

STANDING COMMITTEE MINUTES
City of Spokane
Public Infrastructure, Environment, and Sustainability
May 20, 2019

Committee Members Present

Council Member Breean Beggs, Committee Chair
Council Member Mike Fagan, Vice Committee Chair
Council Member Kate Burke
Council Member Lori Kinnear
Council Member Candace Mumm

Committee Members Absent

Council Member Karen Stratton
Council President Ben Stuckart

Staff Present

Angela Albin-Moore, Chris Averyt, Brandon Blankenagel, Eldon Brown, Dan Buller, Chris Cafaro, Mike Cannon, Carly Cortright, Danielle Cossey, Anna Everano, Marlene Feist, Jacob Fraley, Raylene Gennett, Joel Graff, Nathan Groh, Clint Harris, Curtis Harris, Garrett Jones, Dan Kegley, Rod Mann, Adam McDaniel, Val Melvin, Katherine Miller, Cadie Olsen, Kyle Overbust, David Paine, Jason Sandobal, Mark Serbousek, Scott Simmons, Kyle Twohig, Michele Vazquez, Kandace Watkins

Council Member Beggs called the meeting to order at 10:30 a.m.

Review and Approval of Minutes

Council Member Beggs asked for a motion to approve the minutes of the April 22, 2019 meeting.

- **Action Taken**
- Council Member Fagan moved to approve the minutes of the April 22, 2019 meeting as presented; the motion was seconded by Council Member Kinnear.

Discussion Items

A. Council Requests

1. Consent Items for Discussion
2. Legislative Items
3. Purchasing Electric Vehicles

Council Member Beggs gave a brief overview this item and the draft ordinance in the packet. He spoke about the State requirement for electric fleet for municipals. Scott discussed the coordination with Avista to identify locations for charging stations. An analysis mechanism is being developed to report on vehicle replacements.

4. Green Bins

Council Member Kate Burke spoke about communication from citizens that were wanting to either compost or put their yard waste somewhere other than the

garbage container. She discussed providing green yard waste bins at no charge to citizens to encourage use. Scott Simmons discussed the next rate setting process in 2020 and analyzing operation expenses and revenue of the utilities. Council Member Burke suggested charging more for the largest garbage bin to offset the cost for operations of the yard waste bin and provide it at no cost to citizens. Discussion was had on composting and other opportunities for disposing of yard waste such as at community clean ups.

5. Spokane Falls Boulevard Update

Kyle Twohig gave a brief update on the Spokane Falls Boulevard traffic design and surface treatments. Two lanes of traffic with a bike lane facility, parking along the library, with a raised tabletop for the intersection and shortened crossing sections for Spokane Falls Boulevard. Kyle discussed the options being explored for traffic control to enable use of Spokane Falls Blvd. for events. Discussion was had on the transit bus stop on Main Avenue as well as even busses load/unload. Council Members Mumm and Burke discussed the library's plans for their main entrance relocation and pedestrian crossing.

Scott Simmons gave a brief update on the Post Street Bridge closure on Friday. The bridge inspection firm that was hired to perform an inspection by rope climbing due to the weight limit restrictions suggested the closure. Kyle spoke about the joint load inspections. Discussion was had on the planned bridge replacement, which is in design and anticipated to advertise this fall and completion end of 2021.

Scott Simmons gave a brief update on the rainstorm on May 16th. Staff are still evaluating the information as to the amount of rain received in such a short amount of time. An unrelated water main break at the same time. Crews were called in for cleanup and street sweeping activities are ongoing. Clint Harris spoke about the erosion on TJ Meenach, as well as other remote places with erosion that are being surveyed. Maple/Walnut will be assessed as well. Scott discussed the treatment plant headworks bypass tank hillside erosion. The event was reported to Ecology and we are evaluating the impacts. The erosion has been shored up and working on repairs. Council Member Beggs inquired about the routine evaluation of bike lane sweeping. Scott Simmons discussed the efforts to make sure that bike lanes are receiving the same level of service as travel lanes.

B. Staff Requests

1. City of Spokane recent awards

Marlene Feist gave an overview of the recent awards for the City of Spokane, Public Works and Public Works staff.

- 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 discussed the request to approve the increase to the administrative reserve to the contract for the Sunset Boulevard project. Joel spoke about the additional work required for traffic design taking into account truck traffic for two local hotels. An additional work and cost will be required due to the severe rainstorm on May 16th that is not included in this adjustment.

Strategic Plan Session

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

- 6-year Comprehensive Street Program Draft
Brandon Blankenagel discussed the draft of the street program and will return to Council for approval in June, in advance of the July 1st deadline. The consistency matrix was distributed. It is utilized for verifying that projects are compliant with the Comprehensive plan. He discussed the reconciliation sheet that outlines the new programs, completed and removed programs. Brandon discussed several projects including the Ben Burr Trail crossings, and the South University Gateway Bicycle linkage feasibility study as well as the process of identifying projects to move into the six-year program. Council Member Mumm requested an update on Impact fees on a future PIES agenda.

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:
 - Greenhouse Gas Inventory: Saving Energy
Nathan Groh gave an overview of the greenhouse gas inventory for 2016. He reviewed the results of the inventory and estimations for local municipal operations for emissions of greenhouse gas. He provided a PowerPoint that also included a review of the community measurements of emissions.
- Smart Use of Water Resources for Economic Growth:
- Emerging Smart Water System Resilience Technologies
- Machine Based Learning
Dan Kegley discussed innovations in water system industry such as using machine divers in pipes, satellite leak detection, and most recently to discover machine based learning. Utilizing existing data on pipe types, leak detection, climate, similar soil conditions and gives a factored risk assessment of areas prone to leaks. This will inform staff on long range and short range capital planning.
- Smart Cities Initiatives:

- Street Lights LED Installations - Update on Installations
Val Melvin gave a brief overview of the progress for the conversion of streetlights to LED. From 2006 to 2011, the annual energy savings is estimated to be more than 750,000-kilowatt hours with a rebate of \$84,200 received from Avista. 2014 to present has been an annual energy savings of more than 300,000-kilowatt hours and a rebate of \$66,000. The conversion began in 1997 with traffic signal heads, then in 2006 with pedestrian signal heads and then in 2014 the conversion of overhead street lighting. In 2015-2017 the railroad viaduct tunnel lighting and under-freeway lighting were converted. It is anticipated that the project will be completed in 2020.

