

**SPECIAL MEETING NOTICE/AGENDA  
SPOKANE CITY COUNCIL**

**Public Infrastructure, Environment and Sustainability Committee**

**Meeting Monday, May 20, 2019**

**10:30 a.m. – City Council Briefing Center, Lower Level, City Hall**

A special meeting of the Spokane City Council will be held at 10:30 a.m. on Monday, May 20, 2019 in the City Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format for the Public Infrastructure, Environment and Sustainability Committee. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council.

The meeting will be open to the public, with the possibility of moving into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

**AGENDA**

**Please note that this meeting has been rescheduled from the regular meeting scheduled for May 27, 2019 due to the holiday.**

**The agenda for the May 20, 2019 Public Infrastructure, Environment and Sustainability Committee meeting is attached.**

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

  
**Ben Stuckart**  
**Council President**

  
**Terri Pfister**  
**Spokane City Clerk**

**Public Infrastructure, Environment, and Sustainability Committee**  
**Meeting Agenda for**  
**May 20, 2019**  
**COUNCIL BRIEFING CENTER**

The Spokane City Council's Public Infrastructure, Environment, and Sustainability Committee meeting will be held at **10:30 a.m. on May 20, 2019** in Council Briefing Center, Lower Level, City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Infrastructure, Environment and Sustainability Committee meeting is regularly held every 4<sup>th</sup> Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public, with the possibility of moving or reconvening into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.

**AGENDA**

**I. Call to Order**

**II. Approval of minutes from April 22, 2019**

**III. Discussion Items**

**A. Council Requests**

1. Consent Items for Discussion
2. Legislative Items (10 minutes)
3. Purchasing Electric Vehicles – Council Member Beggs (5 minutes)
4. Green Bins – Council Member Kate Burke (5 minutes)
5. Spokane Falls Boulevard Update – Kyle Twohig (5 minutes)

**B. Staff Requests**

1. City of Spokane recent awards – Marlene Feist (10 minutes)
  - Women in Transportation (WTS) Project of the Year Award – University District Gateway Bridge – Katherine Miller
  - American Public Works Association (APWA) Washington State Chapter 2019 Project of the Year Award – Monroe Street Project
  - Spokane Regional MarCom Association – 2019 Spark Awards – Monroe Street Project – Rogue Heart Media
  - Gonzaga University, Office of Sustainability – Engagement Create Award – Cadie Olsen
  - Washington State Department of Health – Drinking Water Week 2019 – Commitment to Excellence Award
  - Pacific Northwest Section of the American Water Works Association (PNWS – AWWA) – The Outstanding Leadership and Support by an Organization Award
  - Idaho Washington Aquifer collaborative (IWAC) – Outstanding Service – Dan Kegley, President 2017-2019
2. Administrative Reserve Increase for Sunset Boulevard Project – Joel Graff (5 minutes)

**IV. Strategic Initiatives Session – Council Member Beggs and Scott Simmons**

Priority Strategy 1: Rapidly Accelerating Street Pavement Maintenance Projects

- 6-year Comprehensive Street Program Draft – Brandon Blankenagel (25 minutes)

Priority Strategy 2: Repurposing Public Property and Assets to Stimulate Private Investment

- No report this meeting.

Priority Strategy 3: Sustainable City

- Putting our Renewable Energy Resources to Work in the Community:
  - Greenhouse Gas Inventory: Saving Energy
    - Greenhouse Gas Comparison Presentation – Nathan Groh (10 minutes)
- Smart Use of Water Resources for Economic Growth:
  - Emerging Smart Water System Resilience Technologies
    - Machine Based Learning – Dan Kegley (10 minutes)
- Smart Cities Initiatives:
  - Street Lights LED Installations
    - Update on Installations – Val Melvin (5 minutes)

**V. Consent Items**

1. Annual Neighborhood Traffic Calming Projects (Cycle 7)
2. 33<sup>rd</sup> Avenue – Bernard to Division
3. Special Budget Ordinance for Southside Sports Complex Project
4. Extension of Sole Source Contract Extension-NERC/FERC Compliance Consulting
5. CSO Informational Signs
6. Purchase Asphalt Mixes
7. South Gorge Trail – Washington State Department of Commerce Grant  
Riverside Park Water Reclamation Facility
8. Purchase and Sole Source Resolution of Plug Valves, Parts and Supplies
9. Purchase and Sole Source Resolution of Controllers, Probes, Parts and Supplies
10. Contract for Sludge Removal in Digester #3

**VI. Executive Session**

Executive Session may be held or reconvened during any Public Infrastructure, Environment, and Sustainability Committee meeting.

**VII. Adjournment**

**Next Public Infrastructure, Environment, and Sustainability Committee Meeting**

June 24, 2019 1:15 p.m. in the Council Briefing Center

**STANDING COMMITTEE MINUTES**  
**City of Spokane**  
**Public Infrastructure, Environment, and Sustainability**  
**April 22, 2019**

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**Committee Members Present**

Council Member Breean Beggs, Committee Chair  
Council Member Mike Fagan, Vice Committee Chair  
Council Member Lori Kinnear  
Council Member Candace Mumm  
Council Member Karen Stratton  
Council President Ben Stuckart

**Committee Members Absent**

Council Member Kate Burke

**Staff Present**

Angela Albin-Moore, Hannahlee Allers, Kris Becker, Brandon Blankenagel, Eldon Brown, Dan Buller, Mike Cannon, Carly Cortright, Danielle Cossey, Anna Everano, Marlene Feist, Eric Finch, Jacob Fraley, Raylene Gennett, Clint Harris, Curtis Harris, Lars Hendron, Garrett Jones, Gary Kaesemeyer, Dan Kegley, Brian McClatchey, Adam McDaniel, Katherine Miller, Inga Note, Cadie Olsen, Mike Ormsby, Kyle Overbust, David Paine, Erik Poulsen, Kevin Picanco, Colin Quinn-Hurst, Jason Sandobal, Elizabeth Schoedel, Mark Serbousek, Scott Simmons, Mike Taylor, Kyle Twohig, Kandace Watkins

**Guests Present**

Phil Altmeyer, Todd Coleman

Council Member Beggs called the meeting to order at 1:15 p.m.

**Review and Approval of Minutes**

Council Member Beggs asked for a motion to approve the minutes of the March 25, 2019 meeting.

- **Action Taken**
- Council Member Fagan moved to approve the minutes of the March 25, 2019 meeting as presented; the motion was seconded by Council President Stuckart.

**Discussion Items**

**A. Council Requests**

1. Consent Items for Discussion
2. Legislative Items
3. Ordinance for Improving Pedestrian Safety at Signalized Intersections  
Council President Stuckart discussed the proposed ordinance for improving pedestrian safety at signalized intersections. He reviewed the objective of the

ordinance and operational changes of the signalized intersections and walk signals for pedestrians. The ordinance would officially adopt the City of Spokane Pedestrian Master Plan and requires the plan to be updated at least every five years starting in 2020. Council President discussed the timing on the pedestrian recall and intervals. Scott Simmons said staff are working on the operational and cost analysis.

4. Ordinance for Fixed Outdoor Electric Deicing and Snow-Melting Equipment

Kris Becker gave a brief overview of the draft ordinance on fixed outdoor electric deicing and snow melting equipment. She reviewed the information in the briefing paper including the incident in February in which a dog was electrocuted and passed away. This ordinance will require that all snow melting equipment be upgraded to include ground-fault protection and establish a standard for testing and maintenance. It also creates a registration program that will allow the city to maintain a database of the locations of the systems and to conduct monitoring.

5. Erie Stormwater Facility

Dan Buller gave a presentation and reviewed the history of the Erie stormwater facility. He discussed the WSDOT grant for the project/location. Dan reviewed the alternative areas and estimated costs that were explored before determining the UGM parcel. Dan discussed the work to coordinate a trail under the bridge and asking UGM to relocate a storage building from along the river. Kyle Twohig discussed the timing of the project with WSDOT work on Trent Street Bridge. Phil Altmeyer, Director of UGM, was invited to speak. Phil discussed the use of the park and the safety in the area. The committee discussed proposing alternative options to the UGM board. Phil discussed UGM's work to be a good neighbor and having a safe environment.

6. Private Stormwater Inspections

Dan Kegley discussed the work done by staff to review the permits for private stormwater facilities that exist in PUD's, housing developments and commercial developments. The permit includes an ordinance that is in place for nuisances such as failing or overflowing stormwater facilities. The city is required to have an inspection program with issuing citations. An additional stormwater inspector employee was hired. If the private owner allows access then the inspection is completed on a five-year basis. If it is not allowed then a private company is contracted to monitor the facility yearly for compliance. Council President Stuckart discussed being approached by Five Mile property owners being concerned about the amount of frogs in the private stormwater facility. Council Member Mumm discussed the aerators that were used in some of the private facilities located in Five Mile. Dan discussed that existing prior to December 31, 2017 would not be addressed since they were installed before the permit requirements.

7. Green Bins – Council Member Kate Burke (5 minutes)

This item was deferred to the next meeting.

## B. Staff Requests

### 1. South University District Gateway Bicycle Linkage Feasibility Study: Status Update on the RFQ

Katherine Miller introduced Colin Quinn-Hurst, Bicycle/Pedestrian Coordinator. Katherine reviewed the feasibility study and design progress. Discussion was had on the work to explore property access and the trail designated as the priority focus for the study.

## Strategic Plan Session

### A. Priority Strategy 1. Rapidly Accelerating Street Pavement Maintenance Projects

- No report this meeting.

### B. Priority Strategy 2. Repurposing Public Property to Stimulate Private Investment

- No report this meeting.

### C. Priority Strategy 3. Sustainable City

- Putting Our Renewable Energy Resources to Work in the Community
  - Develop Business Plan and Marketing of Eco-District
  - Evaluate Sustainable Options for Expanded Renewable Options at City Facilities
  - Evaluate Future Opportunities for Utilizing Excess Power Production

Scott Simmons introduced Todd Coleman, West Plains Public Development Authority. Scott discussed the development of the Eco District to locate business in and around the West Plains. A focus on green businesses and reuse of low value recyclables. Cadie Olsen discussed the coordination among City departments to establish a needs assessment. The need was identified for a high-level advisor. The team will meet with the specialists and will track the two-year project.

Todd Coleman discussed the green circular economy focused in the West Plains. He discussed ways they are engaging with different companies in ways to utilize energy already located in the area such as a company developing bio char and utilizing the source of synthetic gas for heating buildings. He also spoke about looking at reuse of the current waste stream such as low-value plastics.

Cadie discussed the opportunities that the department is exploring for expanded renewable options at City facilities. She discussed utilizing the information from the Greenhouse Gas Inventory Report. Discussion was had on recycling glass and the options for reuse.

## Consent Items

1. Shared Mobility (Bikeshare) Vendor Selection and Contract
2. Oracle's Peoplesoft and database annual software maintenance and support
3. Contract with KPFF Inc. for Post Street Bridge Design
4. Inspection and Load Rating for Post Street Bridge
5. Under-freeway Lighting Upgrade
6. Contract for Parking Lot Maintenance

Riverside Park Water Reclamation Facility

7. Contract to supply liquid Nitrate Oxygen Odor Control Solution to Riverside Park Water Reclamation Facility
8. Contract for Special Inspection and Materials Testing Services for NLT Phase II

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

Due to the Memorial Day Holiday on May 27<sup>th</sup> the next meeting will be rescheduled to May 20, 2019 10:30 a.m. in the Council Briefing Center

Executive Session

None.

Adjournment

The meeting adjourned at 2:40 p.m.

Prepared by:

Barbara Patrick, Administrative Specialist

Approved by:

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Chair

## Briefing Paper

### Public Infrastructure, Environment and Sustainability Committee

<b>Division &amp; Department:</b>	City Council
<b>Subject:</b>	
<b>Date:</b>	5/20/2019
<b>Contact (email &amp; phone):</b>	Breean Beggs, <a href="mailto:bbeggs@spokanecity.org">bbeggs@spokanecity.org</a>
<b>City Council Sponsor:</b>	Breean Beggs
<b>Executive Sponsor:</b>	
<b>Committee(s) Impacted:</b>	PIES, Sustainable Resources/Finance
<b>Type of Agenda item:</b>	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b>	
<b>Strategic Initiative:</b>	Sustainable Practices, Sustainability
<b>Deadline:</b>	Barring significant Council feedback, this ordinance will be filed for a vote after committee
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	This ordinance would prioritize the purchase of electric vehicles to bring the City in line with current WA state law
<b>Background/History:</b> RCW 43.19.648 has mandated the use of vehicles run by electricity or biofuels in public fleets since 2007. A June, 2018, report from Coltura <sup>1</sup> revealed that the City of Spokane is out of compliance with the law and currently has only one electric vehicle out of a total fleet of 1,086 vehicles. This ordinance intends to bring the City into compliance with state law by prioritizing the purchase of electric and biofuel vehicles throughout the fleet where practicable.	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>Under this ordinance, each replacement vehicle purchased by the City will be powered by electricity or biofuel to the extent determined practicable by the rules adopted by the Department of Commerce.</li> <li>By August 1, 2020, Fleet Services will notify the PIES committee as to the practicability of electric and biofuel vehicles for use in police, fire and other emergency response vehicles as well as a plan for reaching the goal of a 100% electric/biofuel fleet by 2030.</li> <li>Except in the case of an emergency declared by the Mayor or when previously declared not practicable, purchases of non-electric or biofuel vehicles should be deferred a minimum of two years to see if an electric or biofuel vehicle that meets those same needs comes on the market in that time.</li> <li>The City shall take the total life cycle cost of a vehicle into account when determining the economic feasibility of electric or biofuel vehicle purchases.</li> </ul>	
<b>Budget Impact:</b> TOTAL COST: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.) Fiscal impacts are unknown due to the case-by-case nature of vehicle procurement.	

