	Encumbered	\$250,000	\$925,926	\$0	\$0	\$0	\$0	\$0	\$1,175,926
STP	Local	Encumbered	\$3,000,000	\$390,132	\$0	\$0	\$0	\$0	\$0	\$3,390,132
TIB	Federal	Encumbered	\$1,014,174	\$185,903	\$0	\$0	\$0	\$0	\$0	\$1,200,077
Total			\$5,112,303	\$3,166,856	\$100,000	\$0	\$0	\$0	\$0	\$8,379,159

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

North Monroe Corridor Revitalization

STR-2012-448

Executive Summary

This study will define the scope of streetscape, transportation and infrastructure improvements to stimulate revitalization of the North Monroe business district and improve local economic vitality.

Project Justification

The aims of this project are to improve the corridor's visual image and pedestrian environment, improve traffic flow capacity and work with STA's High Performance Transit Network to help move people, customers and goods along the corridor, and address core business infrastructure needs including water, sanitary sewer, and storm water.

This project meets the following comprehensive plan goals and/or policies:

This project meets 53 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Monroe Street between the Spokane River and Cora Avenue

Project Status

Active

Seeking funds to design and construct; Leveraging TIF funds.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**North Monroe Corridor Revitalization**

STR-2012-448

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,260,000	\$0	\$0	\$1,260,000	\$1,260,000
Design	\$180,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$280,000
Total	\$180,000	\$0	\$0	\$100,000	\$1,260,000	\$0	\$0	\$1,360,000	\$1,540,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
OTHER	---	Unidentified	\$0	\$0	\$0	\$0	\$1,260,000	\$0	\$0	\$1,260,000
WQTIF	Local	Encumbered	\$180,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$280,000
Total			\$180,000	\$0	\$0	\$100,000	\$1,260,000	\$0	\$0	\$1,540,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Parking Environment Improvement Program

STR-2013-178

Executive Summary

Improve the parking environment in the downtown core by installing such things as street furniture, way-finding kiosks, street trees, new tree grates, and by placing new sidewalk or replacing sidewalk in poor condition.

Project Justification

Parking revenue will improve the atmosphere of downtown. Thus inviting more use and improving the downtown core of Spokane.

This project meets the following comprehensive plan goals and/or policies:

This project meets 23 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 3, 4, 5, 6, 7, 9, AND 10.

Location

Other Location

Downtown Core

Project Status

Active

Construction of parking elements to begin in 2014

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Parking Environment Improvement Program**

STR-2013-178

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,350,000	\$1,350,000
Design	\$50,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000	\$200,000
Total	\$50,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000	\$1,550,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
PEIP	Local	Encumbered	\$50,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,550,000
Total			\$50,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,550,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Ray Street, 29th Ave to 17th Ave

STR-2013-104

Executive Summary

Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

Project Justification

The purpose of this project is to extend the life of this segment of Ray Street.

This project meets the following comprehensive plan goals and/or policies:

This project meets 12 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4 and TR 6-10.

Location

Other Location

Ray Street, 29th Ave to 17th Ave

Project Status

Active

Project is in design with phase construction planned for 2015 and is funded with STP grant monies. Essentially this is Phase 1 of a larger project Ray(29th to 3rd). The 'Phase 2' (17th to 3rd) is planned for CN in 2018 to allow time to seek out grant opportunities.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Ray Street, 29th Ave to 17th Ave**

STR-2013-104

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$832,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$842,000
Design	\$95,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,000
Total	\$927,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$937,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
STP	Federal	Encumbered	\$927,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$937,000
Total			\$927,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$937,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Ray-Thor St, 17th Ave to 3rd Ave ET AL

STR-2015-17

Executive Summary

Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

Project Justification

The purpose of this project is to extend the life of this segment of Ray Street.

This project meets the following comprehensive plan goals and/or policies:

This project meets 12 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4 and TR 6-10.

Location

Other Location

Ray St from 17th Ave to 3rd Ave

Project Status

Active

CN is planned for 2018. We will be seeking funding opportunities to help pay for CN.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Ray-Thor St, 17th Ave to 3rd Ave ET AL**

STR-2015-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$0	\$2,979,348	\$0	\$0	\$0	\$2,979,348	\$2,979,348
Design	\$0	\$0	\$359,594	\$0	\$0	\$0	\$0	\$359,594	\$359,594
Land purchase	\$0	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$0	\$0	\$389,594	\$2,979,348	\$0	\$0	\$0	\$3,368,942	\$3,368,942

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
LEVY	Local	Encumbered	\$0	\$0	\$389,594	\$2,979,348	\$0	\$0	\$0	\$3,368,942
Total			\$0	\$0	\$389,594	\$2,979,348	\$0	\$0	\$0	\$3,368,942

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Riverside Drive - Phase II & III

STR-2012-36

Executive Summary

Design and construct an extension of future Riverside Drive beginning at Sherman Street and running easterly to Trent Avenue at Perry Street. Project to include 5ft bike lanes and separated sidewalks.

Project Justification

The university master plan calls for a more pedestrian friendly environment. The new alignment of Riverside Drive will allow major vehicle to be routed around the campus and allow for the downgrading of Spokane Falls Blvd which runs through the center of campus.

This project meets the following comprehensive plan goals and/or policies:

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Extension of Riverside Drive beginning at Sherman St running easterly to Trent ave at Perry St.

Project Status

Active

Project is a little behind schedule due to ROW negotiations, Phase 2 was split into two sub phases, The west half of the project (Phase 2a) will begin construction in June-2015, the east half (Phase 2b) will be bid in the fall and constructed in spring of 2016. Roadway should be open to traffic by September-2016.

External Factors

Right of way process

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Riverside Drive - Phase II & III**

STR-2012-36

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$1,191,669	\$5,533,331	\$0	\$0	\$0	\$0	\$0	\$5,533,331	\$6,725,000
Design	\$445,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,000
Land purchase	\$3,447,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,447,800
Total	\$5,084,469	\$5,533,331	\$0	\$0	\$0	\$0	\$0	\$5,533,331	\$10,617,800

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
HPP	Federal	Encumbered	\$2,074,598	\$2,257,745	\$0	\$0	\$0	\$0	\$0	\$4,332,343
MVA	Federal	Encumbered	\$1,452,896	\$1,581,159	\$0	\$0	\$0	\$0	\$0	\$3,034,055
REET	Local	Encumbered	\$627,994	\$683,434	\$0	\$0	\$0	\$0	\$0	\$1,311,428
SEC 112	Federal	Encumbered	\$302,286	\$328,972	\$0	\$0	\$0	\$0	\$0	\$631,258
TIB	Federal	Encumbered	\$626,695	\$682,021	\$0	\$0	\$0	\$0	\$0	\$1,308,716
Total			\$5,084,469	\$5,533,331	\$0	\$0	\$0	\$0	\$0	\$10,617,800

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Rowan Ave, Driscoll St to Monroe St

STR-2015-8

Executive Summary

Pave roadway to full depth. Repurpose roadway with two 11-foot travel lanes and bike lanes from Driscoll to F St. and two 11.5'-foot travel lanes and bike lanes from F St to Alberta St. and remove parking. Swales will be built on Driscoll to collect Stormwater. Integrated with water and Stormwater.

Project Justification

This section of road is deteriorating and needs repair. Reduction of MS4 stormwater flow will be achieved through bypass to swales.

This project meets the following comprehensive plan goals and/or policies:

This project meets 47 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Rowan Ave, Driscoll St to Monroe St

Project Status

Active

Phase 1 to be constructed in 2015 and Phase 2 will be constructed in 2016

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Rowan Ave, Driscoll St to Monroe St**

STR-2015-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$2,679,597	\$2,821,058	\$0	\$0	\$0	\$0	\$0	\$2,821,058	\$5,500,655
Design	\$706,631	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$706,631
Total	\$3,386,228	\$2,821,058	\$0	\$0	\$0	\$0	\$0	\$2,821,058	\$6,207,286

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
LEVY	Local	Encumbered	\$3,386,228	\$2,821,058	\$0	\$0	\$0	\$0	\$0	\$6,207,286
Total			\$3,386,228	\$2,821,058	\$0	\$0	\$0	\$0	\$0	\$6,207,286

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Sharp Avenue Pervious Asphalt Pilot Project

STR-2015-4

Executive Summary

A low impact development stormwater project will be constructed in Sharp Avenue to determine viability of permeable pavements within the traveled lanes. The project will also include bioretention swale, street trees, and standard pavement. Curb extensions will also be installed. This project is integrated with storm water, Wastewater, and Water

Project Justification

This project will reduce the amount of pollutants going into the Spokane River. Transportation elements include the installation of curb extensions and the transition from present striping to the proposed alignment.

This project meets the following comprehensive plan goals and/or policies:

This project meets 37 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Pearl St. to Hamilton St.

Project Status

Active

CN planned for 2016

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Sharp Avenue Pervious Asphalt Pilot Project**

STR-2015-4

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1
Total	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
INTEGRATED	---	Encumbered	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total			\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Sprague Avenue Rebuild- Sprague Corridor Investment Strategy

STR-2014-67

Executive Summary

This project will fulfill the intents of the South University District Sprague Corridor Investment Strategy by implementing the 3-lane section on Sprague through placement of streetscape and updating traffic signals. Landscaping is also envisioned with possible integrated stormwater disposal.

Project Justification

The purpose of this project is to improve transportation for all modes and thus promote a vibrant livable community.

This project meets the following comprehensive plan goals and/or policies:

This project meets 60 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Sprague Avenue - Division Street to Fiske Street

Project Status

Active

Application phase seeking design and construction funding. 2014 applications are for the initial phase build-out for hardscape elements, lighting and landscaping at intersections. Future applications will gather funds toward fulfilling these needs along the full corridor.

External Factors

This project is not yet fully funded for design and construction. The City is actively applying for grants to move this project forward.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Sprague Avenue Rebuild- Sprague Corridor Investment Strategy

STR-2014-67

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$7,900,000	\$0	\$5,900,000	\$0	\$0	\$0	\$13,800,000	\$13,800,000
Design	\$1,000,000	\$0	\$830,000	\$0	\$0	\$0	\$0	\$830,000	\$1,830,000
Land purchase	\$125,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$250,000
Planning	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$1,275,000	\$7,900,000	\$955,000	\$5,900,000	\$0	\$0	\$0	\$14,755,000	\$16,030,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
ARRA	Federal	Encumbered	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
CDBG	Federal	Identified	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
CMAQ	Federal	Applied	\$0	\$0	\$500,000	\$1,000,000	\$0	\$0	\$0	\$1,500,000
LEVY	Local	Encumbered	\$525,000	\$2,000,000	\$355,000	\$2,500,000	\$0	\$0	\$0	\$5,380,000
Other	---	Unidentified	\$0	\$3,300,000	\$0	\$0	\$0	\$0	\$0	\$3,300,000
Ped/Bike	Federal	Applied	\$400,000	\$1,100,000	\$100,000	\$0	\$0	\$0	\$0	\$1,600,000
Redlight	Local	Encumbered	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
TIB	State	Identified	\$0	\$1,500,000	\$0	\$2,000,000	\$0	\$0	\$0	\$3,500,000
Total			\$1,275,000	\$7,900,000	\$955,000	\$5,900,000	\$0	\$0	\$0	\$16,030,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Sunset Blvd from Lindeke St to Royal St

STR-2015-9

Executive Summary

This project will replace the surface of 1.3 miles of Sunset Boulevard. It will also improve the modal service by incorporating a bicycle and pedestrian pathway and improving transit accessibility. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.

Project Justification

This section of road is deteriorating and needs repair. There is a significant need and demand for pedestrian and bicycle facilities. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.

This project meets the following comprehensive plan goals and/or policies:

This project meets 42 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Sunset Blvd from Lindeke St to Royal St

Project Status

Active

CN is planned for 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Sunset Blvd from Lindeke St to Royal St**

STR-2015-9

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$0	\$2,940,069	\$0	\$0	\$0	\$2,940,069	\$2,940,069
Design	\$0	\$365,563	\$0	\$0	\$0	\$0	\$0	\$365,563	\$365,563
Land purchase	\$0	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Total	\$0	\$365,563	\$350,000	\$2,940,069	\$0	\$0	\$0	\$3,655,632	\$3,655,632

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
REET	Local	Encumbered	\$0	\$96,267	\$92,168	\$774,233	\$0	\$0	\$0	\$962,668
STP	Federal	Encumbered	\$0	\$269,296	\$257,832	\$2,165,836	\$0	\$0	\$0	\$2,692,964
Total			\$0	\$365,563	\$350,000	\$2,940,069	\$0	\$0	\$0	\$3,655,632

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Executive Summary

Complete a full depth roadway replacement for 4,900 feet of roadway from TJ Meenach Bridge to Northwest Blvd. including on and off Ramps on TJ Meenach Bridge. Bike lanes will be added and will also include minor ADA Ramp replacement.

Project Justification

This section of road is deteriorating and needs repair. Sewer pipe routing will be updated and improved. River access will also be improved.

This project meets the following comprehensive plan goals and/or policies:

This project meets 39 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd , to include on and off ramps on/off TJ Meenach..

Project Status

Active

CN scheduled for 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd**

STR-2015-10

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$2,183,728	\$0	\$0	\$0	\$0	\$2,183,728	\$2,183,728
Design	\$0	\$341,800	\$0	\$0	\$0	\$0	\$0	\$341,800	\$341,800
Total	\$0	\$341,800	\$2,183,728	\$0	\$0	\$0	\$0	\$2,525,528	\$2,525,528

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
LEVY	Local	Encumbered	\$0	\$341,800	\$2,183,728	\$0	\$0	\$0	\$0	\$2,525,528
Total			\$0	\$341,800	\$2,183,728	\$0	\$0	\$0	\$0	\$2,525,528

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Capital Improvements

Transportation Strategic Plan Update

STR-2012-101

Executive Summary

Update of Chapter 4 of the City of Spokane's Comprehensive Plan. Project to include support for both the development of the Pedestrian Plan & updates to the Bike Plan.

Project Justification

The current Transportation Master plan was written in 2000. The plan needs to be updated every 7 years to align the project list with current needs. This project is intended to update the plan including all transportation modes.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Project underway.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Transportation Strategic Plan Update**

STR-2012-101

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Planning	\$345,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$350,000
Total	\$345,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$350,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
REET	Local	Encumbered	\$345,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Total			\$345,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$350,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Pedestrian & Bikeways Program

Streets, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
BOND	\$450	\$360	\$0	\$0	\$0	\$0
CMAQ	\$878	\$0	\$0	\$0	\$0	\$0
DSP	\$0	\$0	\$0	\$0	\$0	\$0
LEVY	\$1,994	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$12,350	\$3,250	\$0	\$0	\$0
Paths/Trails	\$10	\$10	\$10	\$10	\$10	\$10
PEIP	\$72	\$0	\$0	\$0	\$0	\$0
PRIVATE	\$8	\$41	\$0	\$0	\$0	\$0
PWTF	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$54	\$0	\$0	\$0	\$0	\$0
STP	\$787	\$3,632	\$0	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0	\$0
TIB	\$380	\$0	\$0	\$0	\$0	\$0
UDRA	\$0	\$3,000	\$0	\$0	\$0	\$0
Total	\$4,633	\$19,393	\$3,260	\$10	\$10	\$10

SIX – YEAR PEDESTRIAN & BIKEWAYS PROGRAM **2016 - 2021**

PEDESTRIAN PROGRAM

On February 14th 2011, City Council adopted Ordinance No. C34690 establishing the allocation of 10% of the Transportation Benefit District (TBD) revenue generated to implement the Pedestrian Program of the City of Spokane's Six-Year Comprehensive Street Program. The funding will remain in place for six years beginning in 2012. The collection of the TBD funds began in September of 2011. The City is currently developing a Pedestrian Master Plan that will help identify the pedestrian facilities that would ultimately be funded with TBD revenue under this Pedestrian & Bikeways section of the Program. TBD funding available in 2012 is on the order of \$150,000 and is expected to be at almost \$180,000 in subsequent years. The front-work of the Pedestrian Master Plan was utilized to select projects for 2012, and future projects under this program will also be identified from the Pedestrian Master Plan.