Consent Items

1. Annual Neighborhood Traffic Calming Projects (Cycle 7)
2. 33rd 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

Next Public Infrastructure, Environment, and Sustainability Committee Meeting

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

Executive Session

None.

Adjournment

The meeting adjourned at 11:55 a.m.

Prepared by:

Barbara Patrick, Administrative Specialist

Prepared by:

Barbara Patrick, Administrative Specialist



Chair

**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.

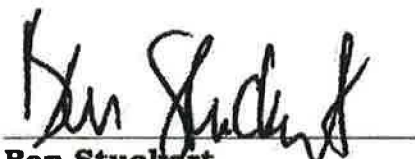
The meeting will be open to the public, with the possibility of moving into executive session only with the members of the City Council and the appropriate staff. No legislative action will be taken. No public testimony will be taken and discussion will be limited to appropriate officials and staff.


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. 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 4th 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. 33rd 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

Briefing Papers

Briefing Paper

Public Infrastructure, Environment and Sustainability Committee

Division & Department:	City Council
Subject:	
Date:	5/20/2019
Contact (email & phone):	Breean Beggs, bbeggs@spokanecity.org
City Council Sponsor:	Breean Beggs
Executive Sponsor:	
Committee(s) Impacted:	PIES, Sustainable Resources/Finance
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	Sustainable Practices, Sustainability
Deadline:	Barring significant Council feedback, this ordinance will be filed for a vote after committee
Outcome: (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
Background/History: 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 ¹ 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.	
Executive Summary: <ul style="list-style-type: none"> 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. 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. 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. 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. 	
Budget Impact: 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.	

¹ "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 Coltura¹ 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

¹ “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

Effective Date

DRAFT

Briefing Paper

PIES Committee

Division & Department:	Engineering Services
Subject:	Sunset Blvd. – Royal to Lindeke Administrative Reserve Increase
Date:	5/20/19
Contact (email & phone):	Joel Graff, jgraff@spokanecity.org , 625-7757
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget , Comp Plan, Policy, Charter, Strategic Plan)	6 year Street Plan
Strategic Initiative:	Innovative Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	For council consideration. Request will be forwarded to the council agenda for approval.
<u>Background/History:</u> <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

Division & Department:	Public Works Division / Integrated Capital Management
Subject:	6-Year Comprehensive Street Program Draft
Date:	5/20/19
Contact (email & phone):	bblankenagel@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	6-Year Comprehensive Street Program: Final Reconciliation and DRAFT program
Background/History: 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.	
Executive Summary: <ul style="list-style-type: none"> • This annual update facilitates: <ul style="list-style-type: none"> ○ Compliance with the Growth Management Act and RCW 35.77.010, ○ City of Spokane can qualify for grant and low interest loan funds, ○ Meets requirement that the City maintain a 6-Year Capital Improvement plan for its capital street program. • Review of new projects in the program. <ul style="list-style-type: none"> ○ Link to the Draft Program 	
Budget Impact: 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:	
Operations Impact: 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	Ben Burr Crossings of 2nd and 3rd Ave	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.	\$1,150,000
<i>Capital Improvements</i> 2022	Maple-Wellesley Intersection	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.	\$1,145,000
<i>Capital Improvements</i> 2020	Wellesley - Market to Haven	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.	\$3,000,000
<i>Capital Improvements</i> 2019 - 2020	Geiger Road from Medical Lake Interchange to Grove Road Interchange	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.	\$15,000,000 (\$1,000,000 City)
<i>Pedestrian and Bicycle</i> 2020	South University Gateway Bicycle Linkage Feasibility Study	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.	\$100,000
<i>Pedestrian and Bicycle</i> 2020	South University Gateway Bicycle E-W Linkage	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.	\$3,000,000
Honorable Mention Projects				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Capital Improvements</i> 2020 - 2025	Unpaved Roadway Paving Program	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.	\$750,000/Yr
<i>Pedestrian and Bicycle</i> 2019	Triangle Truss Bridge Deck Replacement	Bridge deck replacement.	Existing wood decking is deteriorating and coming loose.	\$300,000
<i>Pedestrian and Bicycle</i> 2020 - 2025	School Safety Program	School safety infrastructure including crossings, signals, sidewalks, and other equipment.	Safety aspects for walking routes to schools.	\$2,000,000
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	
<i>Pedestrian and Bikeways</i>	Bikeshare Feasibility Study		Complete	
<i>Pedestrian and Bikeways</i>	Centennial Trail, Mission Ave Gap Phase I		Complete	
<i>Capital Improvements</i>	Crestline St. Lane Reduction		Complete	
<i>Capital Improvements</i>	Falls Avenue from Lower Crossing St to Elm St		Complete	
<i>Capital Improvements</i>	Green Street at Ermina Avenue Intersection Improvements		Complete	
<i>Capital Improvements</i>	High Drive - 29th Ave to 21st Ave		Complete	
<i>Capital Improvements</i>	Holland Avenue - Normandy St to Colton St		Re-direct	
<i>Capital Improvements</i>	Maxwell-Mission Ave Lane Reduction		Complete	

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

Briefing Paper

Public Infrastructure, Environment, and Sustainability Committee

Division & Department:	Public Works - Environmental Programs
Subject:	2016 Greenhouse Gas Emissions Update/Comparison
Date:	May 20th, 2019
Author (email & phone):	Cadie Olsen, colsen@spokanecity.org 625-6968
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Innovative Infrastructure: Putting Renewable Resources to Work
Deadline:	
Outcome: (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 CO₂ equivalency (MTCO₂e). Therefore, the City's 2030 reduction goal of 2.26 million MTCO₂e 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 MTCO₂e, 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:

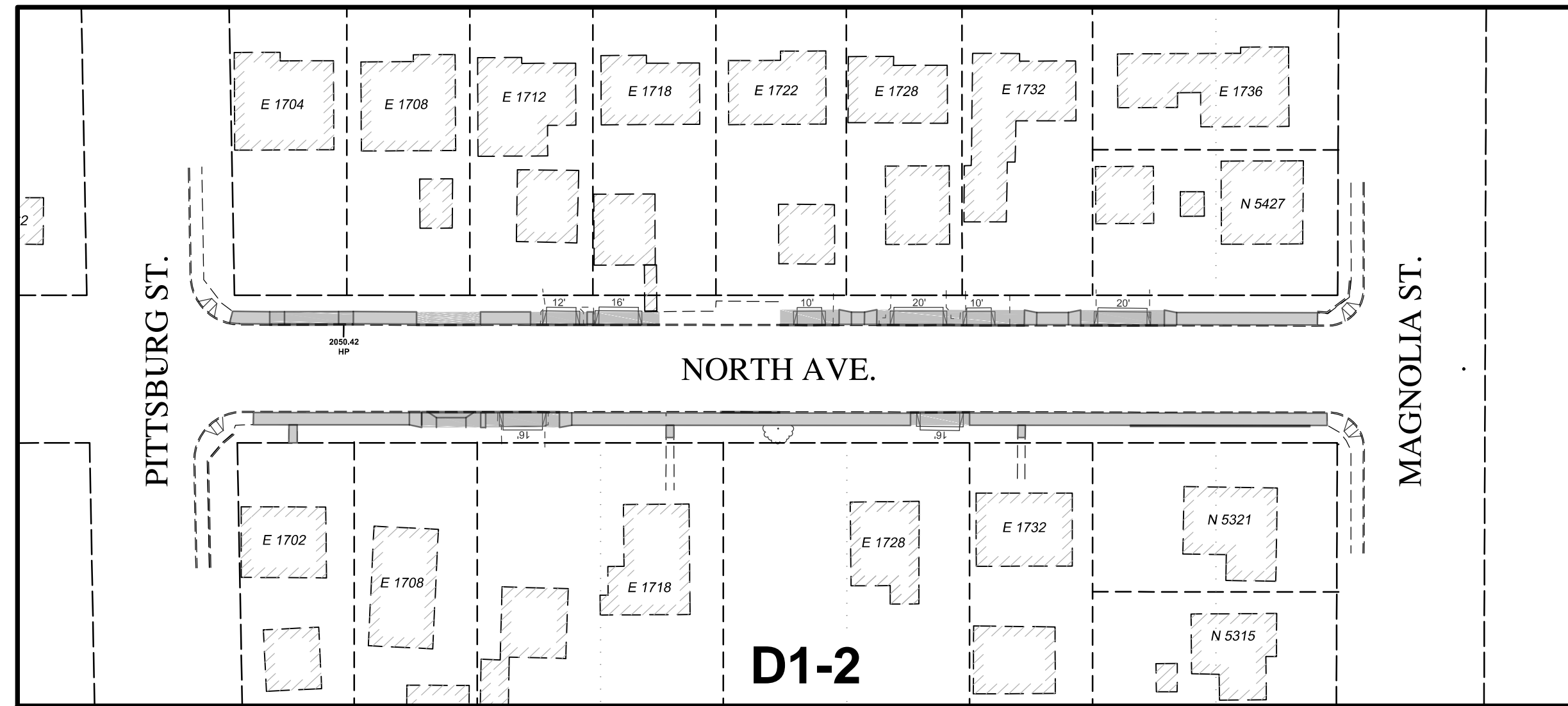
Briefing Paper

PIES

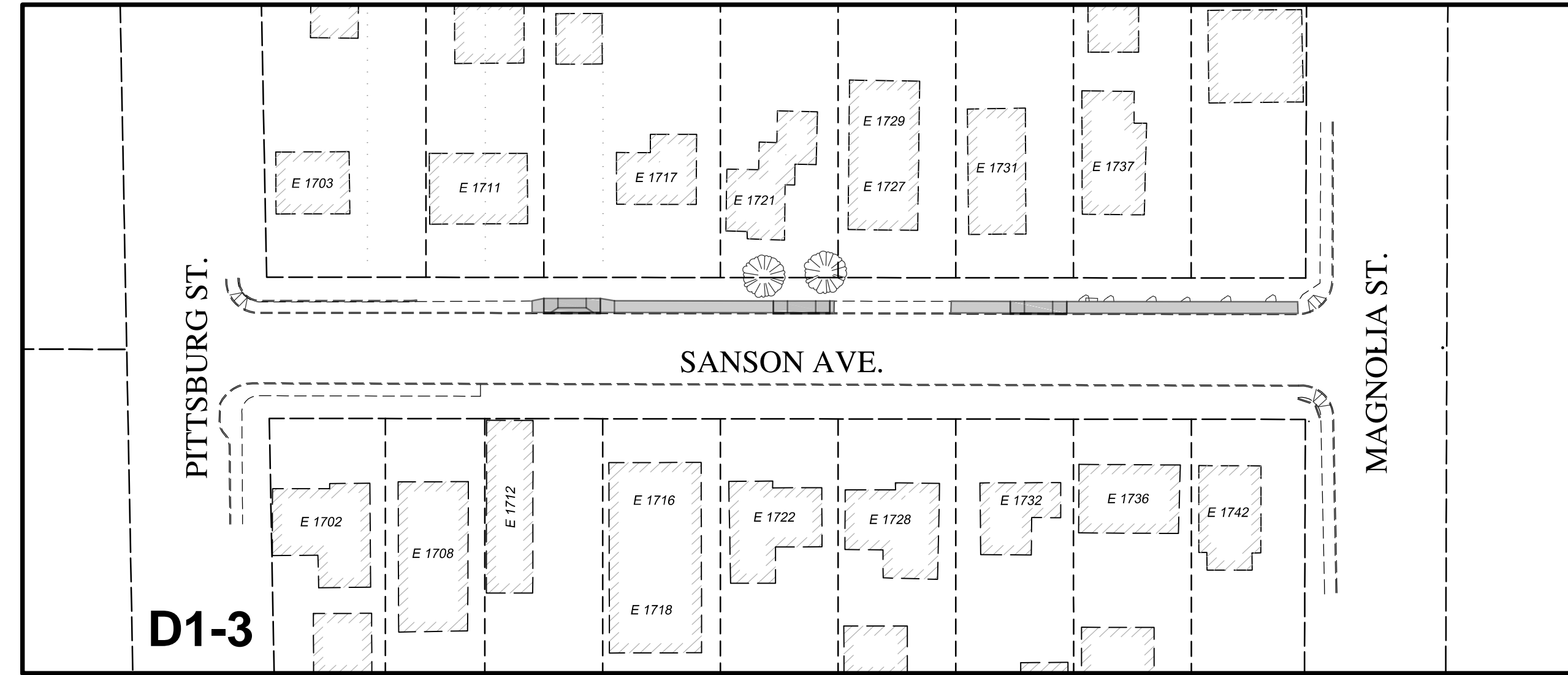
Division & Department:	Engineering Services; Public Works
Subject:	Annual Neighborhood Traffic Calming Projects (Cycle 7)
Date:	May 20, 2019
Contact (email & phone):	Dan Buller (dbuller@spokanecity.org , 625-6391)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	6 Year Street Plan
Strategic Initiative:	Innovative Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of construction contracts (once bids are opened and recommendation to award submitted to council for approval)
<u>Background/History:</u> <ul style="list-style-type: none"> This is the annual neighborhood traffic calming project. 	
<u>Executive Summary:</u> <ul style="list-style-type: none"> The project has components throughout the city. Project components include sidewalk infill, curb ramps, curb bumpouts, center islands, a HAWK signal and speed feedback signs. Refer to the attached three exhibits for more information. Also refer to table below for additional work not pictured in attached three exhibits. 	
<u>Budget Impact:</u> 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.)	
<u>Operations Impact:</u> 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:

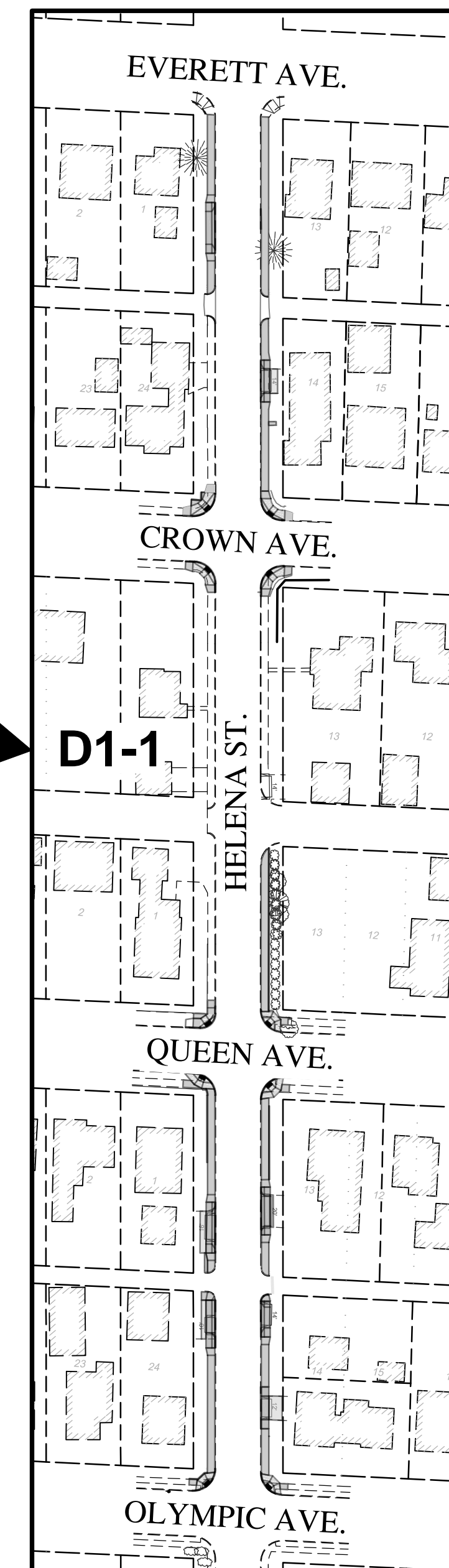
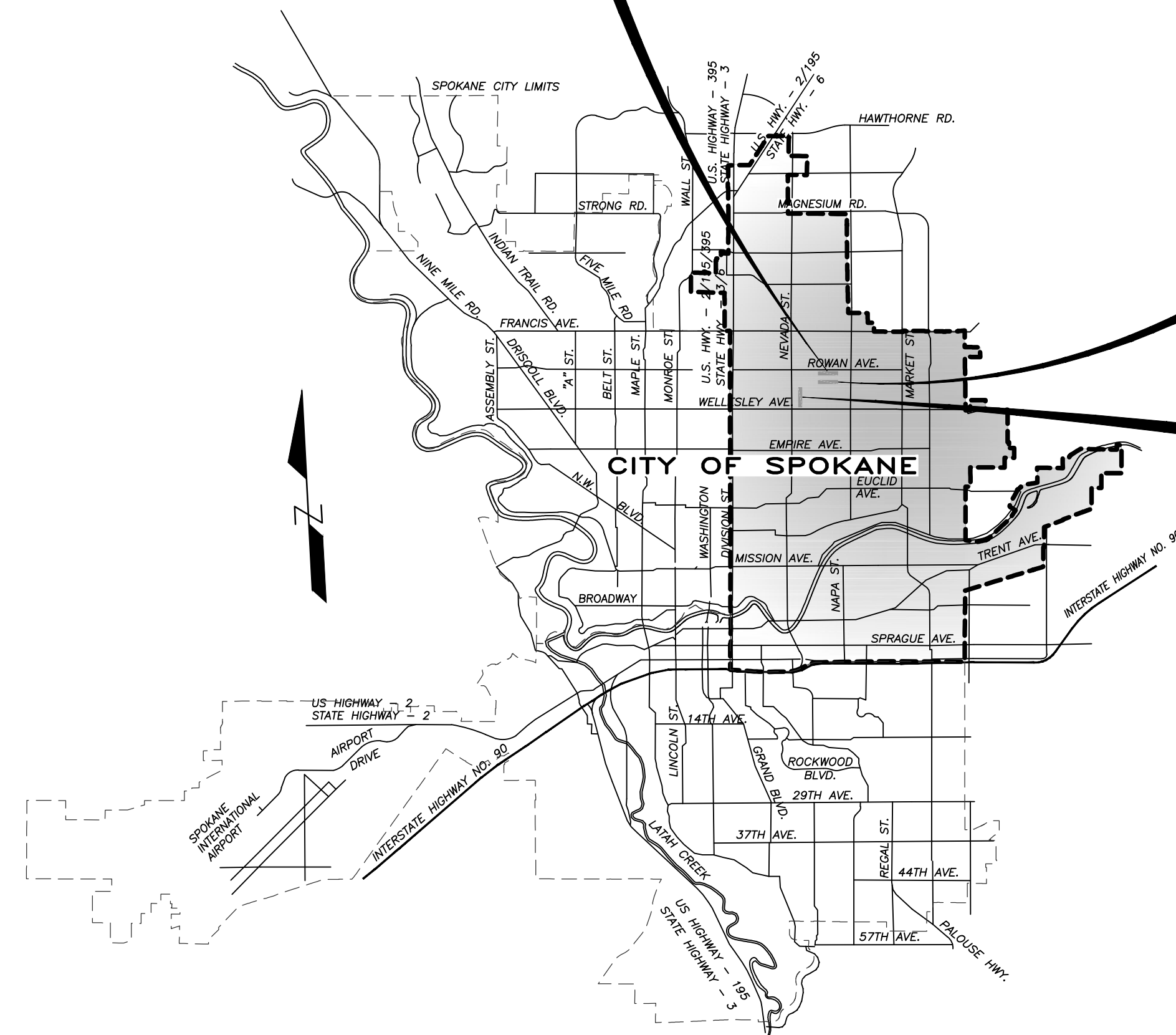
Location	What
Helena & Everett	School 20 MPH speed signs
9 th & Cowley	Crosswalk
17 th & Cook to Regal	Sharrows
Fiske & 12 th to 17 th	Sharrows
Rockwood & Syringa	Speed feedback sign
Rockwood & Sherman	Speed feedback sign
Freya & 42nd	Speed feedback sign
Freya & 45th	Speed feedback sign
NW Blvd & H St.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