<sup>1</sup> "Recharge Required: A review of public fleets in Washington state on June 1, 2018, the effective date of public fleet electrification law," ("Coltura Report") *available at*:  
<https://static1.squarespace.com/static/5888d6bad2b857a30238e864/t/5b178e098a922d09f2110ab7/1528270398394/White+Paper> (last visited April 24, 2019).



Operations Impact:

Consistent with current operations/policy?

☐

Yes

☒

No

☐

N/A

Requires change in current operations/policy?

☒

Yes

☐

No

☐

N/A

Specify changes required: Prioritizes the purchase of electric and biofuel vehicles over traditional fuel sources.

Known challenges/barriers:

## ORDINANCE NO. C - \_\_\_\_\_

An ordinance relating to electric vehicle purchasing; repealing section 07.06.175; and enacting a new section 07.06.175A of the Spokane Municipal Code.

**WHEREAS**, since 2007, state law (RCW 43.19.648) has mandated the use of electricity or biofuel in public vehicles; and

**WHEREAS**, specifically, state law requires that all vehicles owned by cities, counties and other local public entities in Washington State run solely on electricity or biofuel by June 1, 2018, “to the extent practicable”; and

**WHEREAS**, the Department of Commerce rule provides that if the life cycle cost of an electric vehicle is lower than that of the vehicle that would have otherwise been purchased, the purchase of an electric vehicle is “practicable”; and

**WHEREAS**, a June, 2018, report from Coltura<sup>1</sup> revealed that the City of Spokane has only one electric vehicle out of a total fleet of 1,086 vehicles, including 205 passenger vehicles; and

**WHEREAS**, the Coltura Report notes: “Public fleet vehicles are typically replaced on roughly an 8 to 12-year cycle. As vehicles age, they require more maintenance, and the cost of maintaining them begins to exceed the cost of selling them and buying new ones. At the margins, the cost of keeping a 10-year-old vehicle and maintaining it vs. selling it and buying a new one is often minimal. . . . fleets should be strongly encouraged to avoid purchasing new gasoline-powered vehicles at this time (and locking in another 10 years of gasoline usage), and instead defer new purchases for 2-3 years until the electric version of the desired vehicle is available. In this manner, purchasing a gasoline vehicle and effectively locking in a 10-year commitment to purchase gasoline for it can be avoided”; and

**WHEREAS**, both Washington state and the City of Seattle have found that electric vehicles are less expensive over their lifespan than comparable gasoline-powered vehicles; and

**WHEREAS**, as of November, 2018, Fleet Services had spent approximately \$1.8 million on motor fuel from outside vendors that year; and

**WHEREAS**, the Spokane City Council passed Ordinance C-35668 (Aug. 20, 2018), over a Mayoral veto, which created a Sustainability Action Commission and set the goal that the City of Spokane would be powered by 100% clean energy by the year 2030; and

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<sup>1</sup> “Recharge Required: A review of public fleets in Washington state on June 1, 2018, the effective date of public fleet electrification law,” (“Coltura Report”) *available at*: <https://static1.squarespace.com/static/5888d6bad2b857a30238e864/t/5b178e098a922d09f2110ab7/1528270398394/White+Paper> (last visited April 24, 2019).

**WHEREAS**, the joint City Council-Administration Strategic Plan makes plain the City's strong commitment "[t]o build an effectively manage innovative infrastructure that supports community accessibility, mobility, and resiliency" to "[r]edefine sustainability and advance as a core principle" and to "[d]evelop and implement human and financial management practices that are sustainable, transparent, efficient, and accountable;" and

**WHEREAS**, for many City vehicles, it is currently not practicable to substitute electric vehicles, but current City practice does not require the replacement of vehicles for which there is a practicable electric alternative; and

**WHEREAS**, the City can reduce maintenance costs by purchasing multiple vehicles with a similar power source and electric vehicles are generally less expensive to maintain than fossil fuel powered vehicles over the useful life of the vehicle; and

**WHEREAS**, for all the foregoing reasons, and as provided in SMC 15.05.050, it is the intent and policy of the City of Spokane to building a uniform fleet of electric vehicles.

**NOW, THEREFORE**, the City of Spokane does ordain:

**Section 1:** That section 07.06.175 of the Spokane Municipal Code is repealed in its entirety.

**Section 2:** That a new section 07.06.175A of the Spokane Municipal Code is enacted to read as follows:

**Section 07.06.175A Procurement of Clean Fuel Vehicles**

- A. Beginning on the effective date of this section, and pursuant to the rules adopted by the Department of Commerce at chapter 124-29 WAC, each replacement vehicle purchased the City of Spokane will be one powered by electricity or biofuel. The City's goal is to ensure that one hundred percent (100%) of the City-owned vessels, vehicles, and construction equipment shall be fueled by electricity or biofuel by 2030. Nothing in this section is intended to require the replacement of equipment before the end of its useful life. Compressed natural gas, liquefied natural gas, or propane may be substituted for electricity or biofuel if the Department of Commerce determines that electricity and biofuel are not reasonably available. Collectively, for purposes of this section, vehicles which are powered by electricity, biofuel, natural gas, liquefied natural gas, and propane are "clean fuel vehicles."
- B. Pursuant to WAC 194.29.030, the City Fleet Services Department shall, no later than August 1, 2020, notify the City Council's Public Infrastructure, Environment, and Sustainability Committee as to whether it is practicable to use electricity or

biofuels to fuel police, fire or other emergency response vehicles, including utility vehicles frequently used for emergency response, and a plan for reaching the 100% clean fuel goal established in the prior subsection. If the replacement of a City vehicle with a clean fuel vehicle is not practicable, the City Administrator shall notify the Department of Commerce of the City's decision to exempt such vehicles from the requirements of this section as part of the City's annual reporting under WAC 194-29-080.

- C. Pursuant to WAC 194.29.030, the City Fleet Services Department shall notify the City Council's Public Infrastructure, Environment, and Sustainability Committee in writing whenever it believes it is not practicable to replace a vehicle or vehicles with an electric vehicle as required by RCW 43.325.080. Absent prior notification and approval by the Committee, requests for proposal and other procurement efforts to obtain replacement vehicles that are not electric shall not be processed except within the terms of an emergency declared by the Mayor in regards to the purchase of a specific vehicle.
- D. Beginning on the effective date of this section, and except as provided in subsections B and C above, new vehicle purchases for which no comparable replacement clean fuel vehicle is available shall be deferred for at least two (2) years.
- E. When considering whether the purchase of a clean fuel vehicle is economically feasible or is more cost-effective than the purchase of a non-fuel vehicle, the City shall take into account the total life cycle cost of each vehicle, including the cost of fuel over the useful life of the vehicle.

**PASSED** by the City Council on \_\_\_\_\_.

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

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Effective Date

DRAFT

## Briefing Paper

### PIES Committee

<b>Division &amp; Department:</b>	Engineering Services
<b>Subject:</b>	Sunset Blvd. – Royal to Lindeke Administrative Reserve Increase
<b>Date:</b>	5/20/19
<b>Contact (email &amp; phone):</b>	Joel Graff, <a href="mailto:jgraff@spokanecity.org">jgraff@spokanecity.org</a> , 625-7757
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	6 year Street Plan
<b>Strategic Initiative:</b>	Innovative Infrastructure
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	For council consideration. Request will be forwarded to the council agenda for approval.
<b><u>Background/History:</u></b>  <p><i>Engineering Project #2014094</i> – Sunset Blvd. from Royal to Lindeke is a street project in the West Hills neighborhood.</p> <p>The project design will change the traffic patterns in the area at Rustle. Recently, area businesses have identified an issue with the Sunset to Assembly to Burch connection. The design team has reviewed truck turning movements in the area of concern and determined that changes are needed at the newly realigned intersection. The traffic revisions will drive additional truck traffic to this area and the intersection will need modifications to safely accommodate these movements.</p> <p>Previously, Engineering Services requested \$150,000 to cover the costs associated with changing the storm system alignment due to utility conflicts.</p> <p>Our analysis of the funding required for completion omitted asphalt pre-level. Pre-level quantities are a significant cost on this road due to the way in which state highways are constructed. Each direction of travel was built as a separate road that has now been joined at the median. Upon removal of the median, the preexisting conditions were revealed to show a large elevation gap between the two old roadways, primarily at the bends. A significant amount of pre-level will be required to complete the project.</p> <p>Engineering Services is requesting an additional \$250,000 to complete the work and retain adequate reserve to finish the project.</p>	

## Briefing Paper

### Public Infrastructure, Environment, and Sustainability Committee

<b>Division &amp; Department:</b>	Public Works Division / Integrated Capital Management
<b>Subject:</b>	6-Year Comprehensive Street Program Draft
<b>Date:</b>	5/20/19
<b>Contact (email &amp; phone):</b>	bblankenagel@spokanecity.org
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	
<b>Committee(s) Impacted:</b>	
<b>Type of Agenda item:</b>	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	6-Year Comprehensive Street Program: Final Reconciliation and DRAFT program
<b>Background/History:</b> In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>• This annual update facilitates:             <ul style="list-style-type: none"> <li>○ Compliance with the Growth Management Act and RCW 35.77.010,</li> <li>○ City of Spokane can qualify for grant and low interest loan funds,</li> <li>○ Meets requirement that the City maintain a 6-Year Capital Improvement plan for its capital street program.</li> </ul> </li> <li>• <b>Review of new projects in the program.</b> <ul style="list-style-type: none"> <li>○ Link to the <a href="#">Draft Program</a></li> </ul> </li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts:	
<b>Operations Impact:</b> Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

**STREET PROGRAM  
RECONCILIATION SHEET  
New Projects Added to Six-Year  
Program (2020-2025)**

**Comprehensive Plan Chapter 4 Policies TR:**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaigns	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Ben Burr Crossings at 2nd and 3rd Ave	X	X	X	X	X		X						X	X	X					X	X		X
Maple-Wellesley Intersection			X	X		X	X	X	X	X			X										
Wellesley Ave, Market to Haven	X	X	X			X	X	X	X	X		X	X			X	X		X				X
Geiger Road from Medical Lake Int to Grove Rd Int.	X	X	X			X		X	X	X		X	X			X			X	X			
South University Gateway Bicycle Linkage Feasibility Study	X	X	X	X	X		X			X		X			X					X	X		X
Unpaved Roadway Paving Program	X	X					X						X			X	X		X				X
Triangle Truss Bridge Deck Replacement	X	X	X	X	X	X	X		X						X	X				X			
School Safety Program	X	X		X	X		X						X	X	X					X	X	X	