BIKEWAYS PROGRAM

The Bikeways Program implements the long range goals of the City's Bikeways Plan.

The Bikeways Plan is a long range plan that was first adopted as the "Bike Routes Plan" by the City Council on October 12, 1976. In 1980 the City Plan Commission and City Council respectively adopted a Bikeway Plan as a part of the Comprehensive Plan for the City of Spokane. An updated version of the 1980 Plan was adopted by the City Plan Commission on March 11, 1987, and subsequently by the City Council on February 15, 1988. In 1996 the City adopted the Bikeway Plan the Spokane Regional Transportation Council created in 1993. This Plan outlined, policies, design standards, education needs, funding, and implementation for the plan.

On February 17, 1992, an ordinance establishing a Bicycle Advisory Board (BAB) was approved by the City Council. This Board is charged with the duties of providing advice and direction to the City Council and all departments and offices of the City on matters relating to bicycling and to raise public awareness of bicycling issues.

With the adoption of the 2001 Comprehensive Plan, all previously adopted Bike Plans were rescinded with the intent to, "...undertake additional planning for non-motorized travel to address more specifically the needs of bicyclists and pedestrians." The last update to the Comprehensive Plan prior to the most current, went into effect on January 17, 2007 and specifically added a statement that, "Future planning should include an integrated Master Bike Plan that defines the goals and design elements for bicycling facilities in the City." Revisions to the Bike Master Plan began in early 2008. This work culminated in an amendment to the Comprehensive Plan which was adopted on June 8th 2009. Implementation of bike facilities, based on the new Master Bike Plan, will continue as funding becomes available.

FUNDING:

LOCAL

10% of the Transportation Benefit District (TBD) revenue will be allocated to pedestrian projects identified in the Pedestrian Master Plan. These funds will be used whenever possible as match towards both Federal and State funding opportunities.

Greater Spokane Community Foundation:

An organization that proposes to help in the financing of a City bikeways network. Funds are limited at this time.

STATE

Paths and Trails Reserve:

A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately \$14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

State Arterial Street Funds:

State Arterial Street Funds may be obtained for both pedestrian and bikeway facilities as long as the facility is a component part of a street improvement project and available for funding.

State Transportation Improvement Board (TIB) Funds:

A sidewalk program is included in TIB's funding program. Historically these funds have been limited to projects under \$250,000 and TIB will not participate in any needed right-of-way costs.

FEDERAL

Community Development Block Grant Program:

This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. Funds for pedestrian and bicycle facilities are included.

Federal Arterial Street Funds:

The same is true here as for the State funds.

Streets/Pedestrian and Bikeways

2013 Downtown Pedestrian Improvements

STR-2014-19

Executive Summary

These improvements will reduce barriers for disabled persons and make the pedestrian environment downtown safer and more enjoyable for people of all abilities. The project will remove elements of blight from the area and encourage private investment in the surrounding properties and strengthen the Downtown's position as the heart of the community.

Project Justification

These improvements will reduce barriers for disabled persons and make the pedestrian environment downtown safer and more enjoyable for people of all abilities. The project will remove elements of blight from the area and encourage private investment in the surrounding properties and strengthen the Downtown's position as the heart of the community.

This project meets the following comprehensive plan goals and/or policies:

This project meets 25 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4 and TR 6-10.

Location

Other Location

Central Business District, Spokane

Project Status

Active

Project is in Design with CN expected to be in 2015

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**2013 Downtown Pedestrian Improvements**

STR-2014-19

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$357,802	\$1,291,560	\$0	\$0	\$0	\$0	\$0	\$1,291,560	\$1,649,362
Design	\$208,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208,043
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$565,845	\$1,291,560	\$0	\$0	\$0	\$0	\$0	\$1,291,560	\$1,857,405

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
CMAQ	Federal	Encumbered	\$319,919	\$803,725	\$0	\$0	\$0	\$0	\$0	\$1,123,644
DSP	Private	Encumbered	\$49,600	\$0	\$0	\$0	\$0	\$0	\$0	\$49,600
PEIP	Local	Encumbered	\$28,760	\$72,252	\$0	\$0	\$0	\$0	\$0	\$101,012
REET	Local	Encumbered	\$14,265	\$35,837	\$0	\$0	\$0	\$0	\$0	\$50,102
TIB	State	Encumbered	\$153,301	\$379,746	\$0	\$0	\$0	\$0	\$0	\$533,047
Total			\$565,845	\$1,291,560	\$0	\$0	\$0	\$0	\$0	\$1,857,405

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

2016-2017 ADA Ramp Replacement Project

STR-2015-164

Executive Summary

A two year ADA ramp placement project to construct missing ramps within the Downtown and Council District areas. Initial locations for 2016. 2017 projects will be identified by 2016 utilizing a similar process of working with Council members and the Pedestrian Master Plan to help identify project locations. Final projects will be selected based on the results of preliminary engineering and available funds. The intent is to balance the work within the Downtown area and the Council Districts.

Project Justification

The meet ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 11 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Various locations in the Downtown Core and all three council districts

Project Status

Active

CN to begin in 2016

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**2016-2017 ADA Ramp Replacement Project**

STR-2015-164

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$360,000	\$360,000	\$0	\$0	\$0	\$0	\$720,000	\$720,000
Design	\$54,000	\$54,000	\$0	\$0	\$0	\$0	\$0	\$54,000	\$108,000
Land purchase	\$36,000	\$36,000	\$0	\$0	\$0	\$0	\$0	\$36,000	\$72,000
Total	\$90,000	\$450,000	\$360,000	\$0	\$0	\$0	\$0	\$810,000	\$900,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
BOND	Local	Encumbered	\$90,000	\$450,000	\$360,000	\$0	\$0	\$0	\$0	\$900,000
Total			\$90,000	\$450,000	\$360,000	\$0	\$0	\$0	\$0	\$900,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Addison and Standard Bicycle and Pedestrian Corridor

STR-2014-20

Executive Summary

Complete a 5-mile bicycle-pedestrian corridor from Holland Ave at Colton St. Along Colton, Addison, and Standard, connecting to existing bike lanes at Buckeye and Division to the South. This project adds new bike lanes, transition improvements at intersections and adds missing sidewalk.

Project Justification

This is a 5-mile bicycle corridor that is on the city's Master Bike Plan and sits between two major north/south vehicle corridors. Adding bicycle and pedestrian facilities provides a safer alternative for pedestrians and cyclist.

This project meets the following comprehensive plan goals and/or policies:

This project meets 31 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Addison and Standard streets from Buckeye Ave to Holland Ave.

Project Status

Active

CN planned for 2015.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Addison and Standard Bicycle and Pedestrian Corridor**

STR-2014-20

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$651,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$661,500
Design	\$73,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,500
Land purchase	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,000
Total	\$773,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$783,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
CMAQ	Federal	Encumbered	\$668,800	\$8,500	\$0	\$0	\$0	\$0	\$0	\$677,300
REET	Local	Encumbered	\$104,200	\$1,500	\$0	\$0	\$0	\$0	\$0	\$105,700
Total			\$773,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$783,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Ben-Burr Trail Connection to the Centennial Trail

STR-2012-71

Executive Summary

Multi-use trail covering 4 sections. Underhill Park to Liberty Park, Planned bike facility on 5th Ave to Liberty Park, Liberty Park to Erie/Riverside Dr. Extension & Centennial Bridge at Gonzaga to old Brown Building Supply property.

Project Justification

The city is committed to connecting the trail system and provide multimodal transportation throughout the region while increasing the safety of pedestrians and bicyclist.

This project meets the following comprehensive plan goals and/or policies:

This project meets 35 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Ben Burr Trail between Fiske St and the Centennial Trail.

Project Status

Active

Design complete. Construction in 2015.

External Factors

This project will likely combine with stormwater CSO reduction efforts. These may include work on Erie street adjacent to the trail construction.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Ben-Burr Trail Connection to the Centennial Trail**

STR-2012-71

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$1,322,900	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$1,472,900
Design	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
Land purchase	\$139,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,600
Total	\$1,562,500	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$1,712,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$196,088	\$22,232	\$0	\$0	\$0	\$0	\$0	\$218,320
REET	Local	Encumbered	\$56,940	\$5,560	\$0	\$0	\$0	\$0	\$0	\$62,500
STP	Federal	Encumbered	\$1,309,472	\$122,208	\$0	\$0	\$0	\$0	\$0	\$1,431,680
Total			\$1,562,500	\$150,000	\$0	\$0	\$0	\$0	\$0	\$1,712,500

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Bike Route Signing and Striping

STR-2012-63

Executive Summary

Striping and conversion of signs to MUTCD standards

Project Justification

Bicycle lane signing and striping standards have changed. This project is intended to bring our bicycle lanes up to MUTCD standards throughout the city.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

This is an ongoing project that is accomplished during every construction season as need arises.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Bike Route Signing and Striping

STR-2012-63

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
Paths/Trails	Local	Encumbered	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Total			\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 1

STR-2015-14

Executive Summary

This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by implementing item such as landscaped buffer strip between R/R ROW and the trail, enlarged islands, enhanced ADA ramps, colored/textured crosswalks, countdown timers, and wider sidewalks/path on Mission.

Project Justification

This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

This project meets the following comprehensive plan goals and/or policies:

This project meets 40 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Centennial Trail at Mission Ave, through Mission Park next to BNSF R/R tracks across Mission and East toward Avista

Project Status

Active

CN is scheduled for 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Centennial Trail, Mission Ave Gap Phase 1**

STR-2015-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$413,250	\$0	\$0	\$0	\$0	\$413,250	\$413,250
Design	\$0	\$49,250	\$0	\$0	\$0	\$0	\$0	\$49,250	\$49,250
Land purchase	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$0	\$79,250	\$413,250	\$0	\$0	\$0	\$0	\$492,500	\$492,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
PRIVATE	Private	Encumbered	\$0	\$7,925	\$41,325	\$0	\$0	\$0	\$0	\$49,250
STP	Federal	Encumbered	\$0	\$71,325	\$371,925	\$0	\$0	\$0	\$0	\$443,250
Total			\$0	\$79,250	\$413,250	\$0	\$0	\$0	\$0	\$492,500

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Division St, 3rd Ave to Spokane Falls Blvd

STR-2015-12

Executive Summary

This project is intended to improve the pedestrian safety and traffic flow on Division street with Curb extensions, ADA curb ramps, traffic signal adjustments, merge area adjustment between 4th and 2nd, on-street parking improvements, pedestrian lighting, streetscape and sidewalk improvements.

Project Justification

Investments in the Division corridor will enhance accessibility between city and regional centers. The project will improve transportation quality and efficiency. This project has been included in several downtown focused investment studies.

This project meets the following comprehensive plan goals and/or policies:

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Division St, 3rd Ave to Spokane Falls

Project Status

Active

This project is the result of the 'Division Street Gateway' study. CN scheduled for 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Division St, 3rd Ave to Spokane Falls Blvd**

STR-2015-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$3,259,920	\$0	\$0	\$0	\$0	\$3,259,920	\$3,259,920
Design	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$360,000
Land purchase	\$0	\$233,766	\$0	\$0	\$0	\$0	\$0	\$233,766	\$233,766
Total	\$0	\$593,766	\$3,259,920	\$0	\$0	\$0	\$0	\$3,853,686	\$3,853,686

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
STP	Federal	Encumbered	\$0	\$593,766	\$3,259,920	\$0	\$0	\$0	\$0	\$3,853,686
Total			\$0	\$593,766	\$3,259,920	\$0	\$0	\$0	\$0	\$3,853,686

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Downtown Bicycle Network Completion

STR-2013-89

Executive Summary

Complete the on-street bicycle facilities in downtown Spokane, according to the adopted Master Bike Plan, with adjustments as necessary.

Project Justification

While it is illegal to ride bicycles on the sidewalks downtown, the on-street facilities were greatly lacking. This project will complete a functional bicycle network in the downtown core.

This project meets the following comprehensive plan goals and/or policies:

This project meets 31 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Downtown core of Spokane

Project Status

Active

Final phase of this project will be completed in 2015 which includes Main Ave and Spokane Falls Blvd.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Downtown Bicycle Network Completion

STR-2013-89

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$809,600	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$814,600
Design	\$81,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,500
Total	\$891,100	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$896,100

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$712,803	\$3,997	\$0	\$0	\$0	\$0	\$0	\$716,800
REET	Local	Encumbered	\$178,297	\$1,003	\$0	\$0	\$0	\$0	\$0	\$179,300
Total			\$891,100	\$5,000	\$0	\$0	\$0	\$0	\$0	\$896,100

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Fish Lake Trail - Phase 3

STR-2012-68

Executive Summary

Phase 3a includes paving the trail from Scribner Rd to Queen Lucas Lake (2.1 miles) and complete design and ROW in preparation for phase 3b which includes the remaining paving to Fish Lake and bridge construction. Construction funding for phase 3b has not yet been obtained.

Project Justification

This trail will complete the gap that will provide 11 miles of trail connecting the City of Spokane and the City of Cheney. This system is identified in the Comprehensive plan as a corridor to preserve and improve.

This project meets the following comprehensive plan goals and/or policies:

This project meets 32 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Fish Lake Trail, Scribner Rd to Fish Lake

Project Status

Active

Project phasing continues. Phase 3a under construction to pave to Queen Lucas Lake. Phase 3b will complete design and RW efforts for remaining segment of the trail.

External Factors

Funding for CN of phase 3b is not yet secure. Negotiations with BNSF for aerial rights for bridges will take some time.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Fish Lake Trail - Phase 3**

STR-2012-68

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$961,127	\$0	\$2,250,000	\$2,250,000	\$0	\$0	\$0	\$4,500,000	\$5,461,127
Design	\$275,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,500
Land purchase	\$260,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,600
Total	\$1,497,227	\$0	\$2,250,000	\$2,250,000	\$0	\$0	\$0	\$4,500,000	\$5,997,227

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
Other	---	Unidentified	\$0	\$0	\$2,250,000	\$2,250,000	\$0	\$0	\$0	\$4,500,000
TCSP	Federal	Encumbered	\$1,497,227	\$0	\$0	\$0	\$0	\$0	\$0	\$1,497,227
Total			\$1,497,227	\$0	\$2,250,000	\$2,250,000	\$0	\$0	\$0	\$5,997,227

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

High Drive Pedestrian and Bicycle Linkage

STR-2013-84

Executive Summary

This project will provide travel lane width reduction and removal of on-street parking to construct bicycle and pedestrian facilities on High Drive from Hatch Rd to 29th Ave.