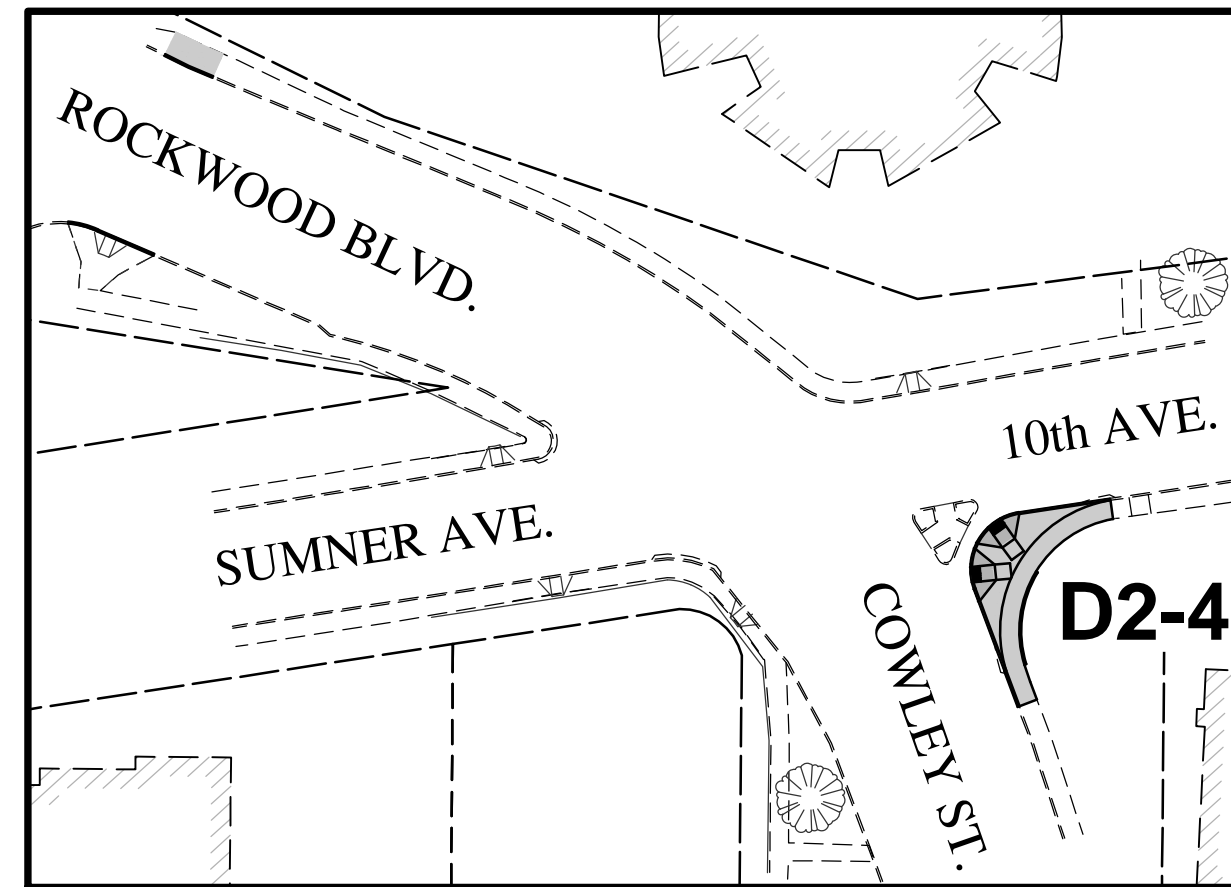
D1-1 HELENA STREET - OLYMPIC AVE. TO EVERETT AVE.
D1-2 NORTH AVENUE - PITTSBURG ST. TO MAGNOLIA ST.
D1-3 SANSON AVENUE - PITTSBURG ST. TO MAGNOLIA ST.