STREET PROGRAM RECONCILIATION SHEET				
( Comparing 2020-25 against 2019-24 6yr. Program)				
New Projects Added to Six-Year Program (2020-2025)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Pedestrian and Bicycle</i> 2020	<b>Ben Burr Crossings of 2nd and 3rd Ave</b>	Install HAWK signals at the Ben Burr crossings of 2nd and 3rd Avenues (the Perry St alignment).	This will improve conditions for crossing these higher speed arterial streets for pedestrians and bicyclists.	<b>\$1,150,000</b>
<i>Capital Improvements</i> 2022	<b>Maple-Wellesley Intersection</b>	Widen the intersection to incorporate an independent right-turn lane and improve traffic flow. More storage for west-bound Thru.	This will improve safety for travel and reduce bottleneck congestion.	<b>\$1,145,000</b>
<i>Capital Improvements</i> 2020	<b>Wellesley - Market to Haven</b>	Street reconstruction and elevation changes. Utility and street work will align the updated roadway with changes that will be brought forward ahead of the NSC construction.	Coordinating efforts with WSDOT's NSC project to Wellesley with the new elevations of the stree to the east.	<b>\$3,000,000</b>
<i>Capital Improvements</i> 2019 - 2020	<b>Geiger Road from Medical Lake Interchange to Grove Road Interchange</b>	Street and utility reconstruction of the Geiger Road as part of a multi-jurisdictional project. Spokane County is lead on the project.	Integrated multi-jurisdictional coordination to facilitate further economic development opportunities.	<b>\$15,000,000</b> <b>(\$1,000,000 City)</b>
<i>Pedestrian and Bicycle</i> 2020	<b>South University Gateway Bicycle Linkage Feasibility Study</b>	Study of pathway opportunities between the south landing of the University District Gateway Bridge to the Ben Burr Trail aligning along the railroad viaduct bank.	Assessment of feasibility of a trail connection as well as parrallel routing to Sprague Avenue for this portion of the bicycle network.	<b>\$100,000</b>
<i>Pedestrian and Bicycle</i> 2020	<b>South University Gateway Bicycle E-W Linkage</b>	Implement feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge.	This project will follow the results of the similarly named Feasibility Study to implement the resulting recommendations.	<b>\$3,000,000</b>
Honorable Mention Projects				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Capital Improvements</i> 2020 - 2025	<b>Unpaved Roadway Paving Program</b>	Asphalt paving of unpaved streets within the city.	Several streets are yet unpaved within the city limits, and need some attention to provide appropriate service to Spokane citizens.	<b>\$750,000/Yr</b>
<i>Pedestrian and Bicycle</i> 2019	<b>Triangle Truss Bridge Deck Replacement</b>	Bridge deck replacement.	Existing wood decking is deteriorating and coming loose.	<b>\$300,000</b>
<i>Pedestrian and Bicycle</i> 2020 - 2025	<b>School Safety Program</b>	School safety infrastructure including crossings, signals, sidewalks, and other equipment.	Safety aspects for walking routes to schools.	<b>\$2,000,000</b>
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	
<i>Pedestrian and Bikeways</i>	<b>Bikeshare Feasibility Study</b>		Complete	
<i>Pedestrian and Bikeways</i>	<b>Centennial Trail, Mission Ave Gap Phase I</b>		Complete	
<i>Capital Improvements</i>	<b>Crestline St. Lane Reduction</b>		Complete	
<i>Capital Improvements</i>	<b>Falls Avenue from Lower Crossing St to Elm St</b>		Complete	
<i>Capital Improvements</i>	<b>Green Street at Ermina Avenue Intersection Improvements</b>		Complete	
<i>Capital Improvements</i>	<b>High Drive - 29th Ave to 21st Ave</b>		Complete	
<i>Capital Improvements</i>	<b>Holland Avenue - Normandy St to Colton St</b>		Re-direct	
<i>Capital Improvements</i>	<b>Maxwell-Mission Ave Lane Reduction</b>		Complete	

<i>Capital Improvements</i>	<b>Mission Ave, Division to Hamilton</b>		Complete	
<i>Capital Improvements</i>	<b>Monroe Street Lane Reduction and Hardscape</b>		Complete	
<i>Capital Improvements</i>	<b>Sharp Avenue Pervious Asphalt, Pearl to Hamilton</b>		Complete	
<i>Pedestrian and Bikeways</i>	<b>U-District Pedestrian and Bike Bridge</b>		Complete	

## Briefing Paper

### Public Infrastructure, Environment, and Sustainability Committee

<b>Division &amp; Department:</b>	Public Works - Environmental Programs
<b>Subject:</b>	2016 Greenhouse Gas Emissions Update/Comparison
<b>Date:</b>	May 20th, 2019
<b>Author (email &amp; phone):</b>	Cadie Olsen, <a href="mailto:colsen@spokanecity.org">colsen@spokanecity.org</a> 625-6968
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
<b>Strategic Initiative:</b>	Innovative Infrastructure: Putting Renewable Resources to Work
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Final Comparison Report scheduled to be published near the end of June, 2019

#### Background/History:

In 2017, Spokane City Council passed Ordinance C35519, setting Spokane's Greenhouse Gas (GHG) reduction goal to reduce GHG emissions created within the boundaries of the City of Spokane by at least 30% below the 2005 baseline level by the year 2030. In order to track progress toward this goal the City has now completed five greenhouse gas emissions inventories for the years: 1990, 2005, 2010, 2012, and 2016. However, due to changes in protocols, emissions factors, and global warming potentials (multiplying factors) comparisons between inventory years are extremely problematic. A true comparison would require re-calculating past years using the same methods used for 2016 data. It appears the Ordinance intended to address community-scale emissions, so this will be the focus of the briefing. Local government emissions are not mentioned in the Ordinance, although this is the area the City operational decisions are most likely to influence.

For the current inventory on 2016 data, the City of Spokane contracted with Gonzaga University to complete the comprehensive report including emissions from local government operations as well as community-scale emissions.

#### Executive Summary:

- Overall, emissions in both sectors have decreased from 2005 through 2016.
- With an emissions reduction of ~~34.7%~~ 10.1% since 2005, the community-scale GHG emissions for 2016 totaled roughly 2.1 million metric tons of CO<sub>2</sub> equivalency (MTCO<sub>2</sub>e). Therefore, the City's 2030 reduction goal of 2.26 million MTCO<sub>2</sub>e has ~~has not~~ been met.
- 54% of the total community-scale GHG emissions originate from Stationary Energy, or energy use in buildings. Stationary Energy emissions have decreased by 19% since 2005 and 3.8% since 2012.
- The community-scale emissions from transportation have increased by 5.8% since the previous 2012 inventory, while the total population has increased by 8.5%. Compared to the State of Washington, Spokane's carbon emissions coming from the Transportation sector are

16% lower; with 62% of carbon emissions coming from transportation state-wide (U.S. Energy Information Administration, 2019) and only 46% coming from transportation in Spokane.

- Many municipalities set goals for both community-scale and local government operations. If the City intends to meet 30% reduction goals in local government too, emissions need to be decreased by approximately 29% from the 2016 emissions total, or a 2.07% average reduction annually. Local government operations emissions total 149,903 MTCO<sub>2</sub>e, which is a 7.5% decrease from 2012, and a 1.97% decrease from estimated emissions from 2005.
- The largest source of local government emissions that could be reduced by operational changes are electricity (49%), and fugitive emissions from solid waste (16%). Community-wide Waste-to-Energy emissions are expected to remain consistent because of plant optimization. Fuels burned in City fleets (17%), natural gas (9%), other fugitive (6%) power generation (3%), refrigerants and propane (1%) comprise the remainder of emissions.

**Budget Impact:**

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☐ Yes ☒ No

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impact:**

Consistent with current operations/policy? ☒ Yes ☐ No

Requires change in current operations/policy? ☐ Yes ☒ No

Specify changes required:

Known challenges/barriers:

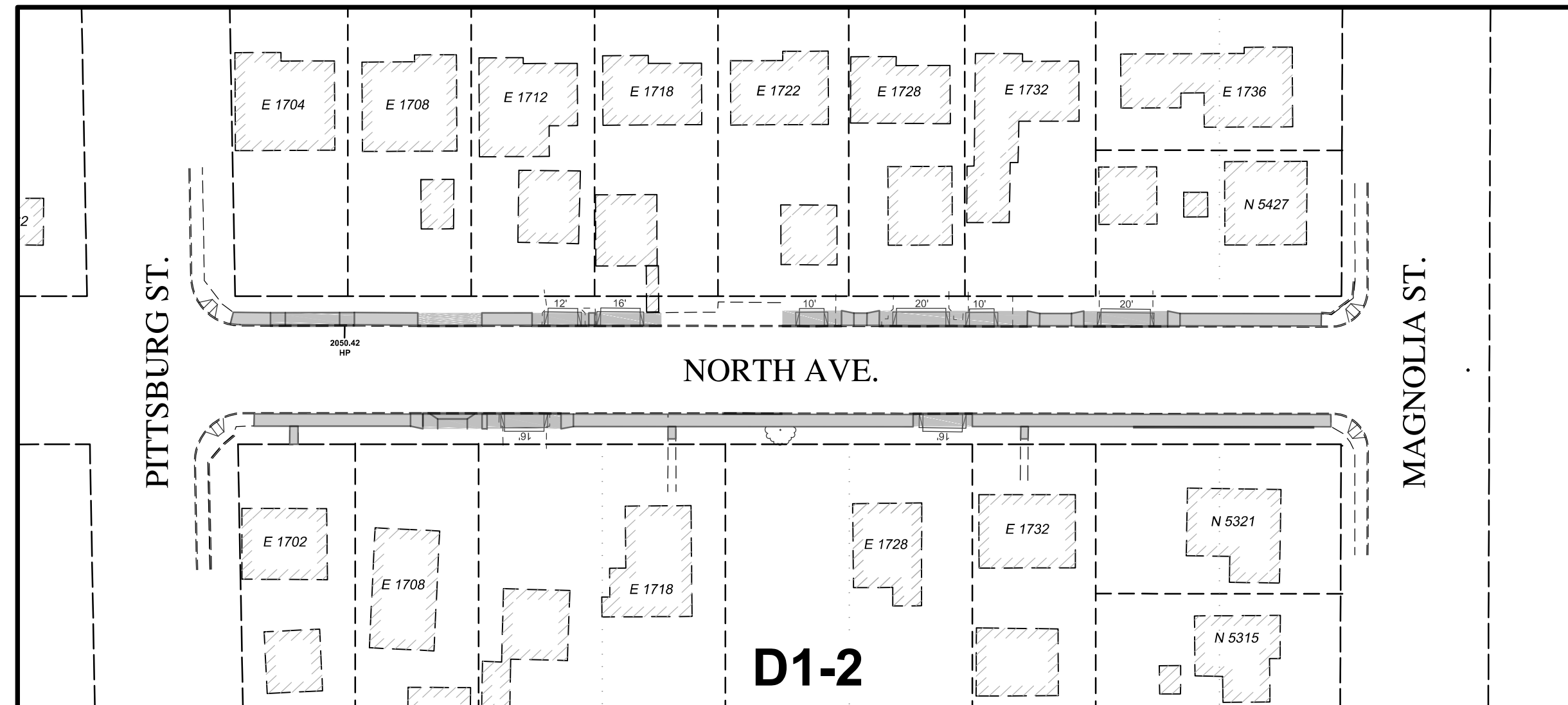
## Briefing Paper

### PIES

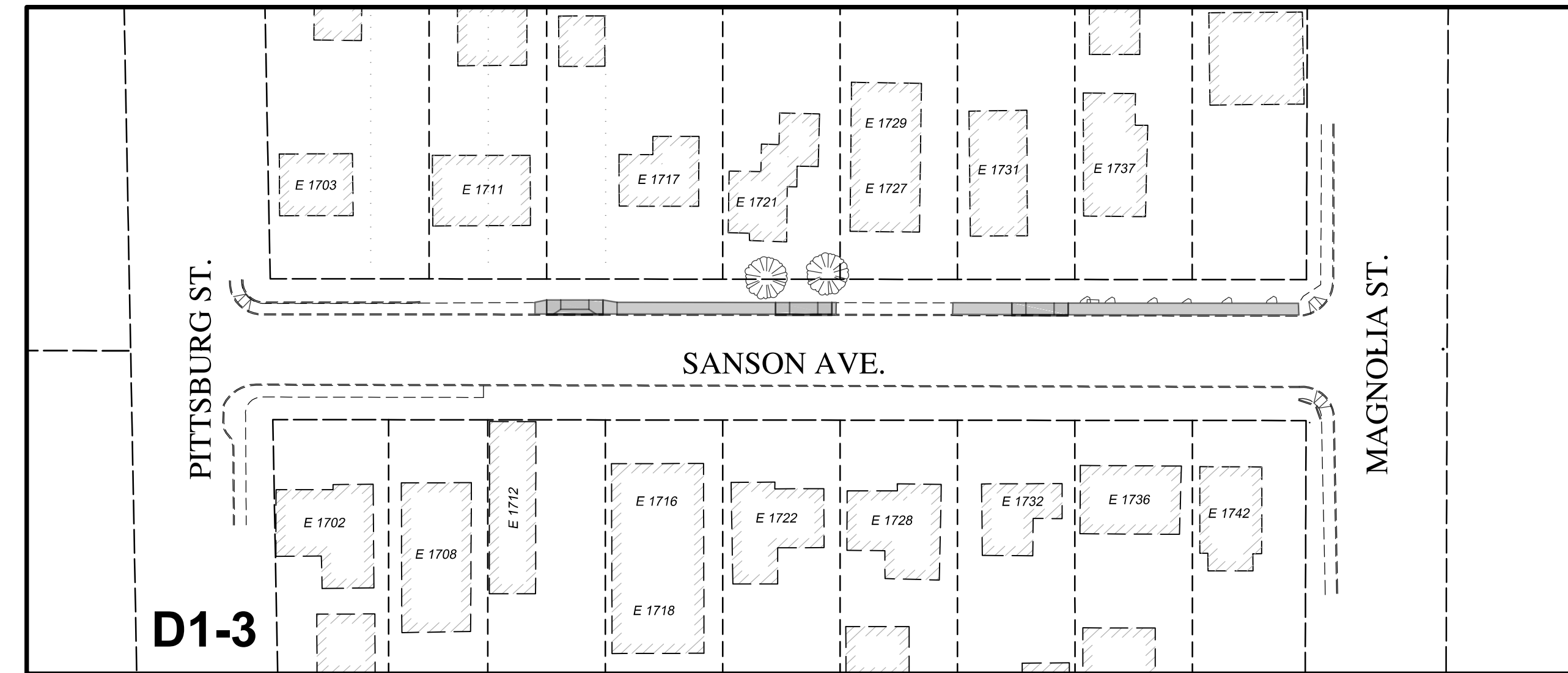
<b>Division &amp; Department:</b>	Engineering Services; Public Works
<b>Subject:</b>	Annual Neighborhood Traffic Calming Projects (Cycle 7)
<b>Date:</b>	May 20, 2019
<b>Contact (email &amp; phone):</b>	Dan Buller ( <a href="mailto:dbuller@spokanecity.org">dbuller@spokanecity.org</a> , 625-6391)
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	6 Year Street Plan
<b>Strategic Initiative:</b>	Innovative Infrastructure
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Approval of construction contracts (once bids are opened and recommendation to award submitted to council for approval)
<b>Background/History:</b> <ul style="list-style-type: none"> <li>This is the annual neighborhood traffic calming project.</li> </ul>	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>The project has components throughout the city.</li> <li>Project components include sidewalk infill, curb ramps, curb bumpouts, center islands, a HAWK signal and speed feedback signs.</li> <li>Refer to the attached three exhibits for more information.</li> <li>Also refer to table below for additional work not pictured in attached three exhibits.</li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
<b>Operations Impact:</b> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