Project Justification

Improve the safety of pedestrians and cyclists traveling on High Drive between Hatch Rd and 29th Ave and also connect to the bicycle lanes currently terminating at High drive and 29th Ave.

This project meets the following comprehensive plan goals and/or policies:

This project meets 18 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2, 4, 5, 6, 7, 9, AND 10.

Location

Other Location

High Drive from Hatch Road to 29th Ave

Project Status

Active

Project was broken into two phases with the first phase being constructed in 2014 and phase II will be constructed in 2015.

External Factors

This project incorporates CSO reduction efforts. It will be constructed in coordination with the 2004 bond program and the CSO program.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**High Drive Pedestrian and Bicycle Linkage**

STR-2013-84

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$416,400	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$466,400
Design	\$46,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,600
Total	\$463,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$513,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$370,429	\$39,971	\$0	\$0	\$0	\$0	\$0	\$410,400
REET	Local	Encumbered	\$92,571	\$10,029	\$0	\$0	\$0	\$0	\$0	\$102,600
Total			\$463,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$513,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Executive Summary

Design and a Multi-use Path from Spokane Community College to Felts Field along the Spokane River.

Project Justification

The city is committed to connecting the trail system and provide multimodal transportation throughout the region.

This project meets the following comprehensive plan goals and/or policies:

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

From Spokane Community College to Felts Field.

Project Status

Active

Project is in Design. Will seek federal funding for CN.

External Factors

Study will determine feasibility option for routing the trail through Spokane Community College Campus.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Millwood Trail, from SCC to Felts Field**

STR-2014-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Design	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Planning	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total	\$250,000	\$0	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000	\$1,350,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
CMAQ	Federal	Encumbered	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Other	---	Unidentified	\$0	\$0	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000
Total			\$250,000	\$0	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,350,000

***Status definitions**

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- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

South Gorge Trail

STR-2015-13

Executive Summary

This project includes approx 1.3 mi of mixed use trail along the north side of Spokane River. The trail is a mixture of a 10 ft wide paved asphalt or concrete path and will begin at the south end of the Sandifur Bridge and end near Glover Field connecting to a widened Sidewalk along Main Ave.

Project Justification

This project is part of a mitigation for the tribes and Peacefull Valley neighborhoods in relation to the CSO tanks being built in and near the Peaceful Valley neighborhood.

This project meets the following comprehensive plan goals and/or policies:

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

North side of Spokane River from Sandifur Bridge to Glover Field through the 'Peaceful Valley' Neighborhood.

Project Status

Active

Project is currently being scoped and presented to the neighborhood. The CN is scheduled for 2016. Funding will be sought through grant opportunities.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

South Gorge Trail

STR-2015-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$1,993,811	\$0	\$0	\$0	\$0	\$0	\$1,993,811	\$1,993,811
Design	\$367,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367,886
Land purchase	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$487,886	\$1,993,811	\$0	\$0	\$0	\$0	\$0	\$1,993,811	\$2,481,697

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
LEVY	Local	Encumbered	\$487,886	\$1,993,811	\$0	\$0	\$0	\$0	\$0	\$2,481,697
Total			\$487,886	\$1,993,811	\$0	\$0	\$0	\$0	\$0	\$2,481,697

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

U-District Pedestrian & Bicycle Bridge

STR-2013-113

Executive Summary

Design and purchase right of way for a Pedestrian/Bike Safety Rail Overpass Bridge within the University District. Currently seeking funding for construction.

Project Justification

With the current growth of River point Campus there is a need for students to move to and from housing, shopping, classes and local services. Connectivity to the south is lacking. The U-district ped/bike bridge will provide the connectivity needed and also help revitalize the Sprague district.

This project meets the following comprehensive plan goals and/or policies:

This project meets 27 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

From E Riverside & Sherman to EWU Campus

Project Status

Active

Design Complete, ROW purchase in 2015 and construction planned for 2017.

External Factors

Funding for CN has been requested and will set the time frame for construction.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**U-District Pedestrian & Bicycle Bridge**

STR-2013-113

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$13,000,000	\$0	\$0	\$0	\$0	\$13,000,000	\$13,000,000
Design	\$2,044,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,044,600
Land purchase	\$1,554,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554,500
Total	\$3,599,100	\$0	\$13,000,000	\$0	\$0	\$0	\$0	\$13,000,000	\$16,599,100

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Other	---	Unidentified	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000
PWTF	Federal	Encumbered	\$3,154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,154,500
TCSP	Federal	Encumbered	\$444,600	\$0	\$0	\$0	\$0	\$0	\$0	\$444,600
UDRA	Local	Encumbered	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$3,599,100	\$0	\$13,000,000	\$0	\$0	\$0	\$0	\$16,599,100

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Impact Fee Program

TRANSPORTATION IMPACT FEE PROGRAM

Planning Horizon - 2016 - 2031

On November 17, 2008, City Council adopted Ordinance No. C34305 establishing a transportation impact fee by adopting Chapter 17D.030 to Title 17 of the Spokane Municipal Code. The Ordinance was conditioned upon: (1) Completion of a Transportation Baseline Study; (2) An adjusted impact fee rate schedule to reflect the projects identified by the Transportation Baseline Study; and (3) Adoption of permanent funding mechanism to supplement the City's ability to eliminate existing transportation deficiencies.

The final amended Impact Fee ordinance was passed on Feb 10, 2011 by City Council and implemented on March 12, 2011.

Adopted in 1990 the Washington legislature passed the Growth Management Act (GMA). One of GMA's primary goals required cities to provide adequate public facilities and services concurrent with development. The statute authorizing impact fees under GMA is RCW 82.02.050, which provides as follows:

Counties, cities and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

The purpose of Impact Fees is to ensure that adequate transportation facilities are available to serve new growth; promote orderly growth and development; and require new growth and development to pay a proportionate share of the cost of new facilities needed to serve new growth. Impact fees help pay for transportation system improvements that provide service to the community at large in addition to mitigating direct impacts of new development.

In addition, Washington cities have a variety of other options available for imposing traffic impact fees on new development. The following statutes provide the authorization to impose traffic impact fees: Subdivision Exactions – Ch. 58.17 RCW; State Environmental Policy Act (Mitigation Measures)-Ch. 43.21C RCW; Voluntary Agreements-RCW 82.02.020; Transportation Benefit District Act-RCW 35.21.225 and Ch. 36.73 RCW; Local Transportation Act-Ch. 39.92 RCW; and Growth Management Act-Ch. 82.02 RCW.

The City will be seeking additional funds from local, State and Federal sources since Impact Fees, in accordance with RCW 82.02.050, cannot pay for 100% of project costs. Impact Fee related projects will be placed in the Program once funding has been obtained. The list of Impact Fee Projects below indicates generally what timeframe the projects are intended to be constructed within, funding dependent.

Projects with Associated Impact Fees

Region	Project Name	Description	Estimated Cost	Bicycle Facilities	Project Source		Approximate Build Timeline		
					6-Year Plan	Baseline Project	5-year	10-year	15-year
DOWNTOWN	8th Avenue/McClellan Street	Re-Stripe intersection to accommodate a westbound thru-left and thru-right lane configuration	\$61,000	No Bike Fac		X			
	Mallon Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	No Bike Fac		X			
	Broadway Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	No Bike Fac		X			
	5th Avenue/Sherman Street Intersection	Install new traffic signal.	\$350,000	Bike Lanes on 4th & Sherman, Shared Rdwy on 5th	X				
	2nd Avenue/Monroe Street Intersection Improvement	Provide for separate westbound left-turn lanes and left-thru lane.	\$549,000	No Bike Fac		X			
	Ash Street Two-Way Conversion	Convert Ash St from Broadway Ave to Dean Ave. from one-way travel to two-way travel. This will include re-construction the traffic island at Dean & Ash and adding appropriate signing striping at Broadway & Ash.	\$300,000	No Bike Fac		X			
	DOWNTOWN TOTAL		\$1,960,000						
NORTHWEST	NW Boulevard/Monroe Street Intersection Improvement**	Provide new traffic signal equipment to provide traffic signal detection and coordination.	\$350,000	Bike Lanes on NW Blvd.		X			
	Boone Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	No Bike Fac		X			
	Assembly Street/Francis Avenue Intersection	Construct Roundabout	\$1,800,000	Bike Lane on Assembly, Driscoll, & 9 Mile	X				
	Wellesley/Driscoll Intersection	Construct Roundabout	\$1,591,000	Bike Lane on Driscoll, No Bike Fac. On Wellesley	X				
	Northwest Boulevard/Maple Street -Ash Street Intersection Improvement	Re-Stripe the northbound through lane at the NW Blvd/Maple St to accommodate a dedicated left- and thru-left lane configuration (3- NB thru lanes). Adjust signal timing to accommodate split phasing for the northbound thru movement.	\$750,000	Shared Rdwy on Maple/Ash, Bike Lane on NW		X			
	Boone/Maple-Ash Intersection Improvement	Construct northbound left and right-turn lanes. Install westbound right-turn lanes. Includes modification to traffic signal equipment.	\$500,000	Shared Rdwy Maple/Ash, Boone No Bike Fac.		X			
	Assembly/Wellesley Intersection	Construct Roundabout	\$1,061,000	Assembly Bike Lane, Wellesley No Bike Fac.	X				
	North Indian Trail Road Widening Project - Barnes South to Kathleen	Widen North Indian Trail Road with 2 thru lanes each direction and a Two Way Center Turn Lane	\$3,000,000	Bike Lane - N. Indian Trail Rd.	X				
	SR 291/Rifle Club Intersection	Install new traffic signal.	\$350,000	Bike Lane @ 9Mile	X				
	Cedar Road/Country Homes Boulevard Intersection	Install new traffic signal.	\$650,000	Bike Lanes on Country Homes	X		COMPLETED		
	NORTHWEST TOTAL		\$9,402,000						
SOUTH	29th/Freya Intersection***	Intersection Improvement Project	\$0***	Shared Rdwy @ Freya	X				
	29th Ave Improvement Project	Construct TWLTL from east of Pittsburg to Southeast Blvd.	\$2,925,000	No Bike Fac	X				
	37th/Freya Intersection***	Intersection Improvement Project	\$0***	Bike Lanes on 37th, Shared Rdwy @ Freya	X				
	37th/Perry Intersection	Realign Intersection	\$796,000	Bike Lanes on 37th, No Bike Fac @ Perry	X				
	37th Ave Roadway Project	Widen 37th Ave to 3-lanes and upgrade to arterial standards from Regal Street to Freya Street.	\$4,585,000	Bike Lanes on 37th	X				
	Southeast Blvd/Rockwood	Construct Traffic Signal	\$350,000	Bike Lanes on SE and Rockwood	X				
	Regal/Freya Connection	Provide connectivity project to link Regal and Freya on 44th Avenue or 42nd Avenue alignment.	\$2,016,000	Bike Lanes on Freya, No Bike Fac. along 44th	X		COMPLETED		
	Sunset/Assembly Intersection	Capacity Improvement	\$5,354,000		X				
	Regal/Palouse Intersection	Construct new traffic signal or roundabout.	\$550,000	No Bike Fac	X		COMPLETED		
	SOUTH TOTAL		\$10,672,000						
NORTHEAST	Crestline/Rowan Intersection	Realign intersection and install traffic signal.	\$1,454,000	Marked/Shared Rdwy on Crestline & Rowan	X				
	Lincoln Road	Construct new 5-lane cross-section roadway from Nevada to Crestline Street	\$1,970,000	No Bike Fac on Lincoln, Bike Lane on Crestline	X				
	Perry/Wellesley Intersection	Realign intersection and install traffic signal.	\$1,454,000	No Bike Fac	X				
	Lincoln/Nevada Intersection Improvements	Construct separate eastbound and westbound left-turn lanes. Includes widening the west leg of Lincoln Avenue and constructing 5-lane cross section on Lincoln Avenue east of Nevada for approximately 1000 Feet.	\$1,400,000	No Bike Fac	X	X			
	North Foothills Boulevard/Ruby-Division Street Intersections	Construct traffic signal modification for dual eastbound and westbound left-turn lanes (side-by-side). Split signal phasing.	\$550,000	Bike Lanes on Buckeye, Shared Rdwy on N. Foothills, No Bike Fac on Div or Ruby		X			
	Francis Avenue/Nevada Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$830,000	No Bike Fac		X			
	Sprague Avenue/Freya Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$823,000	No Bike Fac on Sprague, Shared Rdwy on Freya	X	X			
	Hamilton Street Corridor Enhancement Project	Construct traffic signal modification to accommodate protected or protected/permitted signal phasing.	\$2,800,000	No Bike Fac on Hamilton, Shared Rdwy on Mission, Bike Lanes on Sharp	X				
	Havana Street Overpass Project	Construct a grade separation for Havan Street over the UP railroad tracks.	\$2,750,000	No Bike Fac	X		COMPLETED		
	Wellesley/Freya Intersection	Construct Signal or Roundabout	\$562,000	Bike Lanes on Freya & Wellesley	X		To Be Constructed in 2016 by WSDOT		
	NORTHEAST TOTAL		\$87,947,000						

Streets, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
IMPACT FEE	\$20	\$215	\$0	\$0	\$0	\$0
OTHER	\$236	\$0	\$1,759	\$985	\$0	\$0
Total	\$256	\$215	\$1,759	\$985	\$0	\$0

Streets/Impact Fee Projects

Hamilton St. Corridor Enhancement Project

STR-2013-109

Executive Summary

Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow.

Project Justification

This is an impact fee project intended for congestion mitigation.

This project meets the following comprehensive plan goals and/or policies:

Chapter 4, TR 2, 3, 4, 5, 6, 7, and 10

Location

Other Location

Hamilton St from Sharp Ave to Desmet Ave

Project Status

Active

Currently in design for construction in 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Impact Fee Projects**Hamilton St. Corridor Enhancement Project**

STR-2013-109

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$1,759,000	\$985,000	\$0	\$0	\$0	\$2,744,000	\$2,744,000
Design	\$94,400	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$274,400
Land purchase	\$0	\$55,600	\$0	\$0	\$0	\$0	\$0	\$55,600	\$55,600
Total	\$94,400	\$235,600	\$1,759,000	\$985,000	\$0	\$0	\$0	\$2,979,600	\$3,074,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
IMPACT FEE	Local	Encumbered	\$80,000	\$20,000	\$215,000	\$0	\$0	\$0	\$0	\$315,000
OTHER	---	Unidentified	\$14,400	\$235,600	\$0	\$1,759,000	\$985,000	\$0	\$0	\$2,994,000
Total			\$94,400	\$255,600	\$215,000	\$1,759,000	\$985,000	\$0	\$0	\$3,309,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Neighborhood Program

Neighborhood Program

The City of Spokane, Business and Development Services Department (B&DS) focuses on economic development activities guided by Comprehensive Plan policies, such as Centers and Corridors and/or the Office of the Mayor. Often these activities include multimodal transportation related projects.