DISTRICT 1

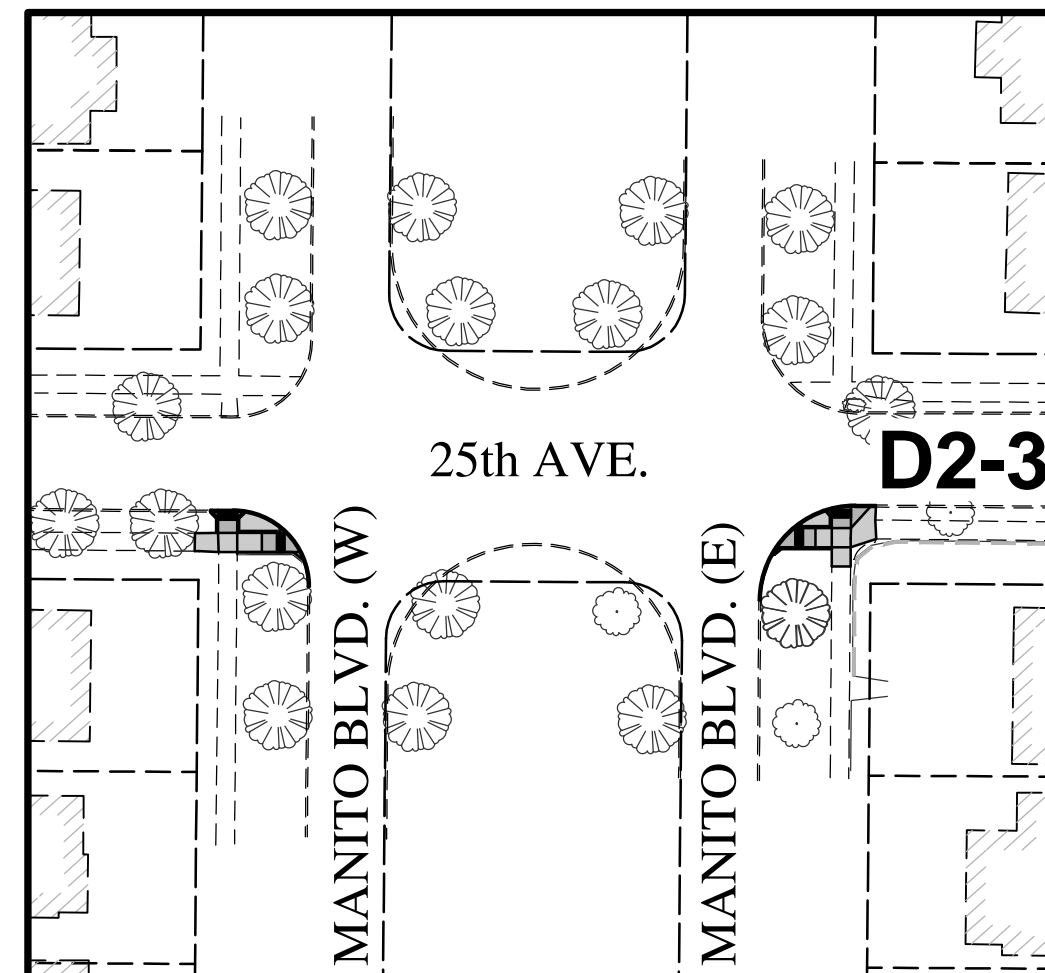
City Project # 2017046

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