Not pictured:

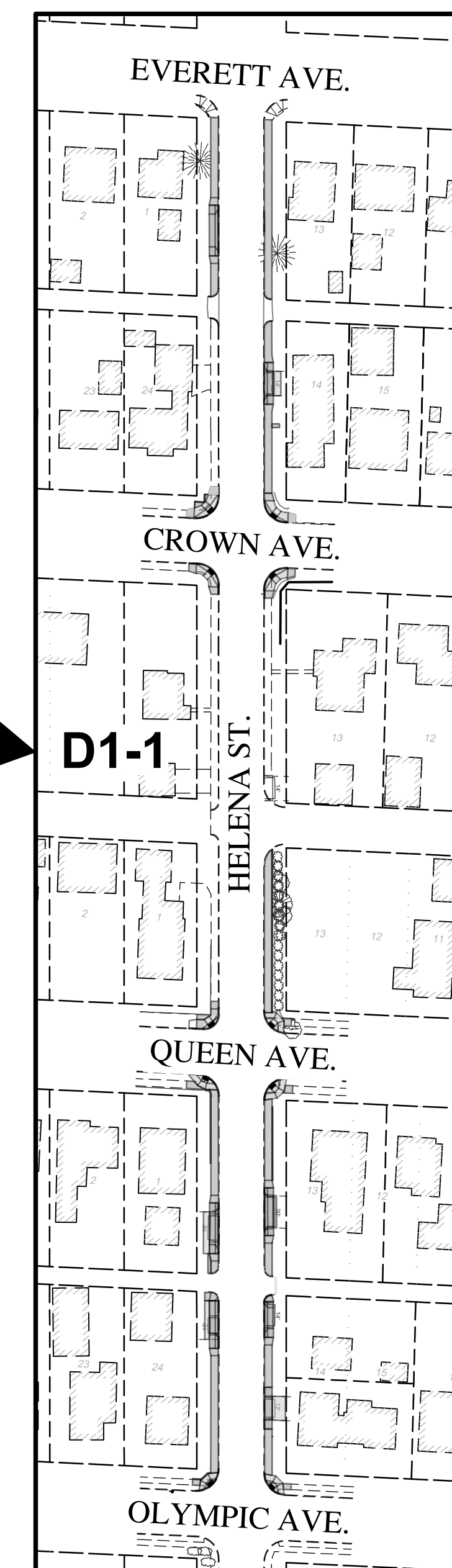
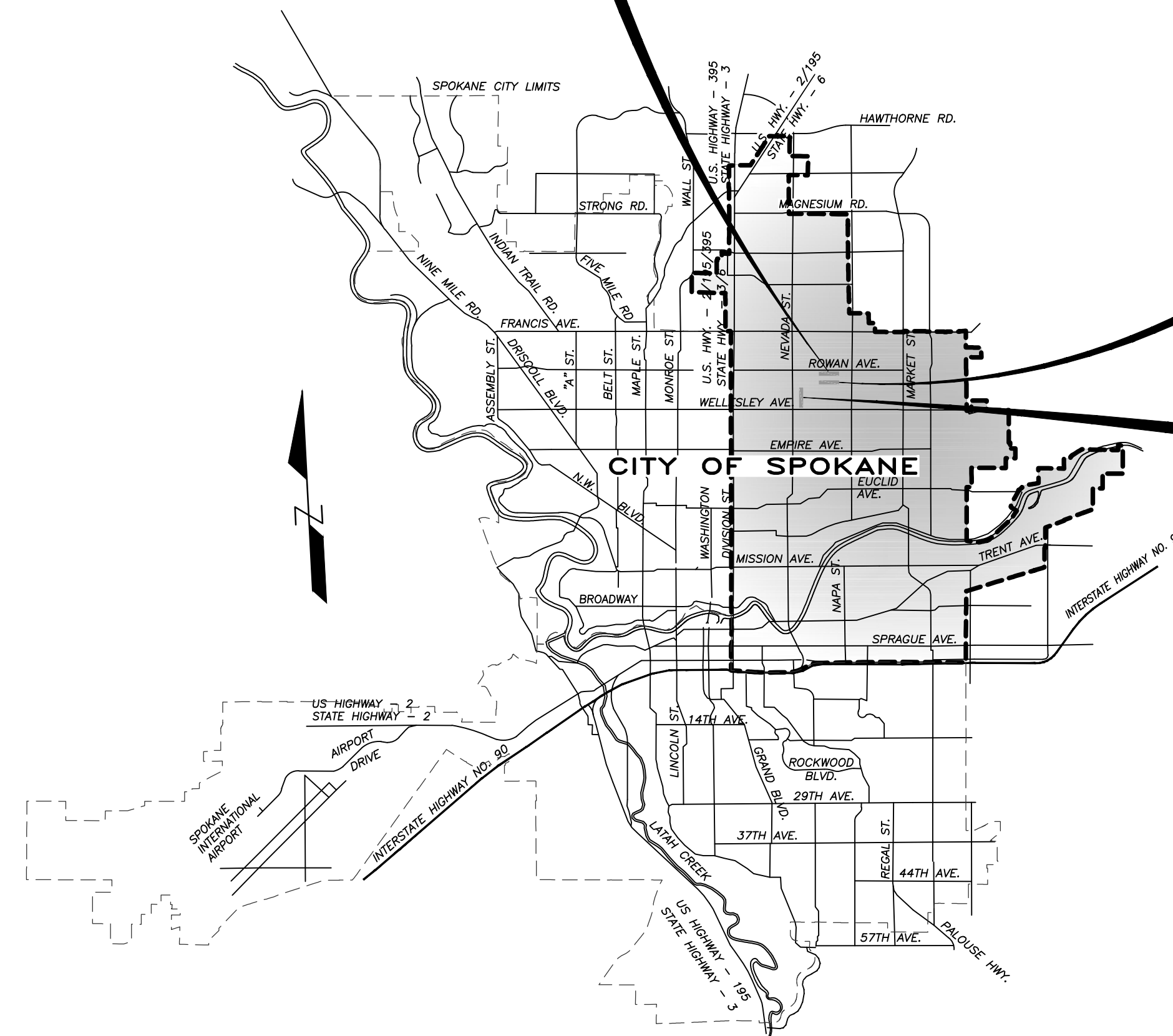
Location	What
Helena & Everett	School 20 MPH speed signs
9 <sup>th</sup> & Cowley	Crosswalk
17 <sup>th</sup> & Cook to Regal	Sharrows
Fiske & 12 <sup>th</sup> to 17 <sup>th</sup>	Sharrows
Rockwood & Syringa	Speed feedback sign
Rockwood & Sherman	Speed feedback sign
Freya & 42nd	Speed feedback sign
Freya & 45th	Speed feedback sign
NW Blvd & H St.	Speed feedback sign
NW Blvd & E St.	Speed feedback sign
Belt & Shadle center	Crosswalk



Sidewalk infill



D1-3



D1-1

Sidewalk infill

#### DISTRICT 1

G2-1 COVER SHEET, INDEX SHEET, VICINITY MAP

D1-1 HELENA STREET - OLYMPIC AVE. TO EVERETT AVE.  
D1-2 NORTH AVENUE - PITTSBURG ST. TO MAGNOLIA ST.  
D1-3 SANSON AVENUE - PITTSBURG ST. TO MAGNOLIA ST.