The City of Spokane's Comprehensive Plan was adopted by the City Council on May 21, 2001. The overall transportation goal for the City is to *"Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents."* The plan recognizes how individual design features, such as pedestrian buffer strips, influence the availability, appeal, and use of transportation choices along with providing a catalyst for private investment and development. **Multimodal transportation projects are implementing these comprehensive plan policies:**

CHAPTER 4.6 STREET STANDARDS: Implementing the Standards

The process for how these proposed street standards will be implemented; including how development projects will be reviewed to ensure compliance with the standards will be determined and specified at a later phase of plan development. The following discussion is intended to identify key issues about implementation and to provide a framework for that later work. The intent of the city is to use a multidisciplinary city staff team in its process for applying street standards to specific projects. This multidisciplinary staff review team will provide input into the design process, beginning as early as possible in the review process and continuing as needed until construction is completed. While this narrative outlines key issues about the process, the exact review process for any project will depend to some extent on the nature of the project. For example, the review process for projects that meet the street standards outright will be different from projects that involve a deviation from the standards. (For an explanation of the reasoning behind allowing deviations, see policy TR 10.2, "Innovation to Meet Spirit.")

DESIGN/PRESERVATION POLICY 1.3 Urban Trees and Landscape Areas

Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.

NEIGHBORHOOD POLICY 4.12 Pedestrian Buffer Strips

Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.

TRANSPORTATION POLICY 2.7 Safe Sidewalks

Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

TRANSPORTATION POLICY 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

TRANSPORTATION POLICY 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

NATURAL ENVIRONMENT POLICY 12.1 Street Trees

Plant trees along all streets.

FUNDING:

LOCAL:

With the City's assistance in implementation and grant pursuit, B&DS has leveraged private, neighborhood community development, or federal funds as a match for the design and construction of specific capital improvement projects. Currently, funds are being generated by the Photo-Red Program. Potential sources of additional funds have been identified in the program and when additional City funding becomes available there will be a larger pool from which to leverage funds and/or to implement neighborhood and targeted area projects. These programs are made up of small projects that fulfill program intents. Program summaries are given within this section. Individual project sheets (as provided in prior sections) are reserved for projects that more fully fit the description of "Capital Project".

The Photo-Red Program provides funding for traffic calming projects. The project list for this program is reviewed annually and approved by the City Council.

Streets, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
Redlight	\$350	\$350	\$350	\$350	\$350	\$350
TBD	\$172	\$564	\$167	\$0	\$0	\$0
Total	\$522	\$914	\$517	\$350	\$350	\$350

Streets/Neighborhood

37th Ave Sidewalk (Transportation Benefit District)

STR-2013-100

Executive Summary

Install standard sidewalk on the south side of 37th Ave, from Manito Blvd to just east of Latawah St. to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 14 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-7 and 9.

Location

Other Location

37th Ave, from Manito Blvd to just east of Latawah St

Project Status

Active

Design will begin in 2016 with construction planned for 2017.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**37th Ave Sidewalk (Transportation Benefit District)**

STR-2013-100

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$115,000	\$0	\$0	\$0	\$0	\$115,000	\$115,000
Design	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$20,000	\$115,000	\$0	\$0	\$0	\$0	\$135,000	\$135,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$0	\$20,000	\$115,000	\$0	\$0	\$0	\$0	\$135,000
Total			\$0	\$20,000	\$115,000	\$0	\$0	\$0	\$0	\$135,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood

Arthur St Sidewalk (Transportation Benefit District)

STR-2013-99

Executive Summary

Install standard sidewalk on the west side of Arthur St from 43rd Ave to 30th Ave to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 12 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Arthur St. from 43rd Ave to 30th Ave

Project Status

Active

Construction planned for 2015.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Arthur St Sidewalk (Transportation Benefit District)**

STR-2013-99

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$224,000	\$0	\$0	\$0	\$0	\$224,000	\$224,000
Design	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
Total	\$0	\$40,000	\$224,000	\$0	\$0	\$0	\$0	\$264,000	\$264,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$0	\$40,000	\$224,000	\$0	\$0	\$0	\$0	\$264,000
Total			\$0	\$40,000	\$224,000	\$0	\$0	\$0	\$0	\$264,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood

Driscoll Blvd. Sidewalk (Transportation Benefit District)

STR-2013-98

Executive Summary

Install standard sidewalk in areas of missing sidewalk on Driscoll Blvd, from Wellesley Ave to Bismark to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 11 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Driscoll Blvd, from Wellesley Ave to Bismark

Project Status

Active

Design will begin in 2017 with construction planned for 2018.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Driscoll Blvd. Sidewalk (Transportation Benefit District)**

STR-2013-98

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$0	\$167,000	\$0	\$0	\$0	\$167,000	\$167,000
Design	\$0	\$0	\$29,000	\$0	\$0	\$0	\$0	\$29,000	\$29,000
Total	\$0	\$0	\$29,000	\$167,000	\$0	\$0	\$0	\$196,000	\$196,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
TBD	Local	Encumbered	\$0	\$0	\$29,000	\$167,000	\$0	\$0	\$0	\$196,000
Total			\$0	\$0	\$29,000	\$167,000	\$0	\$0	\$0	\$196,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood

Francis Ave Sidewalk (Transportation Benefit District)

STR-2013-101

Executive Summary

Install standard sidewalk on Francis Ave from Assembly St to just east of Sutherlin St to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 11 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Francis Ave from Assembly St to just east of Sutherlin St

Project Status

Active

Design will begin in 2015 with construction planned for 2016.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Francis Ave Sidewalk (Transportation Benefit District)**

STR-2013-101

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$89,000	\$0	\$0	\$0	\$0	\$89,000	\$89,000
Design	\$0	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$16,000
Total	\$0	\$16,000	\$89,000	\$0	\$0	\$0	\$0	\$105,000	\$105,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$0	\$16,000	\$89,000	\$0	\$0	\$0	\$0	\$105,000
Total			\$0	\$16,000	\$89,000	\$0	\$0	\$0	\$0	\$105,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood

North Stone St. Sidewalk (Transportation Benefit District)

STR-2013-97

Executive Summary

Install standard sidewalk on the east side of Stone St from Courtland Ave Empire Ave to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 11 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Stone St from Courtland Ave Empire Ave

Project Status

Active

Design will begin in 2015 with construction planned for 2016.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**North Stone St. Sidewalk (Transportation Benefit District)**

STR-2013-97

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$77,000	\$0	\$0	\$0	\$0	\$0	\$77,000	\$77,000
Design	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000
Total	\$14,000	\$77,000	\$0	\$0	\$0	\$0	\$0	\$77,000	\$91,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$14,000	\$77,000	\$0	\$0	\$0	\$0	\$0	\$91,000
Total			\$14,000	\$77,000	\$0	\$0	\$0	\$0	\$0	\$91,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood
Traffic Calming Program
STR-2014-23

Executive Summary

Program installs traffic calming measures in response to neighborhood applications for calming needs.

Project Justification

This program fulfills the redlight traffic calming ordinance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 27 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Citywide

Project Status

Active

This annual program is run in coordination between Office of Neighborhood Services, Integrated Capital Management, and Streets.

External Factors

Includes \$200,000 for Sprague Ave, as approved by council in 2014. This is shown in the expenditure summary for the 'Sprague Ave Rebuild-Sprague Corridor Investment Strategy' project.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood
Traffic Calming Program
STR-2014-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000	\$1,800,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$300,000
Total	\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,100,000	\$2,100,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Redlight	Local	Encumbered	\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,100,000
Total			\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,100,000

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Neighborhood

Wiscomb St Sidewalk (Transportation Benefit District)

STR-2013-95

Executive Summary

Install standard sidewalk on the west side of Wiscombe St from about Bismark Ave to Francis Ave to complete the walking route.

Project Justification

To fill the requirements of the TBD sidewalk program, which conducts sidewalk infill and ADA compliance.

This project meets the following comprehensive plan goals and/or policies:

This project meets 11 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1,2,4,5,6,7 and 9.

Location

Other Location

Wiscomb St from about Bismark Ave to Francis Ave

Project Status

Active

Design will begin in 2016 with construction planned for 2017.

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Wiscomb St Sidewalk (Transportation Benefit District)**

STR-2013-95

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$0	\$107,000	\$0	\$0	\$0	\$0	\$107,000	\$107,000
Design	\$0	\$19,000	\$0	\$0	\$0	\$0	\$0	\$19,000	\$19,000
Total	\$0	\$19,000	\$107,000	\$0	\$0	\$0	\$0	\$126,000	\$126,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
TBD	Local	Encumbered	\$0	\$19,000	\$107,000	\$0	\$0	\$0	\$0	\$126,000
Total			\$0	\$19,000	\$107,000	\$0	\$0	\$0	\$0	\$126,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Street Bond Program

2004 Street Bond Program

Background

As the City worked to revise its 2004 budget; it asked citizens to rank their top priorities. Some 1,300 responses were returned, and streets ranked second, scoring behind only public safety. These results mirror what citizens have been telling city officials in surveys for a decade or more.

The City of Spokane has about 850 miles of streets, many which are naturally aging. Plus, increased traffic volume and loads (weights) allowed on City streets accelerate the deterioration. The City cannot fund repairs through its' normal operating resources because the cost of street repair is growing at a far greater pace than revenues, which have declined.

The Proposal

In November 2004, Spokane City voters were asked to consider a \$117,351,000 Street Bond. The Citizens' Streets Advisory Committee (CSAC) proposed the 10-year plan. The group met over a six-month period, developing its proposal; the members confirmed their findings through a series of public forums. The Spokane City Council approved the Bond Issue's addition to the November ballot and voters passed it.

The Bond is paid for through an assessment on property. It is designed to be paid off in 20 years. Property owners annually pay about 68 cents for each \$1,000 in assessed valuation. That means the owner of a \$100,000 property would pay \$68 a year toward the repayment of the Bond.

Accountability

All of the money raised through the Street Bond is spent repairing our Streets. The City established a Citizens Streets Advisory Commission (CSAC) comprised of two representatives from each council district and one at-large member to provide accountability and auditing of the plan and the progress the City is making.

The repaired streets *will* be maintained. Just bringing more streets up to a "good" condition will reduce maintenance costs, because a healthy road base protects against potholes and cracking.

The Streets

The 10-year plan calls for repairs to 110 miles of Spokane Streets, including 89 miles of arterials and public safety corridors and residential streets.

The Gaps

Upon completion of the scheduled Bond Program, the remaining funds were programmed to complete logical "gaps" in the network of city streets in the vicinity of bond projects. These projects were approved by CSAC and the City Council in 2013.

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Streets, Street Bond Projects Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
Bond	\$350	\$0	\$0	\$0	\$0	\$0
Total	\$350	\$0	\$0	\$0	\$0	\$0

Streets/Street Bond Projects

25th Ave from Southeast Blvd to 230' East of Lacey St.

STR-2015-16

Executive Summary

This reconstruction project will involve rebuilding the full depth roadway section for this section of road. ADA curb ramps will be installed where necessary. Integrated stormwater improvements are also included. A private developer will install missing sidewalk on the south side of 25th Ave.

Project Justification

This section of road is deteriorating and needs repair.

This project meets the following comprehensive plan goals and/or policies:

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

25th Ave from Southeast Blvd to 230' east of Lacey St.

Project Status

Active

This is a bond Gap project that is planned for CN in 2017

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Streets/Street Bond Projects**25th Ave from Southeast Blvd to 230' East of Lacey St.**

STR-2015-16

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$255,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$555,000
Design	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$600,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
BOND	Local	Encumbered	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Total			\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$600,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Street Bond Projects

High Dr, from Grand Blvd to 29th Ave

STR-2012-387

Executive Summary

Reconstruct Roadway add curb where missing and replace curbing where necessary. Add bike lanes both sides and sidewalk on one side.

Project Justification

This section of road is deteriorated and needs repair.

This project meets the following comprehensive plan goals and/or policies:

Chapter 4, TR 1, 2, 4, 5, 6, 7, 8, 9, and 10

Location

Other Location

High Dr, from Grand Blvd to 29th Ave

Project Status

Active

Phase 1 was built in 2014. Phase 2 CN in 2015.

External Factors

This project incorporates CSO improvements as well as the 'High Drive Pedestrian and Bicycle Linkage' project.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Street Bond Projects**High Dr, from Grand Blvd to 29th Ave**

STR-2012-387

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$2,597,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$2,607,000
Design	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Total	\$2,897,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$2,907,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Bond	Local	Encumbered	\$2,897,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$2,907,000
Total			\$2,897,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$2,907,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Street Bond Projects

High Dr, from Scott to Grand Blvd

STR-2012-388

Executive Summary

Reconstruct roadway from curb to curb and replace curb where necessary.

Project Justification

This section of road is deteriorated and needs to be repaired.

This project meets the following comprehensive plan goals and/or policies:

Chapter 4, TR 1, 2, 4, 5, 6, 7, 8, 9, and 10

Location

Other Location

High Dr, from Scott to Grand Blvd

Project Status

Active

Currently in design with construction to begin in 2015.

External Factors

This project incorporates CSO improvements as well as the 'High Drive Pedestrian and Bicycle Linkage' project.

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Street Bond Projects**High Dr, from Scott to Grand Blvd**

STR-2012-388

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$223,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$233,000
Design	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
Total	\$249,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$259,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Bond	Local	Encumbered	\$249,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$259,000
Total			\$249,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$259,000

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Street Bond Projects

Mission EB from Hamilton St. to Perry St.

STR-2014-27

Executive Summary

This reconstruction project will involve rebuilding the full depth roadway section for this section of roadway. ADA curb ramps will be installed where necessary.

Project Justification

This section of road is deteriorating and needs repair.

This project meets the following comprehensive plan goals and/or policies:

This project meets 6 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 2, 4, 7, and 8.

Location

Other Location

Mission Ave from Hamilton St to Perry St.

Project Status

Active

Project will be bid and constructed in 2014

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Street Bond Projects**Mission EB from Hamilton St. to Perry St.**

STR-2014-27

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$265,725	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$295,725
Design	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000
Total	\$298,725	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$328,725

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2016	2017	2018	2019	2020	2021	
Bond	Local	Encumbered	\$298,725	\$30,000	\$0	\$0	\$0	\$0	\$0	\$328,725
Total			\$298,725	\$30,000	\$0	\$0	\$0	\$0	\$0	\$328,725

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.



Street Operations and Maintenance Program

Streets, Other Funding Summary

(in thousands of dollars)

Fund Source	2016	2017	2018	2019	2020	2021
RET,SAS	\$4,549	\$4,701	\$4,693	\$4,974	\$5,078	\$5,152
Total	\$4,549	\$4,701	\$4,693	\$4,974	\$5,078	\$5,152

Streets/Other

General Resurfacing

STR-2012-461

Executive Summary

Rehabilitate existing roadways. Funding source comes from the first 1/4% of Real Estate Excise Tax.