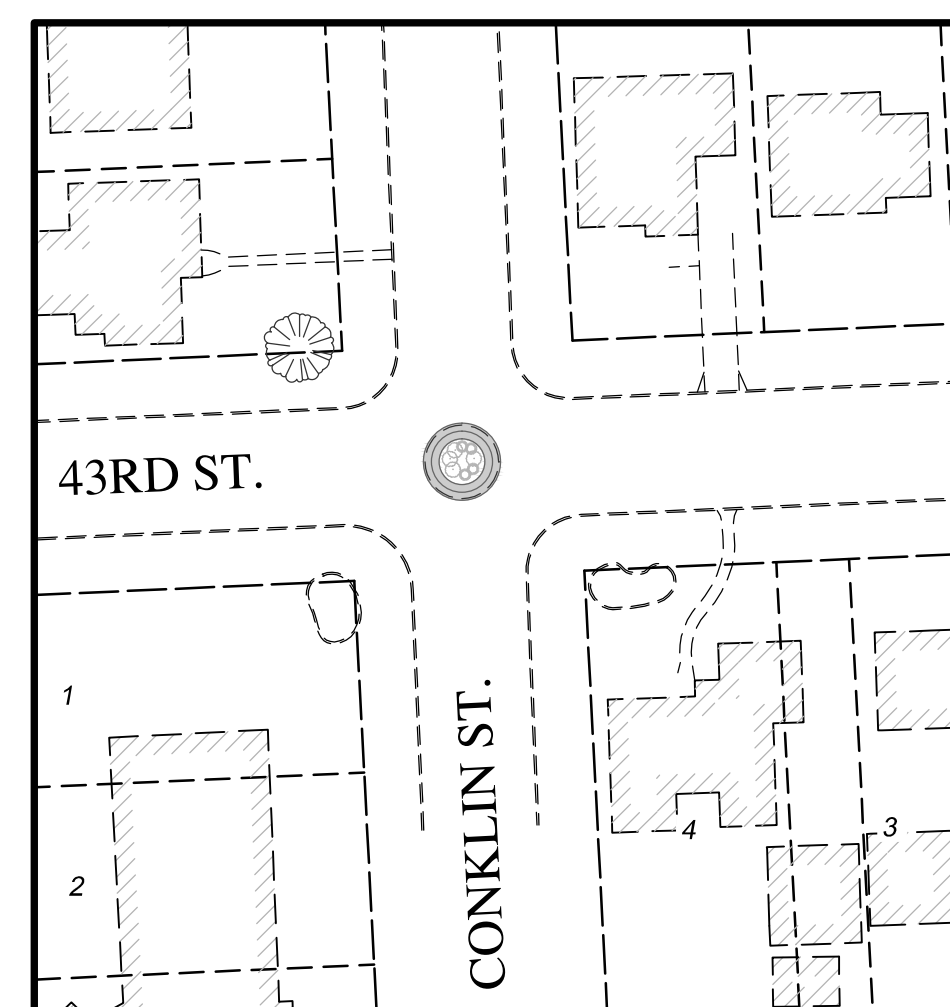




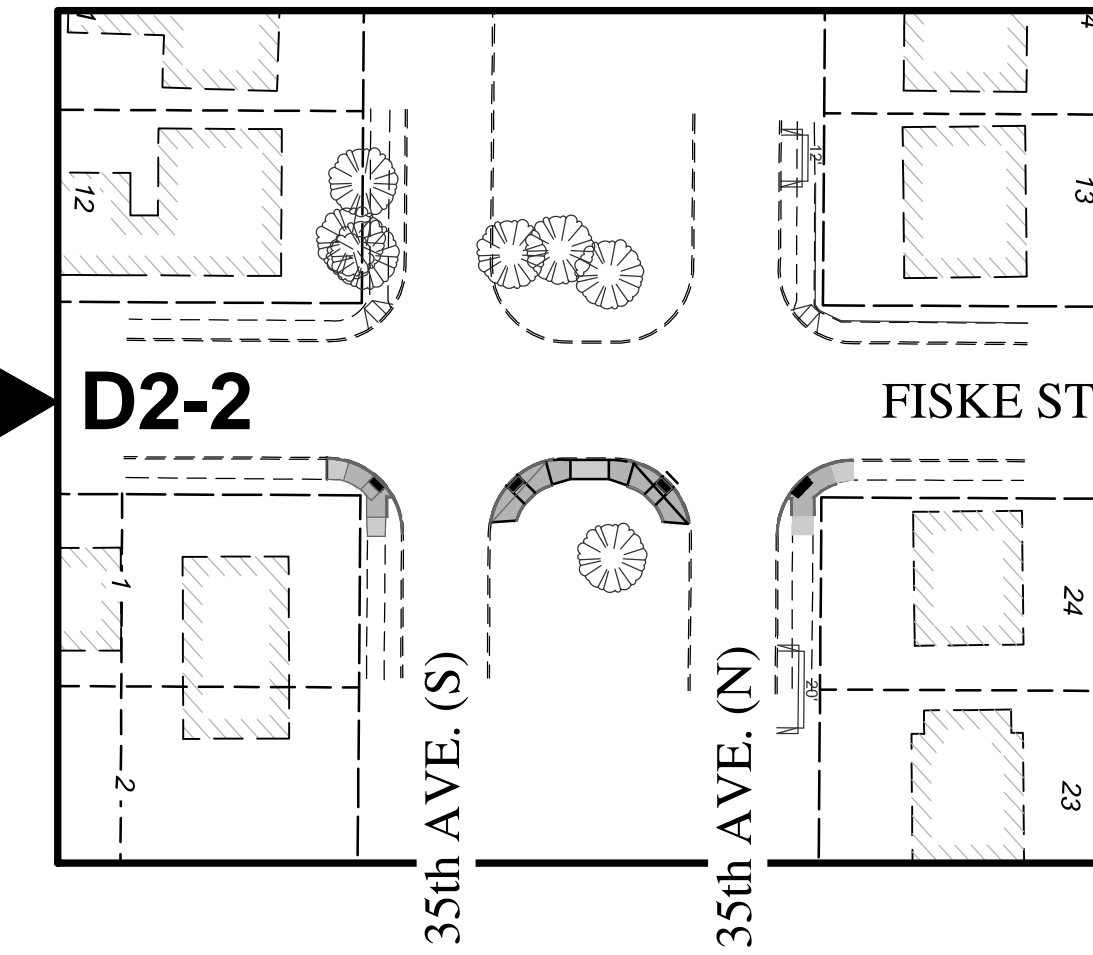
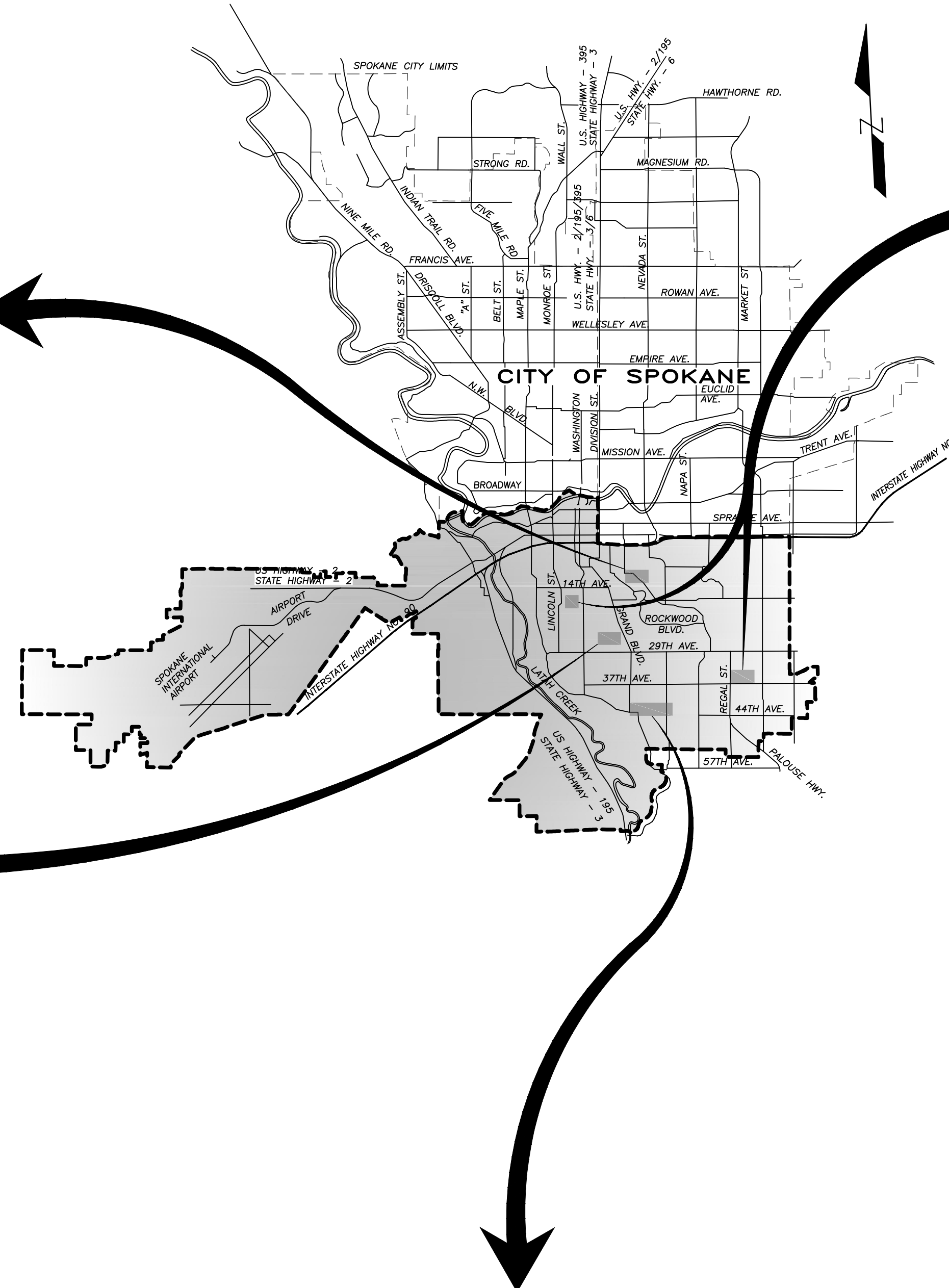