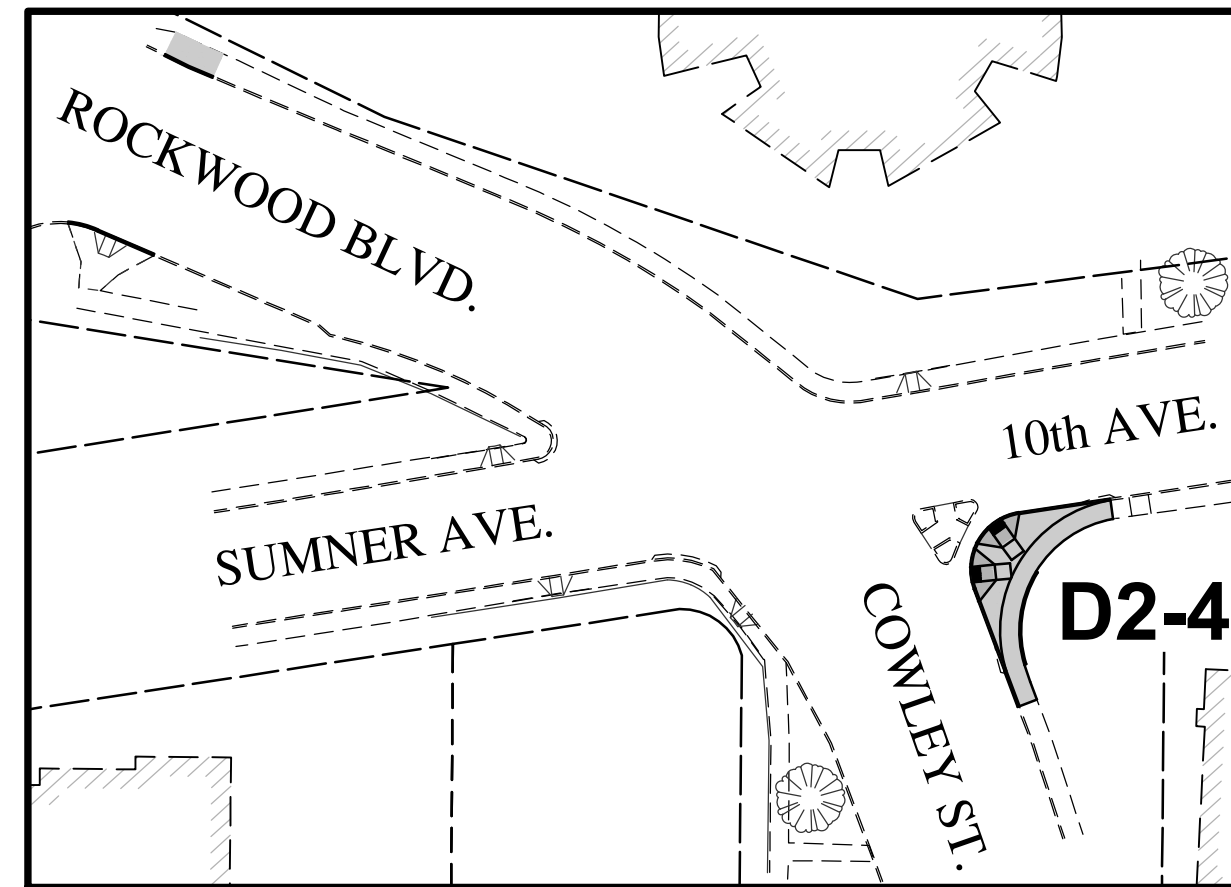
# DISTRICT 1

City Project # 2017046

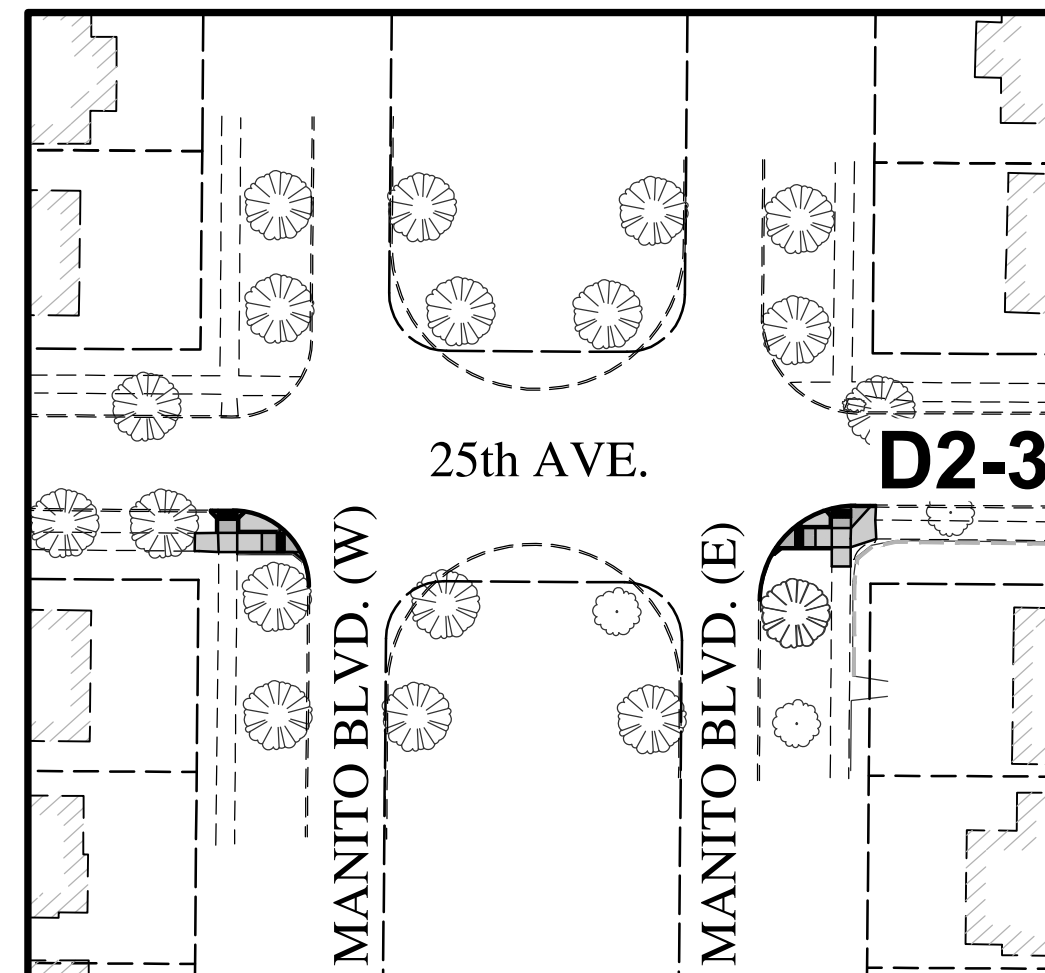
FOR THE CONSTRUCTION OF:  
PAVING, CURB, GUTTER, AND SIDEWALKS;  
STORM SEWER AND STRUCTURES;  
WATER, AND OTHER RELATED ITEMS.



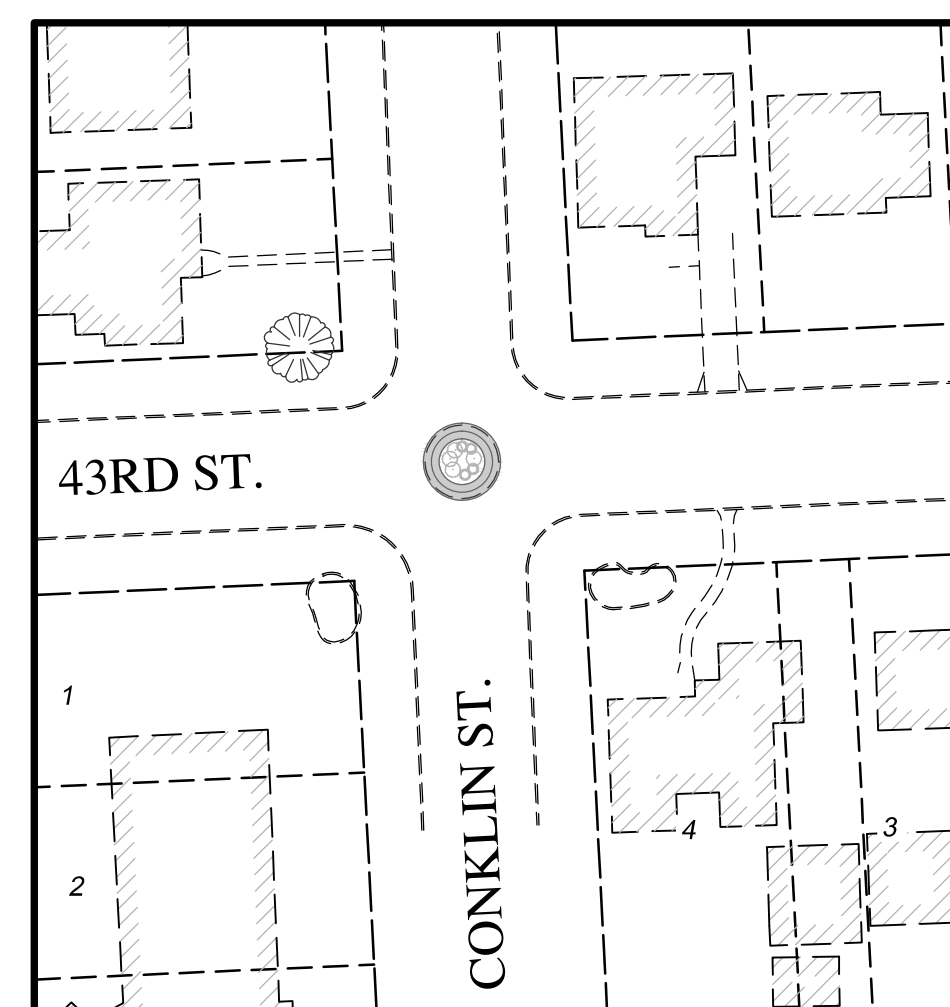




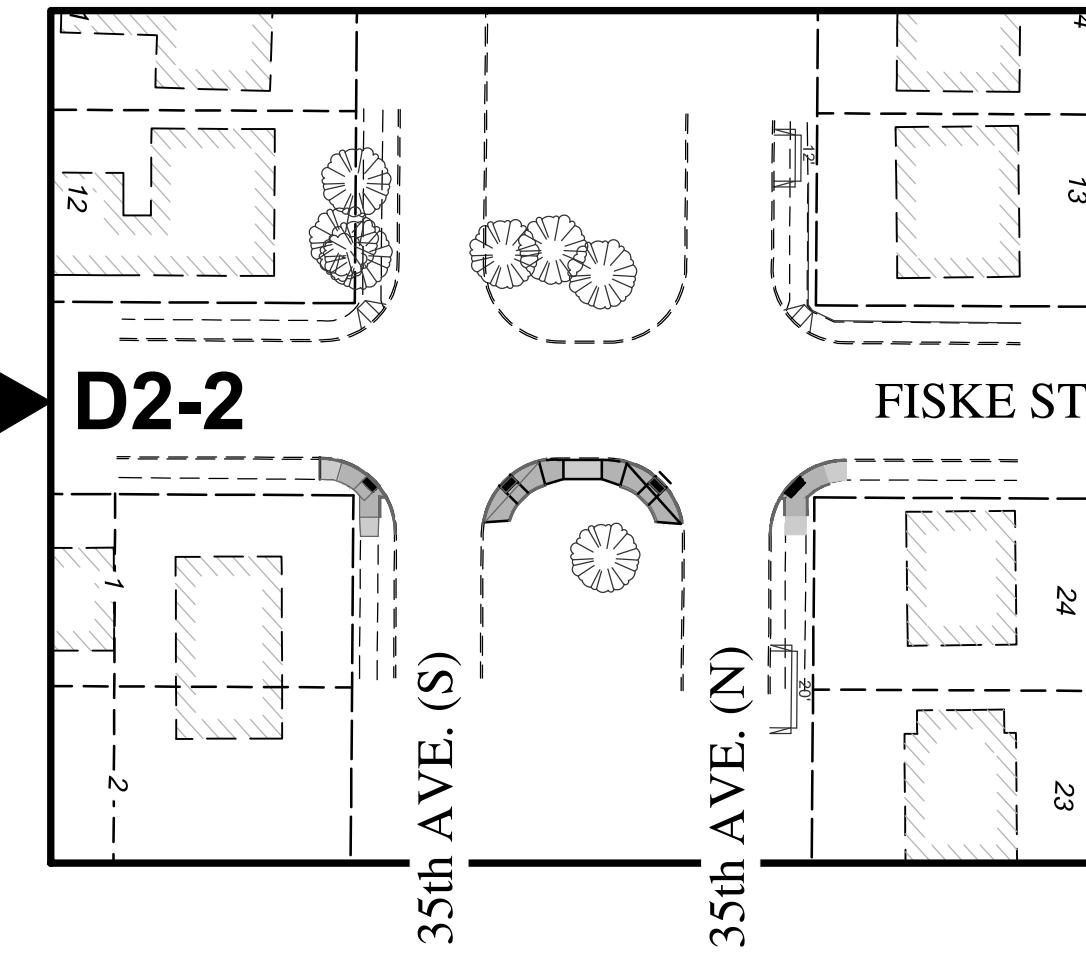
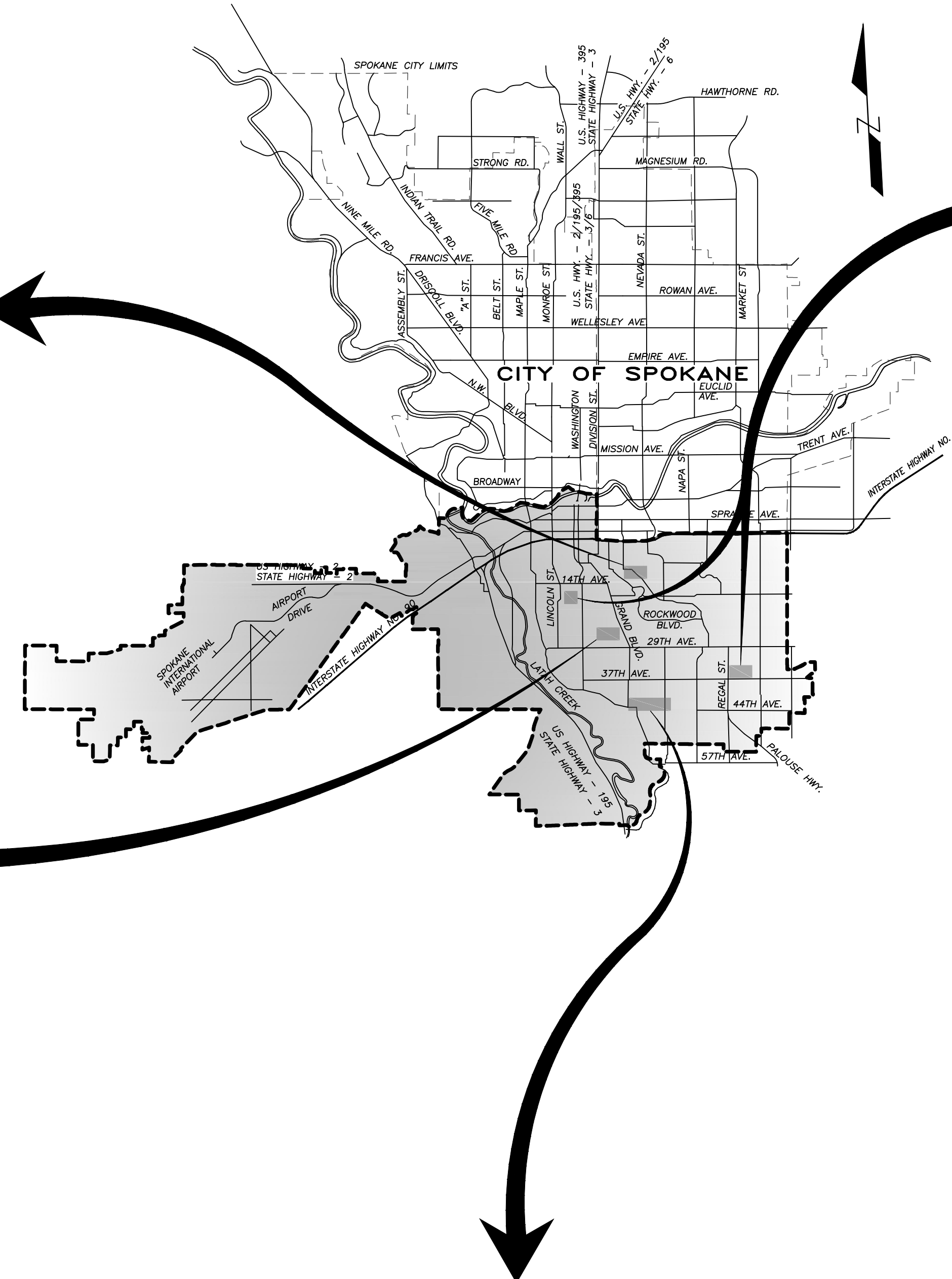
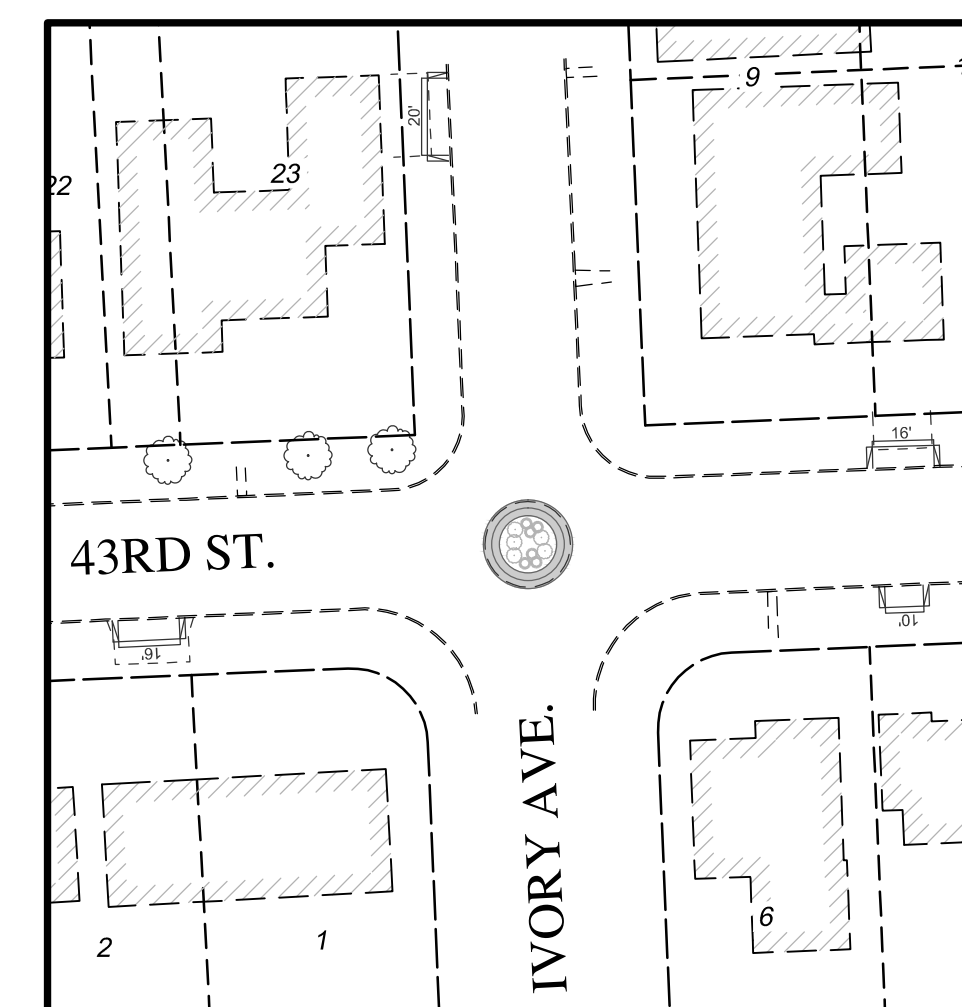
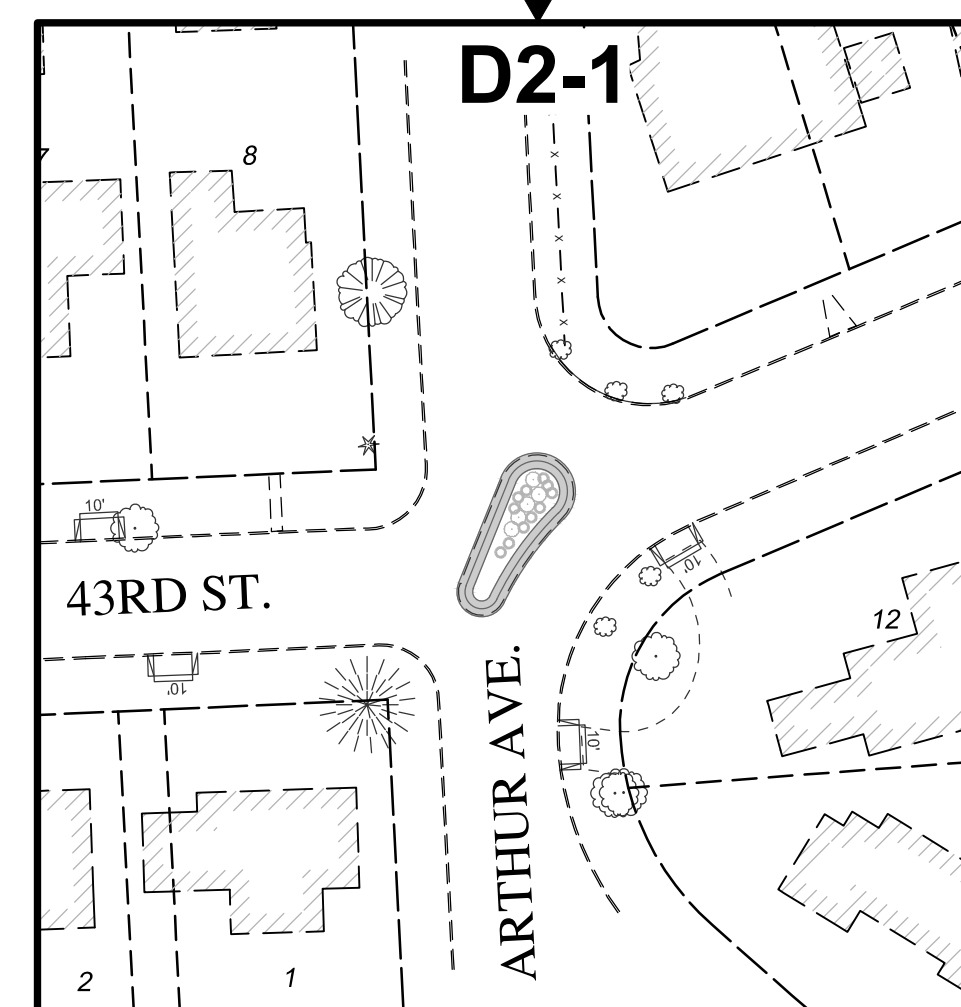
Crosswalk across 10th & radius revision