Project Justification

This project is necessary to maintain a usable roadway surface for vehicles.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Ongoing

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Other**General Resurfacing**

STR-2012-461

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
Construction	\$0	\$2,591,687	\$2,625,189	\$2,554,290	\$2,771,149	\$2,809,209	\$2,815,584	\$16,167,108	\$16,167,108
Total	\$0	\$2,591,687	\$2,625,189	\$2,554,290	\$2,771,149	\$2,809,209	\$2,815,584	\$16,167,108	\$16,167,108

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
RET,SAS	Local	Encumbered	\$0	\$2,591,687	\$2,625,189	\$2,554,290	\$2,771,149	\$2,809,209	\$2,815,584	\$16,167,108
Total			\$0	\$2,591,687	\$2,625,189	\$2,554,290	\$2,771,149	\$2,809,209	\$2,815,584	\$16,167,108

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Other

Street Lighting

STR-2012-460

Executive Summary

Used for Maintenance and operation of street lights. Funding source comes from the first 1/4% of Real Estate Excise Tax.

Project Justification

Street lights are essential for visibility at night for both drivers and pedestrians. They are a safety feature.

This project meets the following comprehensive plan goals and/or policies:

Location

Other Location

Citywide

Project Status

Active

Ongoing

External Factors

Maintenance

Maintenance of capital facilities, buildings and infrastructure has an impact on a Department's operating budget, and thus routine maintenance costs for new and ongoing projects are identified in the table below.

	2016	2017	2018	2019	2020	2021	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Other**Street Lighting**

STR-2012-460

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2016	2017	2018	2019	2020	2021	6 Year Total	
---	\$0	\$1,957,000	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$12,978,765	\$12,978,765
Total	\$0	\$1,957,000	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$12,978,765	\$12,978,765

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2016	2017	2018	2019	2020	2021	Total
RET,SAS	Local	Encumbered	\$0	\$1,957,000	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$12,978,765
Total			\$0	\$1,957,000	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$12,978,765

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

**City of Spokane
Business & Developer Services
Street Department**



Pavement Maintenance Program

**CITY OF SPOKANE
BUSINESS AND DEVELOPER SERVICES
STREET DEPARTMENT**

**PAVEMENT MAINTENANCE PROGRAM
2016 to 2021**

Background:

The City of Spokane's Street Department is responsible for Bridge Maintenance and Inspections, Signal and Lighting Maintenance and Enhancements, Signs and Markings Maintenance, Parking Enforcement, and Street Maintenance. Within the Street Maintenance Program, the major elements are Leaf Pick-Up, Snow Removal, Street Sweeping, Street Grading, Weed Control, and Pavement Maintenance and Repair.

This 6-year program addresses Pavement Maintenance and is intended to be a dynamic, "living" document. Each spring the Street Department will evaluate the roadway conditions and adjust the program as necessary.

There are eight components in maintaining the City's 727 lane miles of arterial streets and 1,418 lane miles of residential streets, for a citywide total of 2,145 lane miles of streets:

Pothole Repair, Sub-Grade Repair, Street Grading, Crack Sealing, Skin Patching, Thick Overlay, Grind/Overlay, Utility Cut Patching.

Work Summary:

Pothole Repair: Potholes are especially prevalent in cities that experience winter weather patterns consisting of many freeze-thaw cycles, and the Street Maintenance Section repairs thousands of potholes every year. The potholes are formed when moisture seeps into cracks in the surface of a road and freezes, causing the water to expand. When the ice thaws, that space is left empty, and frequent or heavy traffic over the crack causes the asphalt to break and fail. The work of the City's pothole repair program is to fill pavement potholes with specialized Cold Mix Asphalt during the winter months and a permanent Hot Mix Asphalt in the summer months. Potholes are classified by depth or severity of hole, and the goal is to patch the most intrusive potholes first.

Sub-grade Repair: The goal of the sub-grade repair program is to repair areas of roadway where both the pavement and the sub-grade have failed. This work requires the asphalt and failed sub-grade to be removed. The depth of the repair depends on the depth of the failed sub-grade, with the average depth of repair twelve inches.

Street Grading: All improved gravel roads are inspected a minimum of two times per year and graded as needed.

Crack Sealing: Between 150,000 and 250,000 linear feet of crack sealant is placed each year. Crack sealant is a specialized hot tar material that forms to the crack and seals it off. Sealing the cracks prevents moisture intrusion into the pavement, helping to prevent potholes from forming.

Skin Patching: The Street Department currently installs approximately four lane miles of skin patching per year. Skin patching adds one inch of asphalt on top of existing pavement, and is a temporary method of improving the surface of an extremely deteriorated or rutted street when there is no funding for a complete

repair. Skin patching will last approximately two to three years before the cracks in the original pavement propagate back to the surface.

Thick Overlay: The Street Department currently performs approximately two lane miles of thick overlay per year. This process involves raising all utility manholes and installing 2-3 inches of asphalt overlay. This type of maintenance activity is normally implemented where there are no curbs or sidewalks.

Grind/Overlay: The Department currently performs approximately six lane miles of grind and overlay per year. One goal is to increase this quantity to 8-to-10 lane miles per year. This process involves milling out 2-to-4 inches of asphalt to remove the failed pavement section and installing a new pavement section. Typically, this is appropriate only when the sub-base is structurally sound. The process creates a pavement section that will last 7-to-10 years, depending upon the volume of traffic. To improve the life of the overlay, crack sealant is applied along the joint between the old and the new pavement.

Utility Cut Patching: The Street Department places the final asphalt pavement patch around any City utility work performed in the roadway. The work includes removing any temporary pavement patch, grading the sub-grade and placing the final pavement patch.

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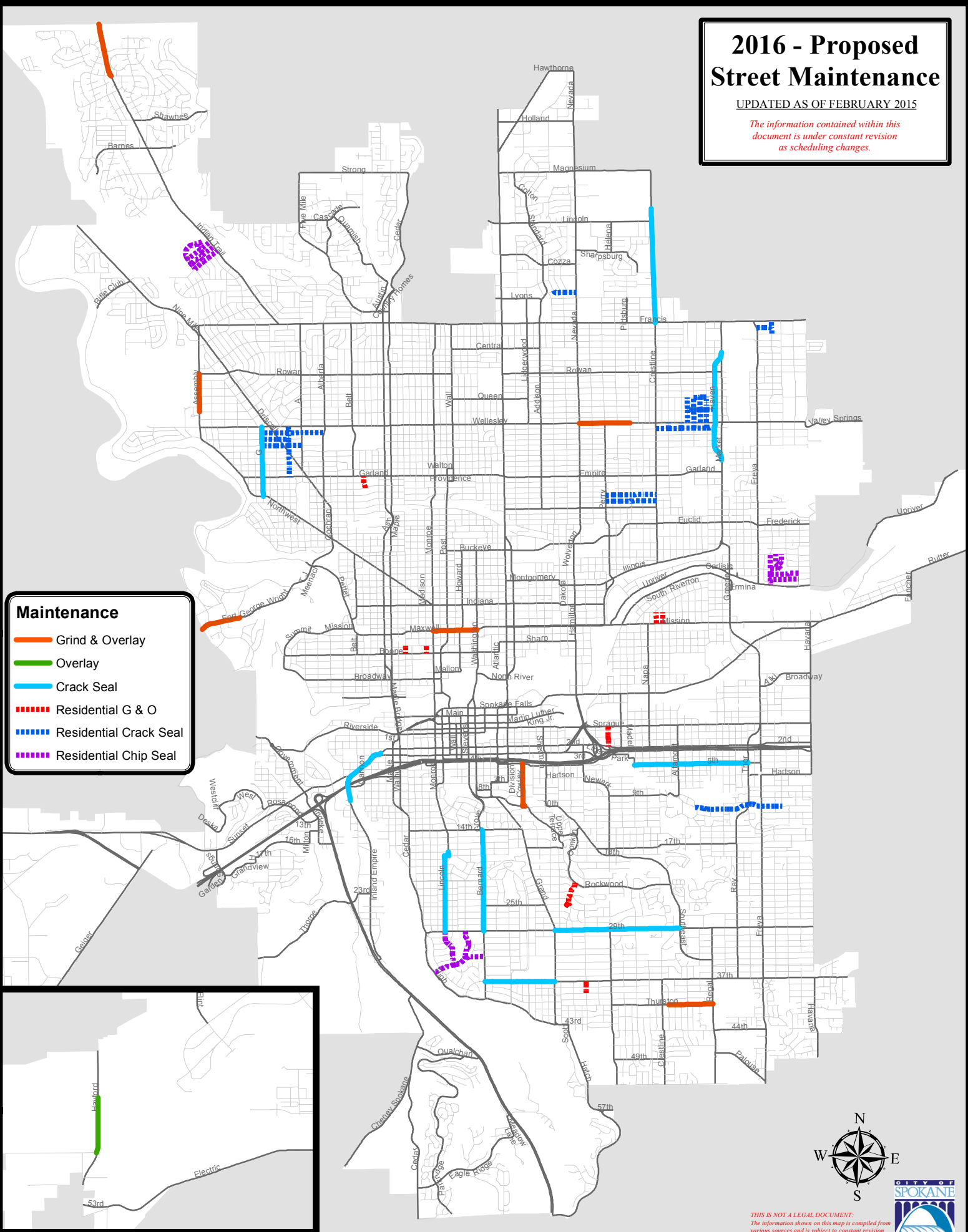
2016 - Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2015

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Maintenance

- Grind & Overlay
- Overlay
- Crack Seal
- - - - Residential G & O
- - - - Residential Crack Seal
- - - - Residential Chip Seal



2016 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
29TH AV	GRAND BL	SOUTHEAST BL	1.17	4-5	4.78	32,875	2016	S	75.0	\$1.04	\$34,190		--	--	--
37TH AV	BERNARD ST	GRAND BL	0.68	2	1.37	16,062	2016	S	91.0	\$1.04	\$16,705		--	--	--
5TH AV	PITTSBURG ST	THOR ST	1.13	2	2.25	25,113	2016	S	93.1	\$1.04	\$26,117		--	--	--
BERNARD ST	29TH AV	14TH AV	1.00	2	2.01	24,138	2016	S	80.4	\$1.04	\$25,103		--	--	--
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	2.21	28,190	2016	NE	93.4	\$1.04	\$29,318		--	--	--
G ST	NORTHWEST BL	WELLESLEY AV	0.69	2	1.38	15,034	2016	NW	95.1	\$1.04	\$15,636		--	--	--
HAVEN ST	MARKET ST	MARKET ST	1.05	2	2.10	22,475	2016	NE	93.3	\$1.04	\$23,374		--	--	--
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	1.54	15,094	2016	S	92.0	\$1.04	\$15,698		--	--	--
LINCOLN ST	29TH AV	17TH AV	0.78	2	1.57	17,436	2016	S	91.0	\$1.04	\$18,133		--	--	--
TOTAL ARTERIAL CRACKSEAL:			8.17		19.20	196,418					\$204,274				
ARTERIAL GRIND & OVERLAY															
ASSEMBLY ST	OLYMPIC AV	ROWAN AV	0.38	3	1.13	10,592	2016	NW	72.8	\$29.12	\$308,439		1,490	\$78.00	\$116,181
COWLEY ST	ROCKWOOD BL	4TH AV	0.42	2	0.85	7,477	2016	S	80.8	\$29.12	\$217,721	TRAVEL LANES ONLY	1,051	\$78.00	\$82,010
FT G. WRIGHT DR	GOVERNMENT WY	ELLIOT DR WEST (PVT)	0.39	4	1.58	11,088	2016	NW	49.0	\$29.12	\$322,883		1,559	\$78.00	\$121,622
INDIAN TRAIL RD	RIDGECREST DR	CITY LIMITS (N)	0.54	2	1.07	9,417	2016	NW	29.7	\$29.12	\$274,213		1,324	\$78.00	\$103,289
MAXWELL AV	MONROE ST	WASHINGTON ST	0.44	4	1.75	12,325	2016	NW	53.2	\$29.12	\$358,914		1,733	\$78.00	\$135,194
THURSTON AV	LEE ST	REGAL ST	0.44	2	0.87	9,841	2016	S	20.2	\$29.12	\$286,580		1,384	\$78.00	\$107,947
WELLESLEY AV	NEVADA ST	PITTSBURG ST	0.50	4	2.01	14,171	2016	NE	53.8	\$29.12	\$412,650		1,993	\$78.00	\$155,435
TOTAL ARTERIAL GRIND & OVERLAY:			3.11		9.26	74,911					\$2,181,399		10,534		\$821,676
ARTERIAL OVERLAY															
HAYFORD RD	THORPE RD	2650' N OF THORPE	0.50	2	1.00	8,254	2016	S	14.0	\$24.96	\$206,014		1,161	\$78.00	\$90,534
TOTAL ARTERIAL OVERLAY:			0.50		1.00	8,254					\$206,014		1,161		\$90,534
RESIDENTIAL CRACKSEAL															
11TH AV	FROM ALTAMONT	TO JULIA	0.87	2	1.75	15,383	2016	S	87.0	\$1.04	\$15,999		--	--	--
BEACON AV	DAKOTA ST	NEVADA ST	0.21	2	0.42	4,942	2016	NW	89.7	\$1.04	\$5,140		--	--	--
C ST	ET	AL	1.76	2	3.52	30,967	2016	NW	78.6	\$1.04	\$32,205		--	--	--
GLASS/COURTLAND	FROM PERRY	TO CRESTLINE	1.06	2	2.13	18,730	2016	NE	94.8	\$1.04	\$19,479		--	--	--
JULIA/DECATUR			0.28	2	0.55	6,164	2016	S	89.0	\$1.04	\$6,411		--	--	--
LACEY/HOFFMAN	ET	AL	2.21	2	4.41	47,796	2016	NE	86.3	\$1.04	\$49,708		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			6.39		12.78	123,983					\$128,942				
RESIDENTIAL CHIPSEAL															
COMSTOCK PARK	ET	AL	1.17	2	2.35	26,670	2016	S	62.2	\$8.32	\$221,896		--	--	--
KATHLEEN AV	FROM SUTHERLIN	TO INDIAN TRAIL ET AL	1.44	2	2.89	33,227	2016	NW	68.7	\$8.32	\$276,446		--	--	--
REBECCA ST	FROM UPRIVER	TO MARIETTA ET AL	1.24	2	2.49	24,064	2016	NE	62.4	\$8.32	\$200,214		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			3.86		7.72	83,961					\$698,556				
RESIDENTIAL GRIND & OVERLAY															
ARTHUR ST	39TH AV	37TH AV	0.12	2	0.24	2,117	2016	S	28.0	\$41.60	\$88,053		--	--	--
CANNON ST	KIERNAN AV	GARLAND AV	0.12	2	0.24	2,143	2016	NW	33.5	\$41.60	\$89,163		--	--	--
CEDAR & MADISON	BOONE AV	SHARP AV	0.14	2	0.28	2,823	2016	NW	22.5	\$41.60	\$117,451		--	--	--
CRESTLINE & LEE	MISSION AV	NORA AV	0.24	2	0.48	4,223	2016	NE	40.0	\$41.60	\$175,691		--	--	--
GARFIELD RD	26TH AV (E)	ROCKWOOD BL	0.25	2	0.50	4,732	2016	S	15.7	\$41.60	\$196,870		--	--	--
PERRY ST	2ND AV (W)	SPRAGUE AV	0.18	2	0.36	3,157	2016	NE	28.7	\$41.60	\$131,317		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			1.05		2.11	19,196					\$798,544				

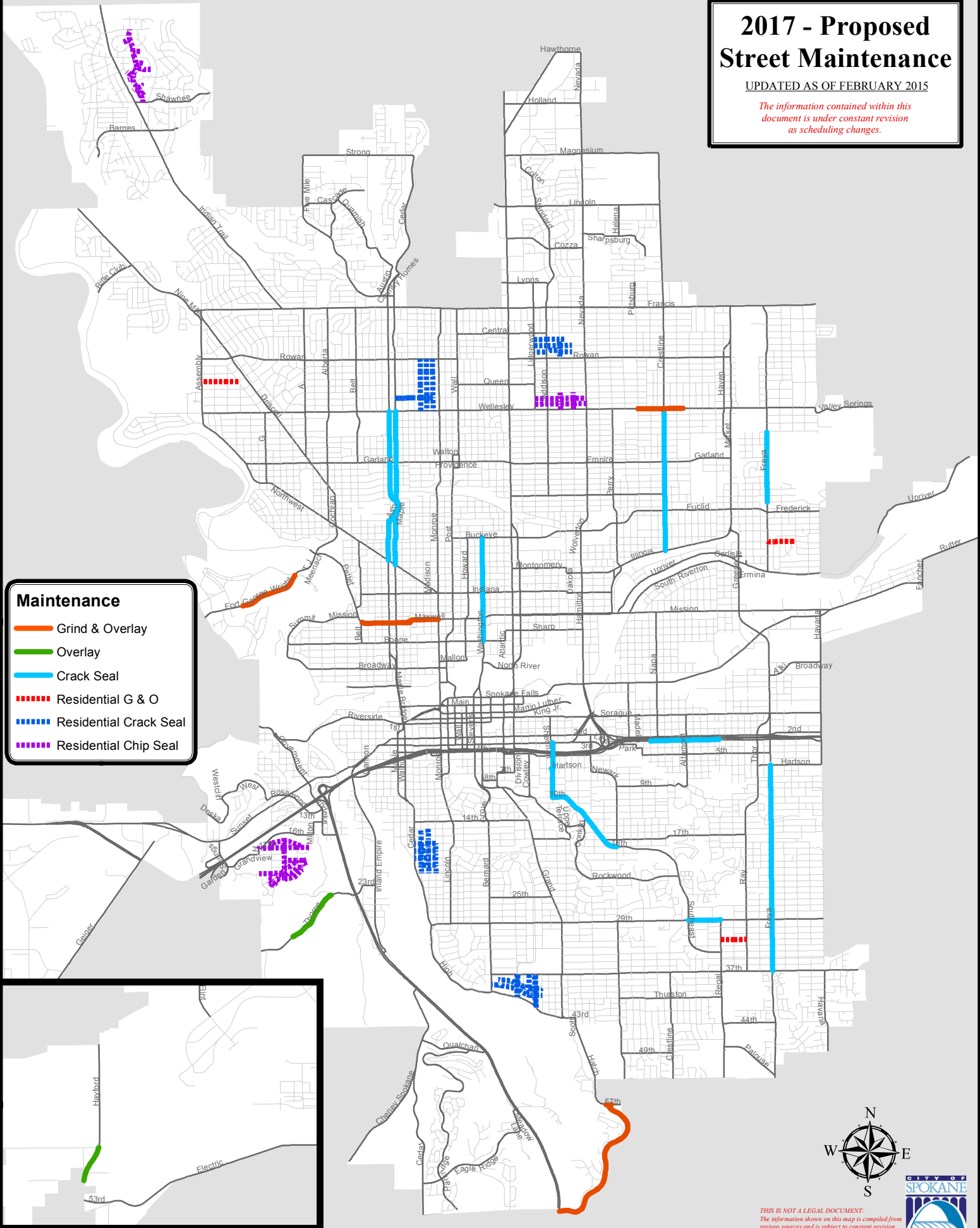
2017 - Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2015

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Maintenance

- Grind & Overlay
- Overlay
- Crack Seal
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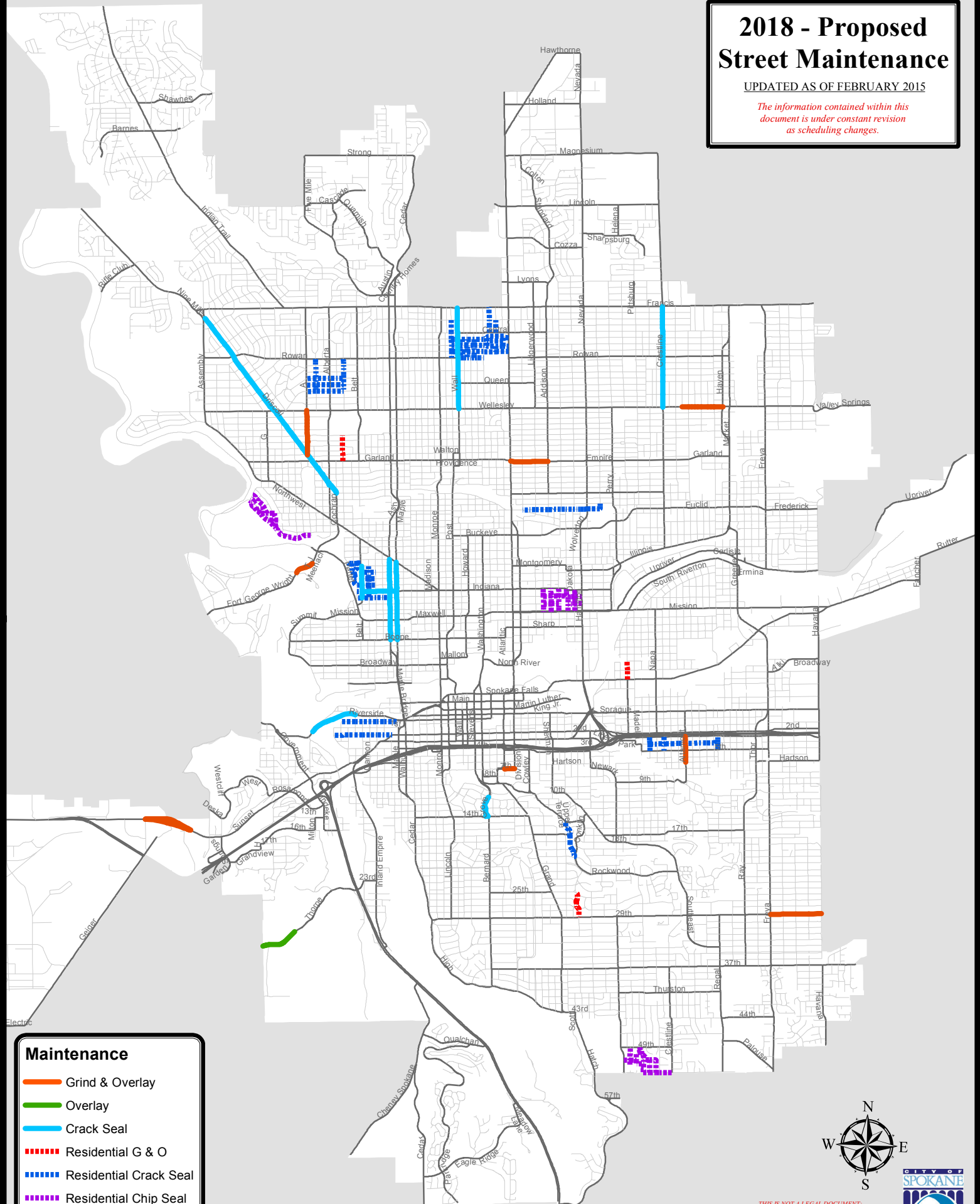


2017 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	1.31	8,075	2017	S	77.3	\$1.08	\$8,734		--	--	--
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	1.34	15,716	2017	S	86.0	\$1.08	\$16,998		--	--	--
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	2.88	29,716	2017	NW	93.9	\$1.08	\$32,141		--	--	--
CRESTLINE ST	ILLINOIS AV	WELLESLEY AV	1.39	2-5	5.07	39,056	2017	NE	93.3	\$1.08	\$42,243		--	--	--
FREYA ST	37TH AV	HARTSON AV	2.01	2	4.03	37,745	2017	S	79.3	\$1.08	\$40,825		--	--	--
FREYA ST	LIBERTY AV	RICH AV	0.68	2	1.36	13,159	2017	NE	77.7	\$1.08	\$14,233		--	--	--
MAPLE ST	NORTHWEST BL	WELLESLEY AV	1.42	2	2.93	28,784	2017	NW	93.9	\$1.08	\$31,132		--	--	--
SOUTHEAST/SHERMAN	PERRY AV	3RD AV	1.34	2-4	2.88	33,654	2017	S	91.0	\$1.08	\$36,400		--	--	--
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	4.44	29,684	2017	NW	90.3	\$1.08	\$32,106		--	--	--
TOTAL ARTERIAL CRACKSEAL:			10.21		26.23	235,588					\$254,812				
ARTERIAL GRIND & OVERLAY															
FT G. WRIGHT DR	ELLIOT DR WEST (PVT)	850' E OF SFCC SIGNAL	0.47	4	1.89	13,339	2017	NW	53.0	\$30.28	\$403,959		1,876	\$81.12	\$152,161
HATCH RD	SR #195	57TH AV	1.54	2	3.20	25,476	2017	S	37.4	\$30.28	\$771,549	WIDEN TO 14' LANES	3,583	\$81.12	\$290,623
MAXWELL AV	BELT ST	MONROE ST	0.76	2-4	2.07	15,636	2017	NW	61.4	\$30.28	\$473,520	TRAVEL LANES ONLY	2,199	\$81.12	\$178,363
WELLESLEY AV	PITTSBURG ST	ALTAMONT ST	0.44	4	1.90	12,475	2017	NE	58.7	\$30.28	\$377,793		1,754	\$81.12	\$142,305
TOTAL ARTERIAL GRIND & OVERLAY:			3.22		9.07	66,925					\$2,026,820		9,411		\$763,451
ARTERIAL OVERLAY															
HAYFORD RD	49TH AV	THORPE RD	0.36	2	0.72	5,889	2017	S	33.0	\$25.96	\$152,878		828	\$81.12	\$67,183
THORPE RD	D ST	WESTWOOD LN	0.57	2	1.14	7,346	2017	S	5.0	\$25.96	\$190,679		1,033	\$81.12	\$83,794
TOTAL ARTERIAL OVERLAY:			0.93		1.86	13,235					\$343,557		1,861		\$150,977
RESIDENTIAL CRACKSEAL															
JEFFERSON/18TH	ET	AL	1.93	2	3.86	42,183	2017	S	90.0	\$1.08	\$45,625		--	--	--
JOSEPH/STANDARD	ET	AL	1.22	2	2.43	21,420	2017	NE	84.5	\$1.08	\$23,168		--	--	--
MANITO BL	ET	AL	1.69	2	3.38	36,841	2017	S	87.4	\$1.08	\$39,847		--	--	--
WABASH/JEFFERSON	ET	AL	1.88	2	3.76	36,001	2017	NW	87.8	\$1.08	\$38,939		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			6.72		13.43	136,445					\$147,579				
RESIDENTIAL CHIPSEAL															
ARROWHEAD DR	FROM SHAWNEE	TO BEDFORD ET AL	1.46	2	2.92	32,596	2017	NW	66.5	\$8.65	\$282,043		--	--	--
BROAD AV	FROM LIDGERWOOD	TO NEVADA ET AL	1.33	2	2.66	23,373	2017	NE	67.4	\$8.65	\$202,245		--	--	--
D ST	FROM 23RD	TO GRANDVIEW ET AL	2.63	2	5.25	52,919	2017	S	52.9	\$8.65	\$457,900		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			5.41		10.83	108,888					\$942,188				
RESIDENTIAL GRIND & OVERLAY															
32ND AV	REGAL ST	RAY ST	0.25	2	0.50	4,437	2017	S	51.5	\$43.26	\$191,948		--	--	--
CROWN AV	ASSEMBLY ST	ALAMEDA BL	0.36	2	0.72	6,330	2017	NW	25.3	\$43.26	\$273,861		--	--	--
MARIETTA AV	FREYA ST	MYRTLE ST	0.27	2	0.55	5,800	2017	NE	22.8	\$43.26	\$250,931		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			0.89		1.77	16,567					\$716,740				