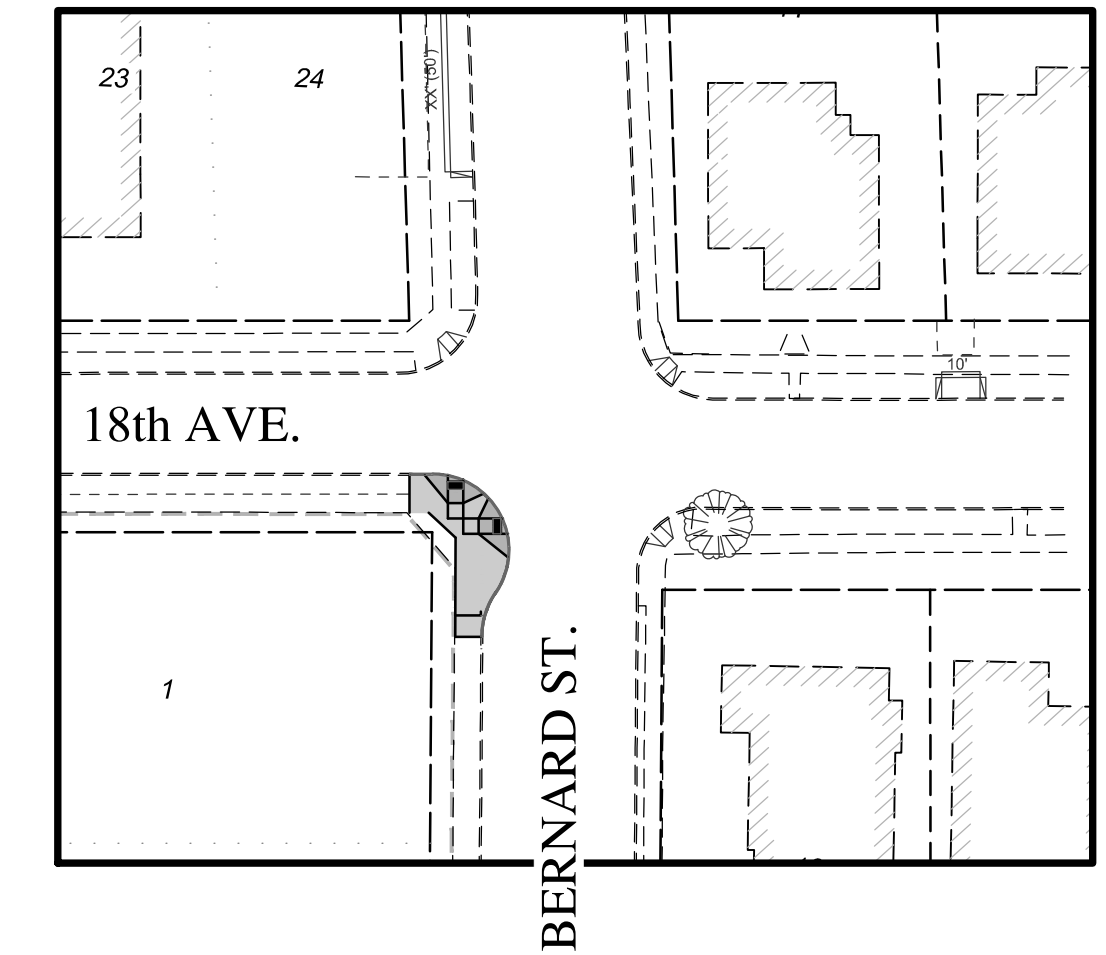
Crosswalk across Manito & ADA ramps



Traffic circles & associated signing



ADA ramps



Bumpout & crosswalk

## DISTRICT 2

G1-1 COVER SHEET, INDEX SHEET, VICINITY MAP

D2-1 43rd STREET - CONKLIN ST, ARTHUR ST, IVORY ST.

D2-2 35th AVE. & FISKE ST. 18th AVE. & BERNARD ST.

D2-3 25th AVE. & MANITO BLVD.

D2-4 10th AVE. & ROCKWOOD BLVD.

LS-1 43rd STREET - CONKLIN ST, ARTHUR ST, IVORY ST.

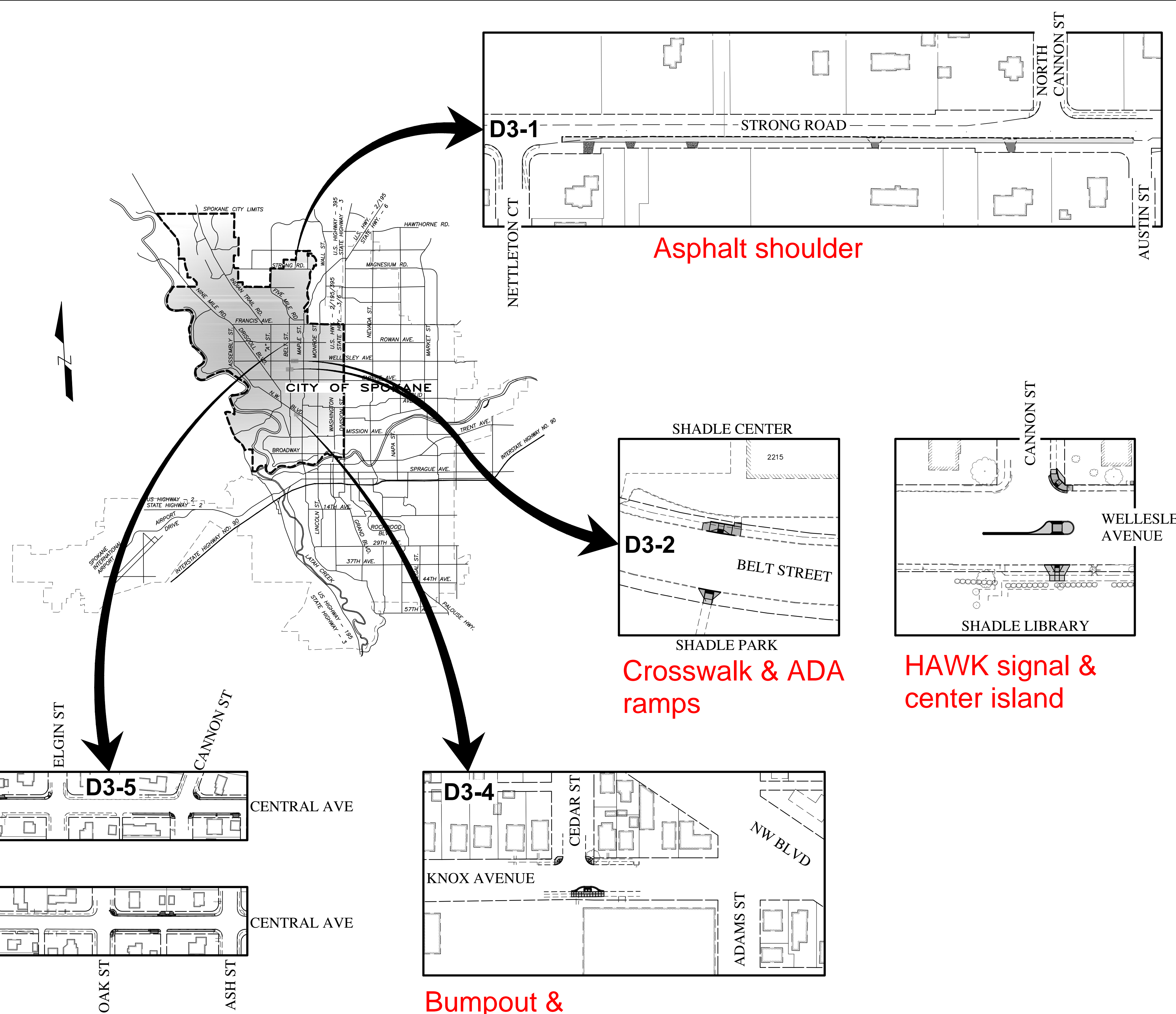


# DISTRICT 2

City Project # 2017047

FOR THE CONSTRUCTION OF:  
PAVING, CURB, GUTTER, AND SIDEWALKS;  
STORM SEWER AND STRUCTURES;  
WATER, AND OTHER RELATED ITEMS.





Asphalt shoulder

Crosswalk & ADA ramps

HAWK signal & center island

Sidewalk infill

Bumpout & crosswalk

### DISTRICT 3

- G3-1 COVER SHEET, INDEX SHEET, VICINITY MAP
- D3-1 STRONG ROAD - NETTLETON ST. TO AUSTIN RD.
- D3-2 BELT ST. @ SHADLE PARK  
WELLESLEY AVE. & CANNON ST.
- D3-3 KNOX AVE. & CEDAR ST.
- D3-4 CENTRAL AVENUE - BELT ST. TO ASH ST.

# DISTRICT 3

City Project # 2017048

FOR THE CONSTRUCTION OF:  
PAVING, CURB, GUTTER, AND SIDEWALKS;  
STORM SEWER AND STRUCTURES;  
WATER, AND OTHER RELATED ITEMS.



## Briefing Paper PIES

<b>Division &amp; Department:</b>	Engineering Services; Public Works
<b>Subject:</b>	33 <sup>rd</sup> Ave. – Bernard to Division
<b>Date:</b>	May 20, 2019
<b>Contact (email &amp; phone):</b>	Dan Buller ( <a href="mailto:dbuller@spokanecity.org">dbuller@spokanecity.org</a> , 625-6391)
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	6 Year Sewer and 6 Year Water Plans
<b>Strategic Initiative:</b>	Innovative Infrastructure
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Approval of construction contracts (once bids are opened and recommendation to award submitted to council for approval)
<b>Background/History:</b> <ul style="list-style-type: none"> <li>This project started as a grind and overlay several years ago but was delayed to permit inclusion of various needed utility work on this reach.</li> </ul>	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>Project includes water transmission and distribution main replacement, replacement of a stretch of broken sewer, grind and overlay of a portion and full rebuild of the remainder of impacted street.</li> <li>Construction has been timed to occur after Sacajawea Middle School is out for the summer, and be completed near the start of the school year.</li> <li>Special signing will help ensure safe ped crossing through the work zone on the high ped volume Manito Blvd.</li> <li>Refer to the attached exhibit.</li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
<b>Operations Impact:</b> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	





## Briefing Paper

### Public Infrastructure, Environment, and Sustainability Committee

<b>Division &amp; Department:</b>	Public Works Division / Integrated Capital Management
<b>Subject:</b>	Special Budget Ordinance for Southside Sports Complex project
<b>Date:</b>	5/20/19
<b>Contact (email &amp; phone):</b>	bblankenagel@spokanecity.org
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	
<b>Committee(s) Impacted:</b>	
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Special Budget Ordinance Park Department's Southside Sports Complex project.
<b>Background/History:</b> KXLY property sale in preparation for eventual further development of the Southside Sports Complex included a stipulation that funds from the sale be utilized to build a trail as part of the development. The funds were accepted into the Paths and Trails fund. This SBO will transfer the funds to the Parks Department to fund the trail portion of the development project that is now ready to move forward.	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>Stipulation of the KXLY property sale was to build a trail as part of the Southside Sports Complex development</li> <li>Funds were held in the Paths and Trails fund, and are now being transferred to the Parks Department for that development.</li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts:	
<b>Operations Impact:</b> Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

ORDINANCE NO \_\_\_\_\_

An ordinance amending Ordinance No. C-35703, passed by the City Council December 10, 2018, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2019, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2019, and providing it shall take effect immediately upon passage", and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2019 budget Ordinance No. C-35703, as above entitled, and which passed the City Council December 10, 2018, it is necessary to make changes in the appropriations of the Paths & Trails Fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the Paths & Trails Fund, and the budget annexed thereto with reference to the Paths & Trails Fund, the following changes be made:

FROM:	1500-99999 99999	Paths & Trails Undesignated Reserves	300,000
TO:	1500-95849 95620-56501	Paths & Trails Construction of Fixed Assets	<u>\$ 300,000</u>

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to budget for trail development in the Southgate Neighborhood as stipulated in the original KXLY property sale, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest: \_\_\_\_\_  
City Clerk

Approved as to form: \_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Effective Date

## Briefing Paper

### Public Infrastructure, Environment and Sustainability Committee

<b>Division &amp; Department:</b>	Public Works Division; Solid Waste Disposal
<b>Subject:</b>	Extension of Sole Source Contract with McCoy Power Consultants
<b>Date:</b>	
<b>Contact (email &amp; phone):</b>	Chris Averyt, <a href="mailto:caveryt@spokanecity.org">caveryt@spokanecity.org</a> , 625-6540
<b>City Council Sponsor:</b>	May 20, 2019
<b>Executive Sponsor:</b>	Scott Simmons, Director, Public Works
<b>Committee(s) Impacted:</b>	Public Infrastructure, Environment and Sustainability Committee
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
<b>Strategic Initiative:</b>	Innovative Infrastructure – Resiliency; Sustainable Resources – 21 <sup>st</sup> Century Workplace
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Council approval to extend the contract with McCoy Power Consultants and allow the Waste to Energy Facility to remain in compliance with the NERC/FERC Reliability Standards.
<b>Background/History:</b> <p>All power producers are required to be in compliance with the National Electric Reliability Corporation (NERC) and the Federal Energy Regulatory Commission (FERC) Reliability Standards. Non-compliance with these standards can lead to extensive fines, and the City does not have the internal experience to develop, implement and maintain the program necessary for compliance with these standards.</p> <p>In 2016, Sole Source resolution was issued to McCoy Power Consultants to provide services at the Waste to Energy Facility to ensure compliance with these standards. A contract was put in place that allowed for 3 one-year extensions. This will be the third extension.</p>	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li>Sole source contract extension #3 of 3 with McCoy Power Consultants to provide NERC/FERC Reliability Standards compliance services.</li> <li>Contract extension will begin on July 1, 2019 and run through June 30, 2020.</li> <li>Annual cost for these services is \$90,000.00.</li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
<b>Operations Impact:</b> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

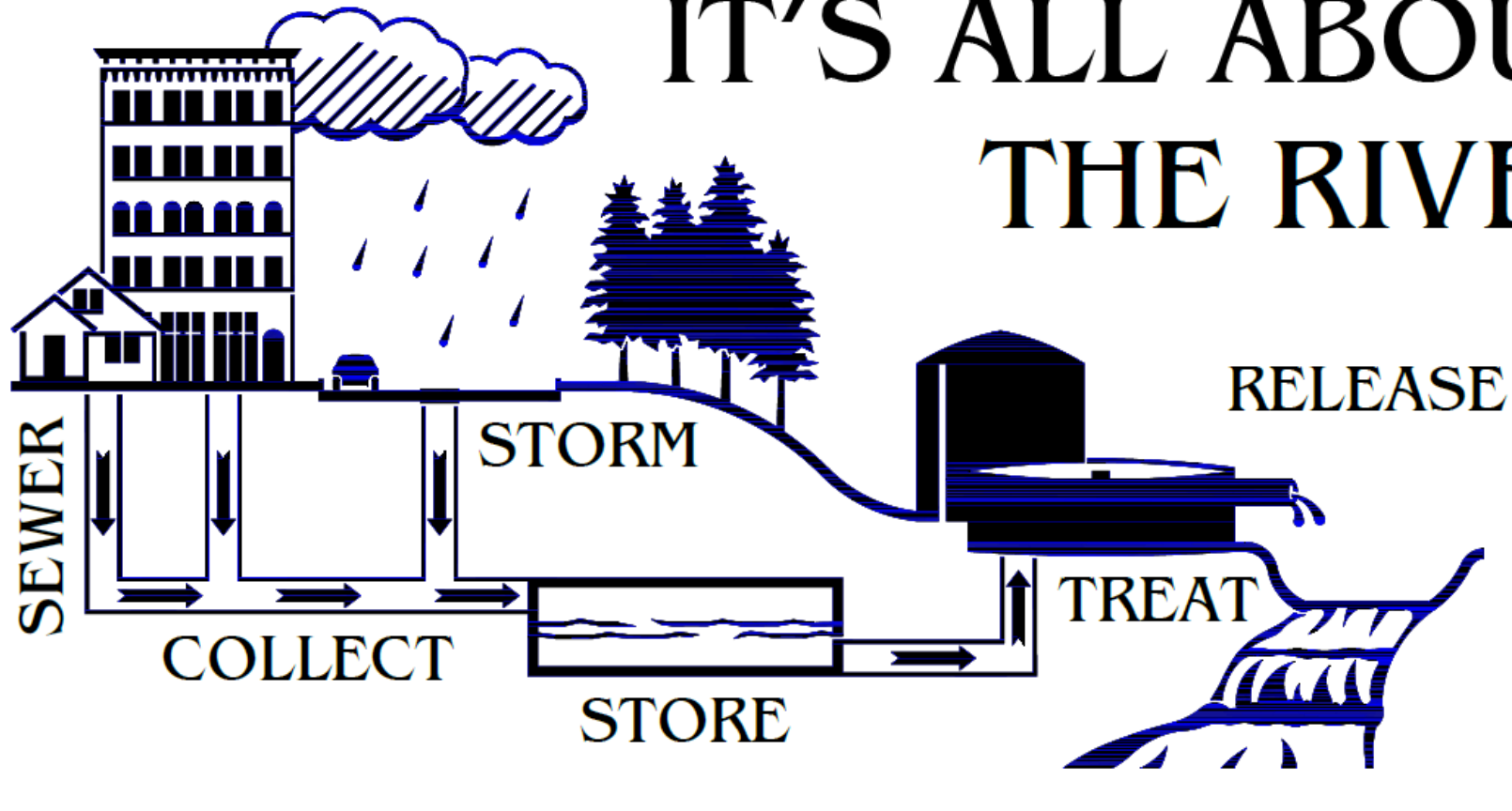


## Briefing Paper

### Public Infrastructure & Environmental Sustainability

<b>Division &amp; Department:</b>	Public Works/Engineering Services
<b>Subject:</b>	CSO Informational Signs
<b>Date:</b>	May 20, 2019
<b>Contact (email &amp; phone):</b>	Michele Vazquez: <a href="mailto:Mvazquez@spokanecity.org">Mvazquez@spokanecity.org</a> 625-6102
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons, Director, Public Works
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b>	
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Manufacturing and installation of five signs which provide information relating to the siting and purpose of City of Spokane underground CSO tanks/systems.
<b>Background/History:</b> <p>The City of Spokane has made tremendous strides in development of CSO tanks reducing contaminant runoff to the Spokane River. The tanks, once installed, are invisible to the public, and therefore the tanks, and the understanding of the benefit to our community and river is lost. The purpose of these signs is to demark a few of the City's tanks which are near travel lanes and to provide on-going public education as to the existence and role of the CSO tanks in support of river health and water quality. The educational signage has been proposed as one method of keeping the tanks and their work at 'eye level'. In May, 2018 a consultant contract was issued for the design and development of the CSO informational signs and in April, 2019 an invitation to bid for the manufacture and installation of the CSO informational signs. This invitation to bid was shared with a number of sign companies on the MRSC Roster. Two bids were received by the bid submission date (May 1, 2019) and Baldwin Signs provided low bid (for a Total Base price of \$60,663.65). Contract negotiations are in process with the intent of bringing a contract forward for City Council briefing on June, and a council decision on June 3, 2019.</p>	
<b>Executive Summary:</b> <ul style="list-style-type: none"> <li><i>The CSO Informational Signage Invitation to Bid was issued on April 5; the submission of bids was due on May 1 and two bids were received.</i></li> <li><i>Baldwin Signs was deemed the low bid with a Total Base Price of \$60663.65.</i></li> <li><i>Contract negotiations are in process with the intent of bringing a contract forward for City Council briefing June 3, 2019, and a council decision on June 3, 2019.</i></li> <li><i>Completion of the installation of the CSO Informational signage is schedule for no later than October 31.</i></li> </ul>	
<b>Budget Impact:</b> <p>Approved in current year budget?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No    <input type="checkbox"/> N/A  Annual/Reoccurring expenditure?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No    <input type="checkbox"/> N/A  If new, specify funding source:  Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<b>Operations Impact:</b> <p>Consistent with current operations/policy?    <input type="checkbox"/> Yes    <input type="checkbox"/> No    <input checked="" type="checkbox"/> N/A  Requires change in current operations/policy?    <input type="checkbox"/> Yes    <input type="checkbox"/> No    <input checked="" type="checkbox"/> N/A  Specify changes required:  Known challenges/barriers:</p>	