2018 - Proposed Street Maintenance

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Maintenance

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- Overlay
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- - - Residential G & O
- - - Residential Crack Seal
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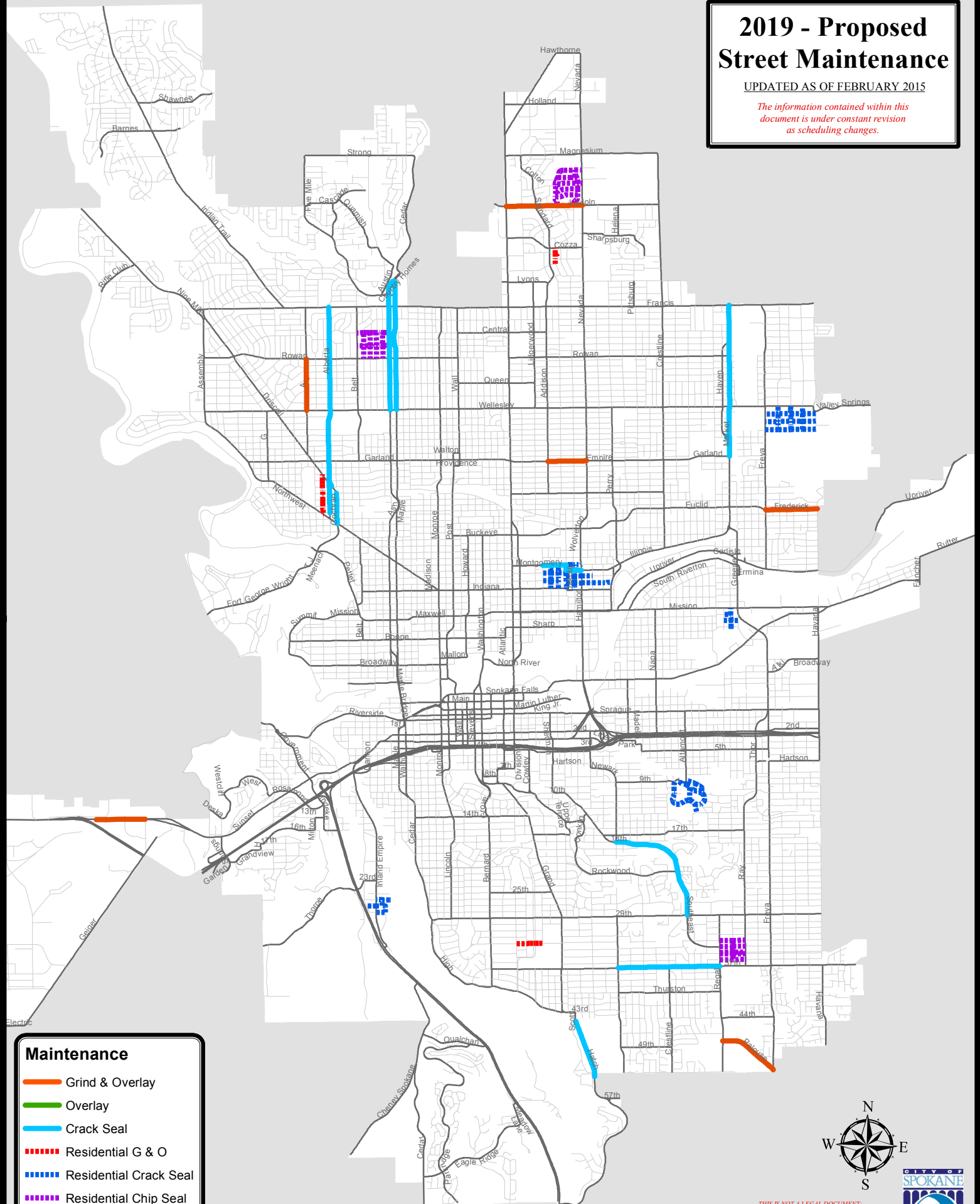
THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2018 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
ASH ST	BOONE AV	NORTHWEST BL	0.75	3	2.26	17,905	2018	NW	92.3	\$1.12	\$20,141		--	--	--
BELT ST	NORA AV	MONTGOMERY AV	0.31	2	0.63	5,517	2018	NW	91.2	\$1.12	\$6,205		--	--	--
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4	3.89	27,414	2018	NE	92.6	\$1.12	\$30,838		--	--	--
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	4.80	63,551	2018	NW	93.3	\$1.12	\$71,486		--	--	--
GROVE ST	14TH AV	SUMNER AV	0.21	4	0.82	6,401	2018	S	89.0	\$1.12	\$7,201		--	--	--
INDIANA AV	BELT ST	MAPLE ST	0.34	2	0.68	10,200	2018	NW	93.0	\$1.12	\$11,474		--	--	--
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	2.24	17,293	2018	NW	79.6	\$1.12	\$19,453		--	--	--
RIVERSIDE AV	CLARK AV	HEMLOCK ST	0.47	2	0.94	6,600	2018	S	94.0	\$1.12	\$7,424		--	--	--
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	1.92	16,873	2018	NW	93.4	\$1.12	\$18,980		--	--	--
TOTAL ARTERIAL CRACKSEAL:			6.93		18.17	171,755					\$193,201				
ARTERIAL GRIND & OVERLAY															
29TH AV	FREYA ST	HAVANA ST	0.50	2	1.01	10,341	2018	S	50.5	\$31.50	\$325,688		1,454	\$84.36	\$122,678
7TH AV	BROWNE ST	DIVISION ST	0.10	2	0.20	2,356	2018	S	64.0	\$31.50	\$74,191		331	\$84.36	\$27,946
A ST	DRISCOLL BL	WELLESLEY AV	0.44	2	0.87	6,131	2018	NW	58.0	\$31.50	\$193,093	TRAVEL LANES ONLY	862	\$84.36	\$72,733
ALTAMONT ST	HARTSON AV	3RD AV	0.25	2	0.57	5,947	2018	S	70.0	\$31.50	\$187,297		836	\$84.36	\$70,550
EMPIRE AV	DIVISION ST	ADDISON ST	0.37	2	0.74	6,470	2018	NE	55.3	\$31.50	\$203,780		910	\$84.36	\$76,759
FT G. WRIGHT DR	850' E OF SFCC SIGNAL	MEENACH BR	0.33	4	1.31	10,500	2018	NW	42.0	\$31.50	\$330,710		1,477	\$84.36	\$124,570
SUNSET HY	LEWIS ST	ROYAL ST	0.93	2	1.86	17,468	2018	S	62.8	\$31.50	\$550,189		2,457	\$84.36	\$207,242
WELLESLEY AV	ALTAMONT ST	HAVEN ST	0.42	4	1.66	11,696	2018	NE	63.5	\$31.50	\$368,379		1,645	\$84.36	\$138,759
TOTAL ARTERIAL GRIND & OVERLAY:			3.33		8.22	70,908					\$2,233,328		9,971		\$841,237
ARTERIAL OVERLAY															
THORPE RD	W CITY LIMITS	D ST	0.37	2	0.73	4,732	2018	S	38.5	\$27.00	\$127,761		666	\$84.36	\$56,145
TOTAL ARTERIAL OVERLAY:			0.37		0.73	4,732					\$127,761		666		\$56,145
RESIDENTIAL CRACKSEAL															
1ST/2ND	FROM COUER D'ALENE	TO MAPLE	1.13	2	2.27	21,971	2018	S	85.6	\$1.12	\$24,715		--	--	--
4TH AV	ET	AL	1.08	2	2.16	20,531	2018	S	86.9	\$1.12	\$23,095		--	--	--
CANNON/SHANNON	ET	AL	1.66	2	3.32	31,233	2018	NW	89.9	\$1.12	\$35,133		--	--	--
EUCLID/MORTON	MAYFAIR ST	DALTON AV	0.74	2	1.47	13,417	2018	NE	94.7	\$1.12	\$15,092		--	--	--
JOSEPH/WASHINGTON	ET	AL	3.57	2	7.14	66,556	2018	NW	77.9	\$1.12	\$74,867		--	--	--
MILTON/QUEEN	ET	AL	1.74	2	3.47	35,657	2018	NW	93.0	\$1.12	\$40,110		--	--	--
UPPER TERRACE RD	ROCKWOOD BL	ROCKWOOD BL	0.36	2	0.72	4,856	2018	S	40.3	\$1.12	\$5,462		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			10.28		20.56	194,221					\$218,473				
RESIDENTIAL CHIPSEAL															
MADELIA ST	FROM 53RD	TO 49TH ET AL	1.47	2	2.93	31,981	2018	S	63.2	\$9.00	\$287,797		--	--	--
NORA AV	FROM ASTOR	TO HAMILTON ET AL	1.75	2	3.51	45,016	2018	NE	67.5	\$9.00	\$405,099		--	--	--
RIVERVIEW	FROM NORTHWEST	TO A ET AL	1.52	2	3.04	25,522	2018	NW	63.2	\$9.00	\$229,669		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			4.74		9.47	102,520					\$922,565				
RESIDENTIAL GRIND & OVERLAY															
GARFIELD	29TH AV	26TH AV	0.24	2	0.49	5,038	2018	S	36.5	\$44.99	\$226,673		--	--	--
HELENA ST	TRENT AV	BROADWAY AV	0.18	2	0.36	5,067	2018	NE	56.0	\$44.99	\$227,972		--	--	--
NETTLETON ST	GARLAND AV	LONGFELLOW AV	0.25	2	0.50	4,423	2018	NW	23.6	\$44.99	\$199,026		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			0.67		1.35	14,528					\$653,671				

2019 - Proposed Street Maintenance

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Maintenance

Grind & Overlay

Overlay

Crack Seal

Residential G & O

Residential Crack Seal

Residential Chip Seal



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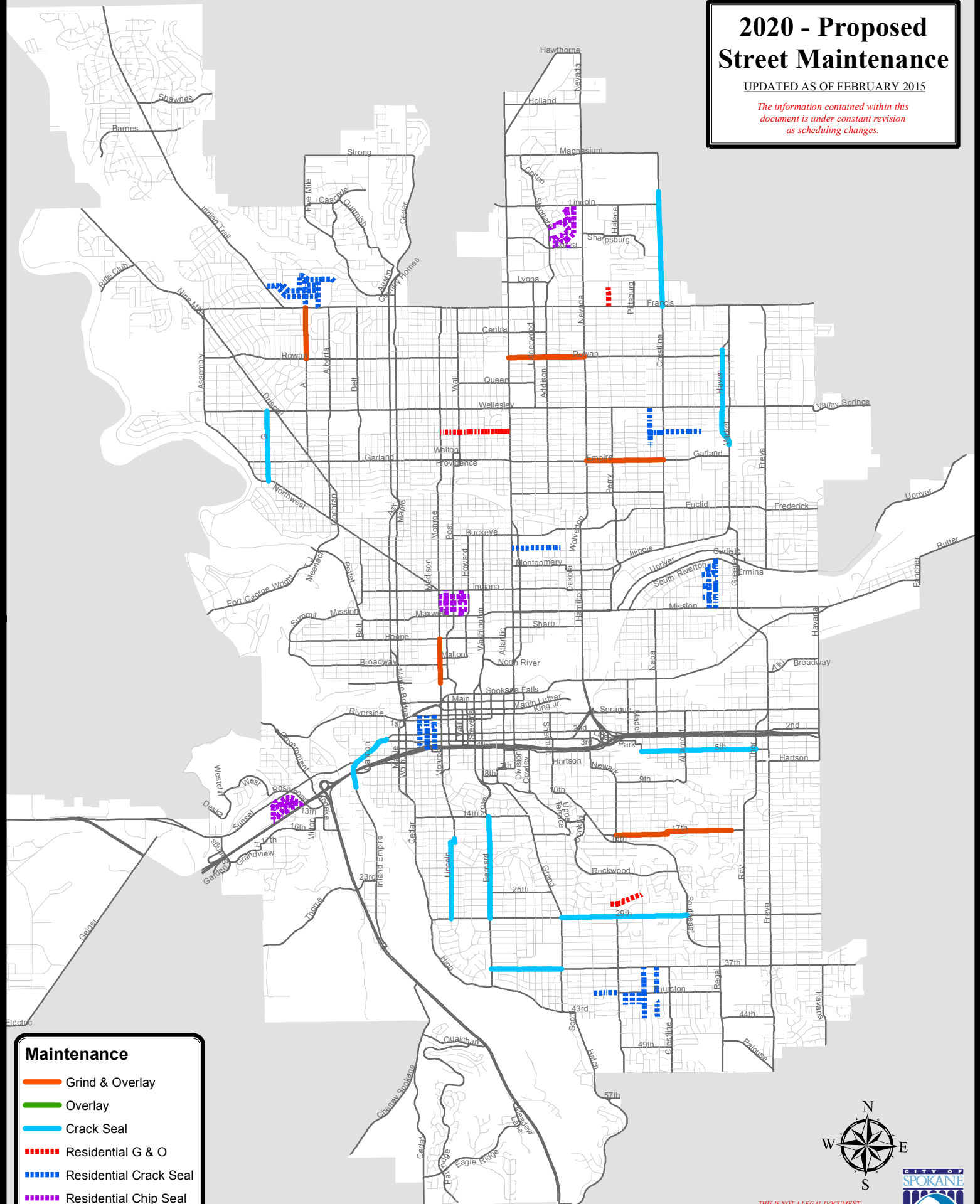


2019 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
37TH AV	PERRY ST	REGAL ST	0.98	2	1.97	19,203	2019	S	90.1	\$1.17	\$22,465		--	--	--
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.04	2-3	5.77	44,540	2019	NW	94.0	\$1.17	\$52,105		--	--	--
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.22	2-4	2.80	29,005	2019	NW	90.5	\$1.17	\$33,932		--	--	--
COCHRAN ST	NORTHWEST BL	COURTLAND AV	0.30	2	0.59	6,218	2019	NW	93.8	\$1.17	\$7,274		--	--	--
HATCH RD	54TH AV	43RD AV	0.67	2	1.34	14,331	2019	S	90.0	\$1.17	\$16,765		--	--	--
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	0.87	11,547	2019	NE	94.7	\$1.17	\$13,508		--	--	--
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2	2.53	24,986	2019	NW	91.7	\$1.17	\$29,230		--	--	--
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-5	4.59	40,028	2019	NE	93.8	\$1.17	\$46,827		--	--	--
SOUTHEAST BL	29TH AV	PERRY ST	1.17	2	2.33	27,347	2019	S	91.0	\$1.17	\$31,992		--	--	--
TOTAL ARTERIAL CRACKSEAL:			9.51		22.79	217,204					\$254,098				
ARTERIAL GRIND & OVERLAY															
A ST	WELLESLEY AV	ROWAN AV	0.50	2	1.01	10,368	2019	NW	58.8	\$32.76	\$339,607		1,458	\$87.74	\$127,921
EMPIRE AV	ADDISON ST	NEVADA ST	0.38	2	0.76	6,700	2019	NE	45.7	\$32.76	\$219,465	TRAVEL LANES ONLY	942	\$87.74	\$82,667
FREDERICK AV	FREYA ST	HAVANA ST	0.51	2	1.01	9,932	2019	NE	51.0	\$32.76	\$325,322		1,397	\$87.74	\$122,540
LINCOLN RD	DIVISION ST	NEVADA ST	0.75	4	3.00	21,152	2019	NE	47.3	\$32.76	\$692,856		2,975	\$87.74	\$260,981
PALOUSE HY	REGAL ST	FREYA ST	0.60	2	1.20	14,049	2019	S	71.7	\$32.76	\$460,186		1,976	\$87.74	\$173,340
SUNSET HY	SUNSET RAMP	LEWIS ST	0.48	4	1.93	14,642	2019	S	68.3	\$32.76	\$479,614		2,059	\$87.74	\$180,658
TOTAL ARTERIAL GRIND & OVERLAY:			3.22		8.92	76,842					\$2,517,051		10,806		\$948,108
ARTERIAL OVERLAY															
TOTAL ARTERIAL OVERLAY:			0.00		0.00	0					\$0		0		\$0
RESIDENTIAL CRACKSEAL															
26TH THRU 28TH	&	OAK	0.53	2	1.06	8,659	2019	S	91.0	\$1.17	\$10,130		--	--	--
ALTAMONT BL	ET	AL	1.36	2	2.71	25,462	2019	S	87.3	\$1.17	\$29,786		--	--	--
DAKOTA ST	ET	AL	2.14	2	4.29	46,698	2019	NE	92.0	\$1.17	\$54,630		--	--	--
FISKE-	SINTO-	SHARP	0.43	2	0.85	9,836	2019	NE	95.0	\$1.17	\$11,506		--	--	--
MYRTLE/LONGFELLOW	ET	AL	2.20	2	4.40	39,501	2019	NE	93.7	\$1.17	\$46,210		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			6.65		13.31	130,155					\$152,263				
RESIDENTIAL CHIPSEAL															
FISKE ST	FROM 36TH	TO 33RD ET AL	1.45	2	2.40	24,641	2019	S	69.8	\$9.36	\$230,615		--	--	--
JOSEPH AV	FROM BELT	TO ASH ET AL	1.66	2	3.33	34,144	2019	NW	66.4	\$9.36	\$319,553		--	--	--
ST THOMAS MORE WY	FROM DAKOTA	TO HAVADA ET AL	1.82	2	3.64	38,416	2019	NE	72.6	\$9.36	\$359,530		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			4.93		9.36	97,202					\$909,699				
RESIDENTIAL GRIND & OVERLAY															
33RD AV	DIVISION ST	LAMONTE ST	0.26	2	0.51	4,510	2019	S	28.0	\$46.79	\$211,042		--	--	--
DAKOTA ST	WEDGEWOOD AV	COZZA DR	0.19	2	0.37	4,347	2019	NE	25.8	\$46.79	\$203,399		--	--	--
LINDEKE ST	NORTHWEST BL	DRISCOLL BL	0.39	2	0.78	6,903	2019	NW	53.1	\$46.79	\$323,037		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			0.83		1.67	15,760					\$737,479				

2020 - Proposed Street Maintenance

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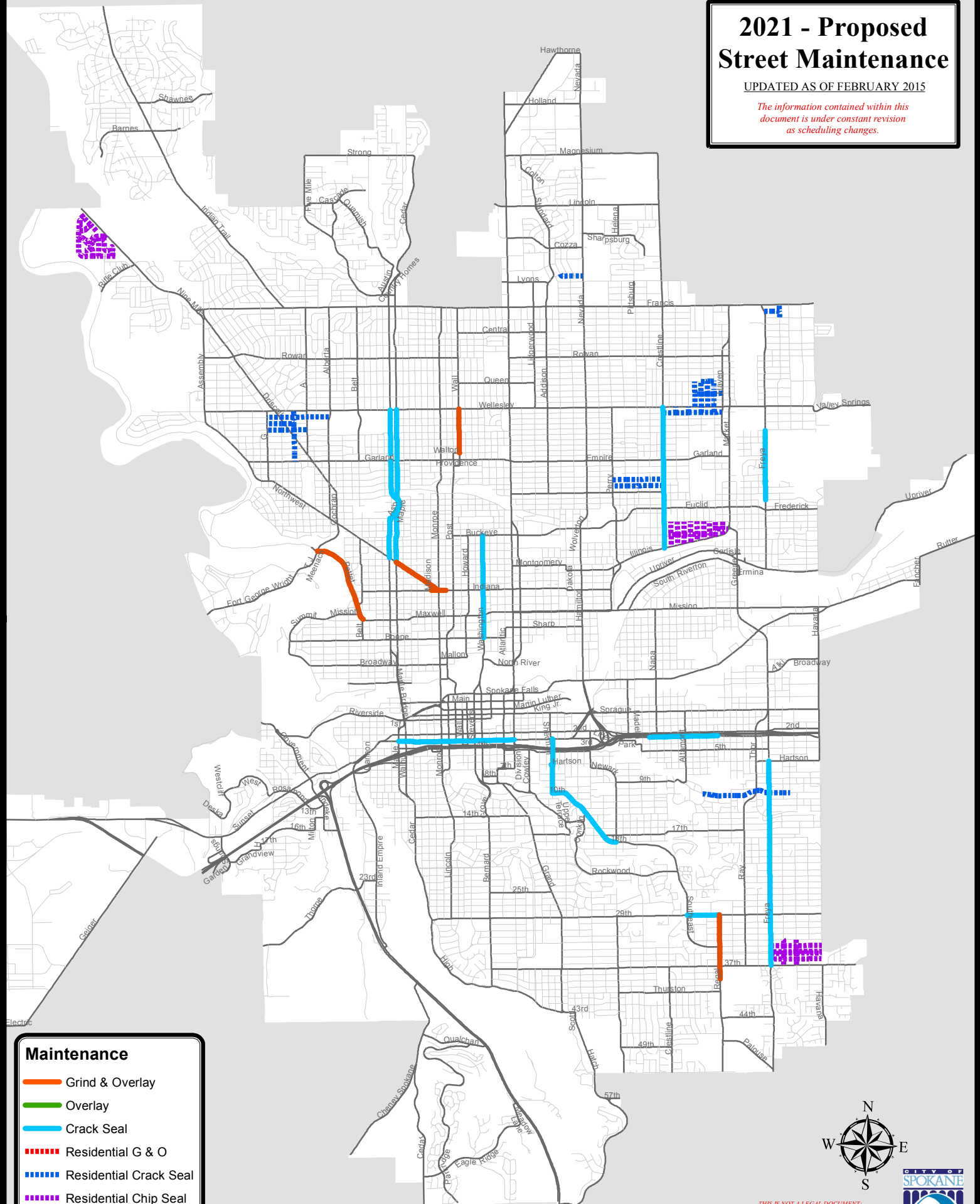


2020 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
29TH AV	GRAND BL	SOUTHEAST BL	1.17	4-5	4.78	32,875	2020	S	75.0	\$1.22	\$39,997		--	--	--
37TH AV	BERNARD ST	GRAND BL	0.68	2	1.37	16,062	2020	S	91.0	\$1.22	\$19,542		--	--	--
5TH AV	PITTSBURG ST	THOR ST	1.13	2	2.25	25,113	2020	S	93.1	\$1.22	\$30,554		--	--	--
BERNARD ST	29TH AV	14TH AV	1.00	2	2.01	24,138	2020	S	80.4	\$1.22	\$29,367		--	--	--
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	2.21	28,190	2020	NE	93.4	\$1.22	\$34,298		--	--	--
G ST	NORTHWEST BL	WELLESELY AV	0.69	2	1.38	15,034	2020	NW	95.1	\$1.22	\$18,292		--	--	--
HAVEN ST	RICH AV	NEBRASKA AV	0.91	2	1.81	18,459	2020	NE	93.4	\$1.22	\$22,458		--	--	--
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	1.54	15,094	2020	S	92.0	\$1.22	\$18,364		--	--	--
LINCOLN ST	29TH AV	17TH AV	0.78	2	1.57	17,436	2020	S	91.0	\$1.22	\$21,214		--	--	--
TOTAL ARTERIAL CRACKSEAL:			8.02		18.91	192,402					\$234,086				
ARTERIAL GRIND & OVERLAY															
17TH AV	PERRY ST	FISKE ST	1.14	2	2.27	20,312	2020	S	73.6	\$34.07	\$691,943		2,856	\$91.25	\$260,637
A ST	ROWAN AV	FRANCIS AV	0.50	2	1.00	10,317	2020	NW	64.5	\$34.07	\$351,469		1,451	\$91.25	\$132,389
EMPIRE AV	NEVADA ST	CRESTLINE ST	0.76	2	1.51	19,497	2020	NE	57.7	\$34.07	\$664,187		2,742	\$91.25	\$250,182
MONROE ST	MONROE BRIDGE	BOONE AV	0.42	4	1.67	10,054	2020	NW	53.7	\$34.07	\$342,506	TRAVEL LANES ONLY	1,414	\$91.25	\$129,013
ROWAN AV	DIVISION ST	NEVADA ST	0.75	2	1.50	15,412	2020	NE	36.5	\$34.07	\$525,018		2,167	\$91.25	\$197,761
TOTAL ARTERIAL GRIND & OVERLAY:			3.56		7.96	75,592					\$2,575,123		10,630		\$969,982
ARTERIAL OVERLAY															
TOTAL ARTERIAL OVERLAY:			0.00		0.00	0					\$0		0		\$0
RESIDENTIAL CRACKSEAL															
A ST	ET	AL	2.22	2	4.44	48,627	2020	NW	88.8	\$1.22	\$59,162		--	--	--
ADAMS/JEFFERSON/	MADISON FROM 4TH	TO SPRAGUE	0.96	2	1.92	28,753	2020	S	86.8	\$1.22	\$34,982		--	--	--
JACKSON AV	RUBY ST	STANDARD ST	0.48	2	0.96	11,630	2020	NE	80.0	\$1.22	\$14,149		--	--	--
NAPA/RICH	ACROSSE TO WELLESLEY	& NAPA TO LACEY	0.87	2	1.75	15,728	2020	NE	83.8	\$1.22	\$19,135		--	--	--
PITTSBURG ST	ET	AL	1.51	2	3.02	30,282	2020	S	85.1	\$1.22	\$36,843		--	--	--
REGAL ST	ET	AL	1.37	2	2.74	26,590	2020	NE	89.9	\$1.22	\$32,351		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			7.41		14.82	161,609					\$196,622				
RESIDENTIAL CHIPSEAL															
AUGUSTA AV	FROM MONROE	TO HOWARD ET AL	1.33	2	2.65	23,926	2020	NW	73.9	\$9.73	\$232,873		--	--	--
WILDING DR	FROM STANDARD	TO LINCOLN ET AL	1.55	2	3.10	32,953	2020	NE	69.5	\$9.73	\$320,742		--	--	--
WOODLAND BL	FROM F ST	TO ROSAMOND ET AL	1.32	2	2.64	21,812	2020	S	56.6	\$9.73	\$212,305		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			4.19		8.39	78,691					\$765,920				
RESIDENTIAL GRIND & OVERLAY															
27TH AV	DENVER ST	PITTSBURG ST	0.32	2	0.64	6,265	2020	S	33.0	\$48.67	\$304,882		--	--	--
LONGFELLOW AV	MONROE ST	DIVISION ST	0.69	2	1.37	12,989	2020	NW	53.0	\$48.67	\$632,119		--	--	--
PERRY ST	FRANCIS AV	HOLYOKE AV	0.19	2	0.38	4,400	2020	NE	22.3	\$48.67	\$214,131		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			1.19		2.39	23,654					\$1,151,132				

2021 - Proposed Street Maintenance

UPDATED AS OF FEBRUARY 2015

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Maintenance

- Grind & Overlay
- Overlay
- Crack Seal
- - - Residential G & O
- - - Residential Crack Seal
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2021 PROPOSED MAINTENANCE															
Street	From	To	CL Miles	Lanes	Lane Miles	Maint Area	Maint Year	District	Avg. PCI	\$/Yd.	Total Cost	Comments	Ton Asph.	Asph\$/yd	Asph. Cost
ARTERIAL CRACKSEAL															
29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	1.31	8,075	2021	S	77.3	\$1.27	\$10,217		--	--	--
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	1.34	15,716	2021	S	86.0	\$1.27	\$19,885		--	--	--
3RD AV	MAPLE ST	DIVISION ST	1.13	3-4	3.89	33,853	2021	S	89.8	\$1.27	\$42,834		--	--	--
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	2.88	29,716	2021	NW	93.9	\$1.27	\$37,601		--	--	--
CRESTLINE ST	ILLINOIS AV	WELLESLEY AV	1.39	2-5	5.07	39,056	2021	NE	93.3	\$1.27	\$49,418		--	--	--
FREYA ST	37TH AV	HARTSON AV	2.01	2	4.03	37,745	2021	S	79.3	\$1.27	\$47,759		--	--	--
FREYA ST	LIBERTY AV	RICH AV	0.68	2	1.36	13,159	2021	NE	77.7	\$1.27	\$16,650		--	--	--
MAPLE ST	NORTHWEST BL	WELLESLEY AV	1.42	2	2.93	28,784	2021	NW	93.9	\$1.27	\$36,420		--	--	--
SOUTHEAST/SHERMAN	PERRY AV	3RD AV	1.34	2-4	2.88	33,654	2021	S	91.0	\$1.27	\$42,583		--	--	--
WASHINGTON ST	BOONE AV	BUCKEYE AV	1.01	4-5	4.44	29,684	2021	NW	90.3	\$1.27	\$37,560		--	--	--
TOTAL ARTERIAL CRACKSEAL:			11.35		30.12	269,440					\$340,928				
ARTERIAL GRIND & OVERLAY															
NORTHWEST/INDIANA	MAPLE ST	LINCOLN ST	0.67	5	2.87	22,253	2021	NW	81.4	\$35.43	\$788,388		3,129	\$94.90	\$296,965
PETTET DR	DOWNRIVER DR	BELT ST	0.95	2	1.91	24,984	2021	NW	42.3	\$35.43	\$885,156		3,513	\$94.90	\$333,416
REGAL ST	39TH AV	29TH AV	0.57	4	2.35	15,535	2021	SE	77.8	\$35.43	\$550,392		2,185	\$94.90	\$207,319
WALL ST	WALTON AV	WELLESLEY AV	0.40	2	0.80	7,077	2021	NW	73.7	\$35.43	\$250,719		995	\$94.90	\$94,439
TOTAL ARTERIAL GRIND & OVERLAY:			2.59		7.92	69,848					\$2,474,656		9,822		\$932,139
ARTERIAL OVERLAY															
TOTAL ARTERIAL OVERLAY:			0.00		0.00	0					\$0		0		\$0
RESIDENTIAL CRACKSEAL															
11TH AV	FROM ALTAMONT	TO JULIA	0.87	2	1.75	15,383	2021	S	87.0	\$1.27	\$19,465		--	--	--
BEACON AV	DAKOTA ST	NEVADA ST	0.21	2	0.42	4,942	2021	NW	89.7	\$1.27	\$6,253		--	--	--
C ST	ET	AL	1.76	2	3.52	30,967	2021	NW	78.6	\$1.27	\$39,183		--	--	--
GLASS/COURTLAND	FROM PERRY	TO CRESTLINE	1.06	2	2.13	18,730	2021	NE	94.8	\$1.27	\$23,699		--	--	--
JULIA/DECATUR			0.28	2	0.55	6,164	2021	S	89.0	\$1.27	\$7,800		--	--	--
LACEY/HOFFMAN	ET	AL	2.21	2	4.41	47,796	2021	NE	86.3	\$1.27	\$60,477		--	--	--
TOTAL RESIDENTIAL CRACKSEAL:			6.39		12.78	123,983					\$156,877				
RESIDENTIAL CHIPSEAL															
35TH AV	FROM FREYA	TO HAVANA ET AL	2.01	2	4.03	44,922	2021	S	84.0	\$10.12	\$454,728		--	--	--
BUCKEYE AV	FROM CRESTLINE	TO MARKET ET AL	2.35	2	4.70	43,250	2021	NE	79.5	\$10.12	\$437,800		--	--	--
DESCHUTES DR	FROM TUCANNON	TO EXCELL ET AL	2.39	2	4.78	50,496	2021	NW	81.9	\$10.12	\$511,148		--	--	--
TOTAL RESIDENTIAL CHIPSEAL:			6.76		13.52	138,668					\$1,403,676				
Name	Begin	End					2021			\$50.61	\$0		--	--	--
TOTAL RESIDENTIAL GRIND & OVERLAY:			0.00		0.00	0					\$0				

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2014057	I-90 Division Street Gateway Enhancement Project	40
2014059	Millwood Trail, from SCC to Felts Field	96
2014079	Havana St from 57th Ave to 37th Ave; Street and Water	38
2014080	Sprague Avenue Rebuild - Sprague Corridor Investment Strategy	64
2014091	South Gorge Trail, Sandifur Bridge to Glover Field	98
2014092	Mission Ave, Division St to Hamilton St.	46
2014094	Sunset Blvd from Lindeke St to Royal St	66

2014095	Centennial Trail, Mission Ave Gap Phase 1	86
2014118	1st Ave, Erie St to Altamont St.	26
2014134	Indiana Ave, Division St to Perry St.	42
2014135	Rowan Ave, Driscoll St to Monroe St	60
2014149	Division St, 3rd Ave to Spokane Falls Blvd	88
2014151	Ray-Thor 17th Ave to 3rd Ave. ET AL	56
2014153	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	68
2014155	Erie St, from Martin Luther King Junior Way to 1st Ave.	32
2015052	Crestline St. Lane Reduction	12
2015053	Maxwell-Mission Ave Lane eduction	14
2015054	Monroe Street Lane Reduction and Hardscape	16
2015056	Five Mile Road, Lincoln Road to Strong Road	34
2015079	25th Ave from Southeast Blvd to 230' East of Lacey St.	130
2015115	2016 - 2017 ADA Ramp Replacement Project	78
N/A	Bike Route Signing & Striping	84
N/A	General Engineering - Street	36
N/A	General Resurfacing	140
N/A	Minor Construction Assistance	44
N/A	Parking Environment Improvement Program	52
N/A	Street Lighting	142
N/A	Traffic Calming Program	122