# IT'S ALL ABOUT THE RIVER





## Briefing Paper (PIES)

<b>Division &amp; Department:</b>	Street
<b>Subject:</b>	Asphalt Mixes
<b>Date:</b>	5/20/2019
<b>Contact (email &amp; phone):</b>	<a href="mailto:rhowerton@spokanecity.org">rhowerton@spokanecity.org</a> / 625-7741
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
<b>Strategic Initiative:</b>	Infrastructure
<b>Deadline:</b>	
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	
<b>Background/History:</b> <i>This material is used by the Street Department, Parks Department, Sewer Maintenance and Water Department. The City of Spokane Purchasing Department requested bids this year, 2019 (Bid # 4520-19) from the major asphalt producers in the region. Inland, Shamrock &amp; POE Asphalt. POE was slightly cheaper but they are located in Idaho and is not cost effective to drive that far. We use Inland and Shamrock whichever is closest time wise to our project. Also the price varies month to month depending on the current price of oil. This is a five year (5) VB with prices adjusted monthly with the price of oil. The estimated annual cost for all departments is \$1,925,000.</i>	
<b>Executive Summary:</b> <b>Impact</b> <ul style="list-style-type: none"> <li>The Street Department plans to grind and overlay approximately 8 lane miles of arterial streets, along with patching sewer and water cuts for the City Utilities.</li> </ul> <b>Action</b> <ul style="list-style-type: none"> <li>Approve the use of Annual Blanket Orders for Asphalt Mixes from both Inland and Shamrock Paving.</li> </ul> <b>Funding</b> <ul style="list-style-type: none"> <li>This has been programmed in to the Department's 2019 budget.</li> </ul>	
<b>Budget Impact:</b> Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
<b>Operations Impact:</b> Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	

# Briefing Paper

## Public Infrastructure, Environment, and Sustainability

<b>Division &amp; Department:</b>	Public Works Division / Integrated Capital Management
<b>Subject:</b>	South Gorge Trail – WA State Commerce Dept. Grant
<b>Date:</b>	May 20, 2019
<b>Author (email &amp; phone):</b>	Eric Lester <a href="mailto:elester@spokanecity.org">elester@spokanecity.org</a>
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons
<b>Committee(s) Impacted:</b>	Urban Experience
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b> (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	South Gorge Trail project charter, 6-year Comprehensive Street Plan, WA Department of Commerce Direct Grant Program
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	June 1, 2018
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	City approval of grant agreement allowing for subsequent draw of grant funds as project costs are incurred.
<p><b>Background/History:</b> At the behest of local state legislators the WA State Commerce Department has awarded the City of Spokane grant monies as part of Commerce's 2017-2019 Direct Grant Program for Local and Community Projects. Funding is to be applied to the planned South Gorge Trail project as stipulated by the project's Recreation and Conservation Office (RCO) grant.</p>	
<p><b>Executive Summary:</b></p> <ul style="list-style-type: none"> <li>July 2018: City notified it is recipient of the WA Commerce Department 2017-2019 Direct Grant Program for Local and Community Projects. Total value: \$242,500.00</li> <li>Grant dollars are to be applied to design and construction costs directly associated with the City of Spokane's South Gorge Trail project.</li> <li>Funds may serve as required matching funds to Recreation and Conservation Office project grant funds.</li> <li>Funds to be applied to both phases of the South Gorge Trail, with Phase 1 construction in 2019, and Phase 2 construction scheduled for 2020.</li> </ul>	
<p><b>Budget Impact: \$242,500</b></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If new, specify funding source: WA State Dept of Commerce</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<p><b>Operations Impact: n/a</b></p> <p>Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	

Executive Summary:

- *The Sunset-Assembly-Birch intersection will need to be changed to accommodate truck turning movements. It is estimated this work will cost approximately \$100,000.*
- *The previous administrative reserve request did not include asphalt pre-leveling, which is significant for the remainder of the project. It is estimated that this work will cost approximately \$150,000.*
- *Payments have been issued to date for \$3,759,910.93. The authorized budget with administrative reserve is \$4,854,071.80.*
- *An additional \$250,000 is being requested to complete the project*

Council Update on use of Administrative Reserve increases: Engineering Services has requested administrative reserve increases on 10 of 65 projects in the past two construction seasons. 5 of those projects have been finalized, and we have needed to use ~\$220,000 of the \$685,000 authorized.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No ☐ N/A

Annual/Reoccurring expenditure? ☐ Yes ☒ No ☐ N/A

If new, specify funding source:

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No ☐ N/A

Requires change in current operations/policy? ☐ Yes ☐ No ☐ N/A

Specify changes required:

Known challenges/barriers:

# Briefing Paper

## Public Infrastructure, Environment, and Sustainability

<b>Division &amp; Department:</b>	Public Works – Riverside Park Water Reclamation Facility
<b>Subject:</b>	Purchase and Sole Source Resolution of Plug Valves, Parts and Supplies
<b>Date:</b>	May 20 <sup>th</sup> , 2019
<b>Contact (email &amp; phone):</b>	Michael Cannon, Assistant Plant Manager, 625-4642 <a href="mailto:mcannon@spokanecity.org">mcannon@spokanecity.org</a>
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons, Director, Public Works
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b>	2019 operating budget
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	June 1 <sup>st</sup> , 2019
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Council approval to authorize sole source procurement and authorizing its purchase from KGS Northwest, LLC. to supply Milliken plug valves, parts and supplies.
<p><u>Background/History:</u> RPWRF uses Milliken plug valves throughout the plant and at the City's lift stations. Using the same valves decrease the time needed to do the replacements and eliminates the need to make piping modifications to accommodate size differences that would be associated with valves of other manufacturers. Using different valves would increase the time the plant or station would need to be off-line thereby increasing the risk of system failure. The same maintenance crews attend to both the plant and the lift stations. There are over 200 plug valves at the treatment plant alone, and Milliken has been adopted to provide the benefits and cost savings of the reduction of required parts inventories, the reduction of training required for staff to maintain multiple brands of valves, the increased safety that comes with familiarity and standardization.</p> <p>The Sole Source Resolution declaring Milliken plug valves, parts and supplies procurement from the only authorized dealer, KGS Northwest, LLC. (Bellevue, WA) at an estimated cost of \$500,000 over 5 years for June 1, 2019 through May 31, 2024.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> <li><u>Impact</u> – In order to continue RPWRF and sewer lift station operations without interruption or significant cost impacts, plug valve standardization is beneficial and requested.</li> <li><u>Action</u> – RPWRF is seeking Council approval to authorize sole source procurement and authorizing its purchase from KGS Northwest, LLC. the only authorized dealer to supply plug valves, parts and supplies.</li> <li><u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates.</li> </ul>	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Department</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	

# Briefing Paper

## Public Infrastructure, Environment, and Sustainability

<b>Division &amp; Department:</b>	Public Works – Riverside Park Water Reclamation Facility
<b>Subject:</b>	Purchase and Sole Source Resolution of Controllers, Probes, Parts and Supplies
<b>Date:</b>	May 20 <sup>th</sup> , 2019
<b>Contact (email &amp; phone):</b>	Michael Cannon, Assistant Plant Manager, 625-4642 <a href="mailto:mcannon@spokanecity.org">mcannon@spokanecity.org</a>
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons, Director, Public Works
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b>	
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	June 1 <sup>st</sup> , 2019
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Council approval to authorize sole source procurement and authorizing its purchase from Field Instruments & controls, Inc. to supply Endress+Hauser universal controllers, probes, parts and supplies.
<p><u>Background/History:</u> RPWRF uses Endress+Hauser universal controllers because the joint ventures group, including Jacobs engineering, incorporated EH instrumentation into the all aspects of the NLT upgrade because of their positive experience with EH instrumentation in several of the other plants that they have designed and built. We now have enough experience with EH to confirm that the equipment is of high quality and is dependable. It is in the City's best interest to standardize equipment like this in order to reduce the amount of time and money spent on training and spare parts inventory. It also speeds up the troubleshooting process when something does go wrong.</p> <p>Sole Source Resolution declaring Endress+Hauser universal controllers, probes, parts and supplies sole source procurement and authorizing its purchase from the only authorized dealer, Field Instruments &amp; controls, Inc. (Spokane, WA) at an estimated cost of \$400,000 over 5 years for June 1, 2019 through May 31, 2024.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> <li><u>Impact</u> – In order to continue without interruption or significant cost, each Aeration Basin has a controller that operates several different analytical probes, which are consumable. To not continue with EH would require purchasing new controllers of a different brand to match that brand's probe. This would not only be a large expense for the initial purchase; it would also require fabrication and installation of different mounting brackets and an additional number of items to keep in our inventory for spares. We would have the same situation throughout the plant for radar level measurements and possibly some of the pressure instrumentation. There is also the hidden cost of training Operations as well as maintenance personnel on the use and upkeep of a different brand.</li> <li><u>Action</u> – RPWRF is seeking Council approval to authorize sole source procurement and authorizing its purchase from Field Instruments &amp; Controls, Inc. the only authorized dealer to supply universal controllers, probes, parts and supplies.</li> <li><u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates.</li> </ul>	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Department</p>	

Other budget impacts: (revenue generating, match requirements, etc.)

Operations Impact:

Consistent with current operations/policy?

☒

Yes

☐

No

☐

N/A

Requires change in current operations/policy?

☐

Yes

☒

No

☐

N/A

Specify changes required:

Known challenges/barriers:

# Briefing Paper

## Public Infrastructure, Environment, and Sustainability

<b>Division &amp; Department:</b>	Public Works – Riverside Park Water Reclamation Facility
<b>Subject:</b>	Contract for Sludge Removal in Digester #3
<b>Date:</b>	May 20 <sup>th</sup> , 2019
<b>Contact (email &amp; phone):</b>	Michael Cannon, Assistant Plant Manager, 625-4642 <a href="mailto:mcannon@spokanecity.org">mcannon@spokanecity.org</a>
<b>City Council Sponsor:</b>	
<b>Executive Sponsor:</b>	Scott Simmons, Director, Public Works
<b>Committee(s) Impacted:</b>	PIES
<b>Type of Agenda item:</b>	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
<b>Alignment:</b>	
<b>Strategic Initiative:</b>	
<b>Deadline:</b>	May 1 <sup>st</sup> , 2019
<b>Outcome:</b> (deliverables, delivery duties, milestones to meet)	Council approval to award contract to Big Sky Industrial the lowest winning quote a contract for Digester #3 sludge removal and cleaning.
<p><u>Background/History:</u> The process leaves grit residue, which over time settles and requires us to clean it. If we don't clean it, it will fill with grit and we will be unable to use the digester.</p> <p>Two firms (Big Sky Industrial and NRC) submitted quotes as these two firms are the only two registered with MRSC.org. Award of Contract with Big Sky Industrial (Spokane, WA) who is the lowest responsive bidder who met our requirements to clean and remove sludge from Digester #3. The total cost of the contract, which includes a 10% contingency is \$50,050 plus applicable sales tax.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> <li><u>Impact</u> – In order to continue without interruption or significant cost the digester needs to have sludge removed and cleaned so that we don't lose digester redundancy. In addition if cleaning is delayed, it will hold up our pending expansion joint project.</li> <li><u>Action</u> – RPWRF is seeking Council approval to award Big Sky Industrial the contract to clean digester #3.</li> <li><u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates.</li> </ul>	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If new, specify funding source: Department</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	