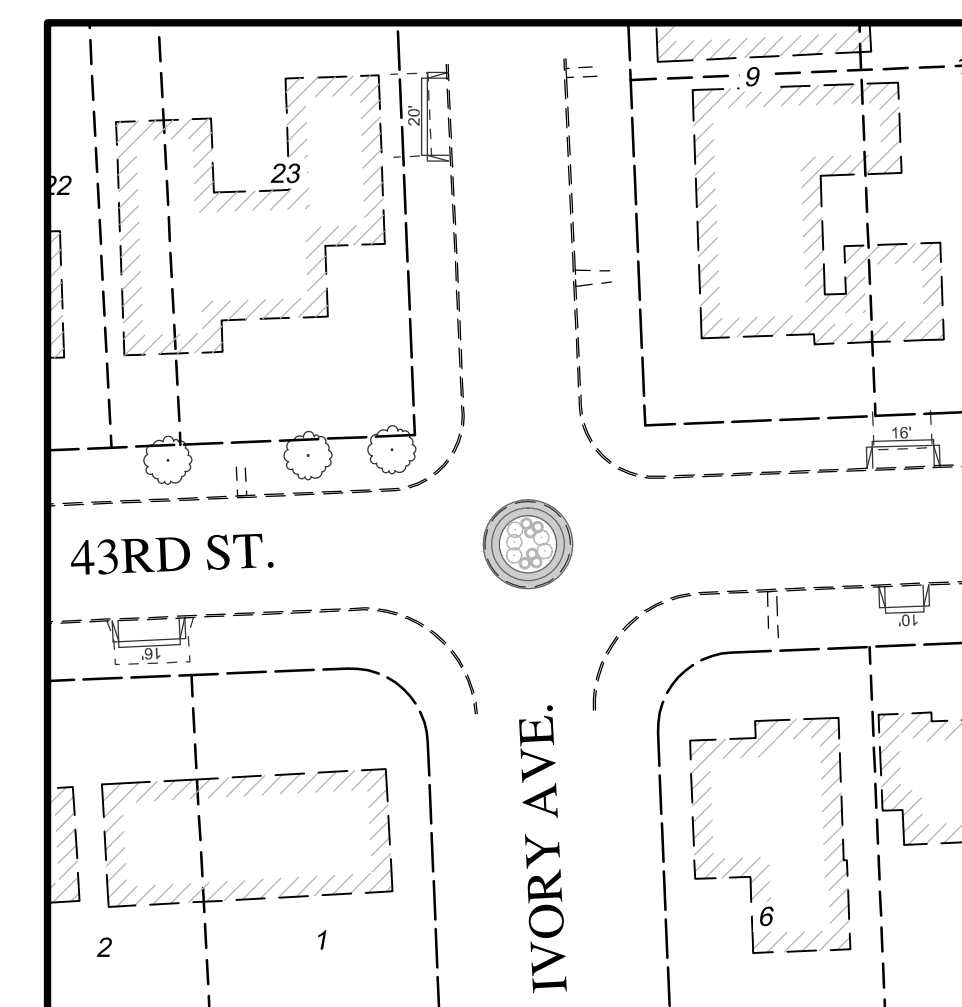
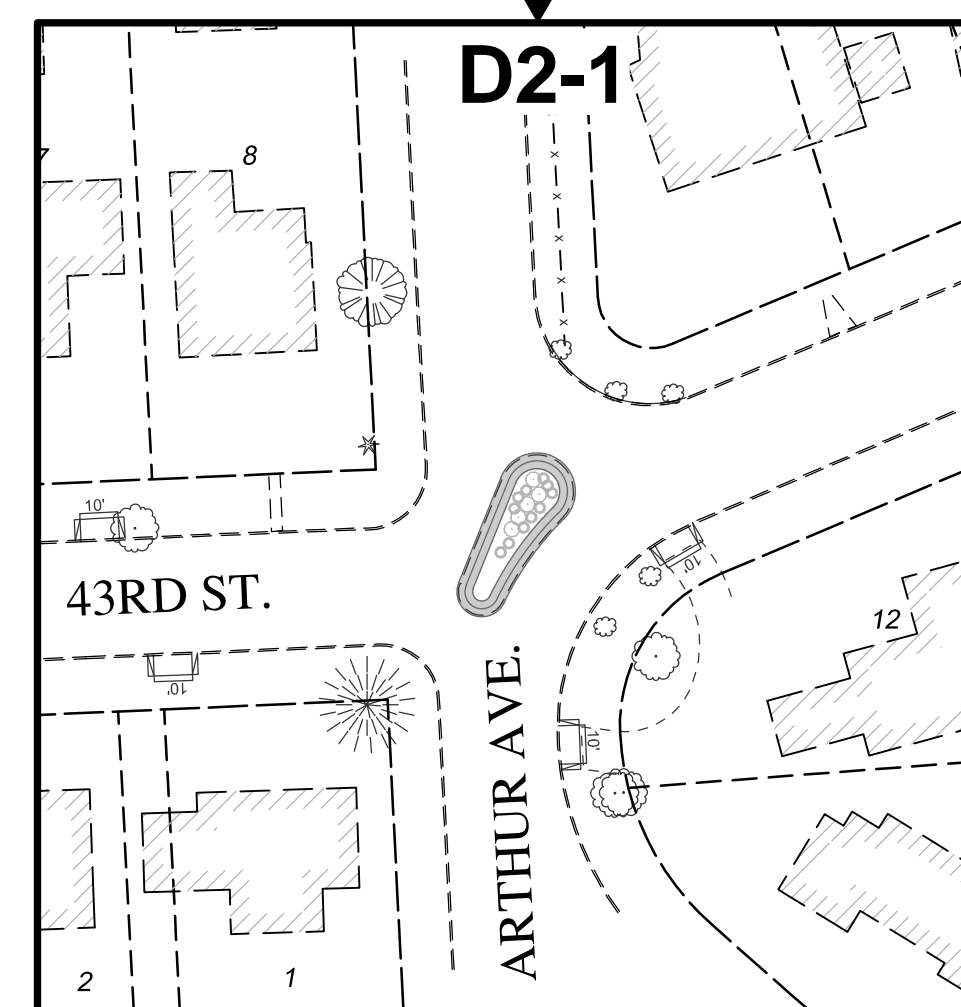
Crosswalk across 10th & radius revision



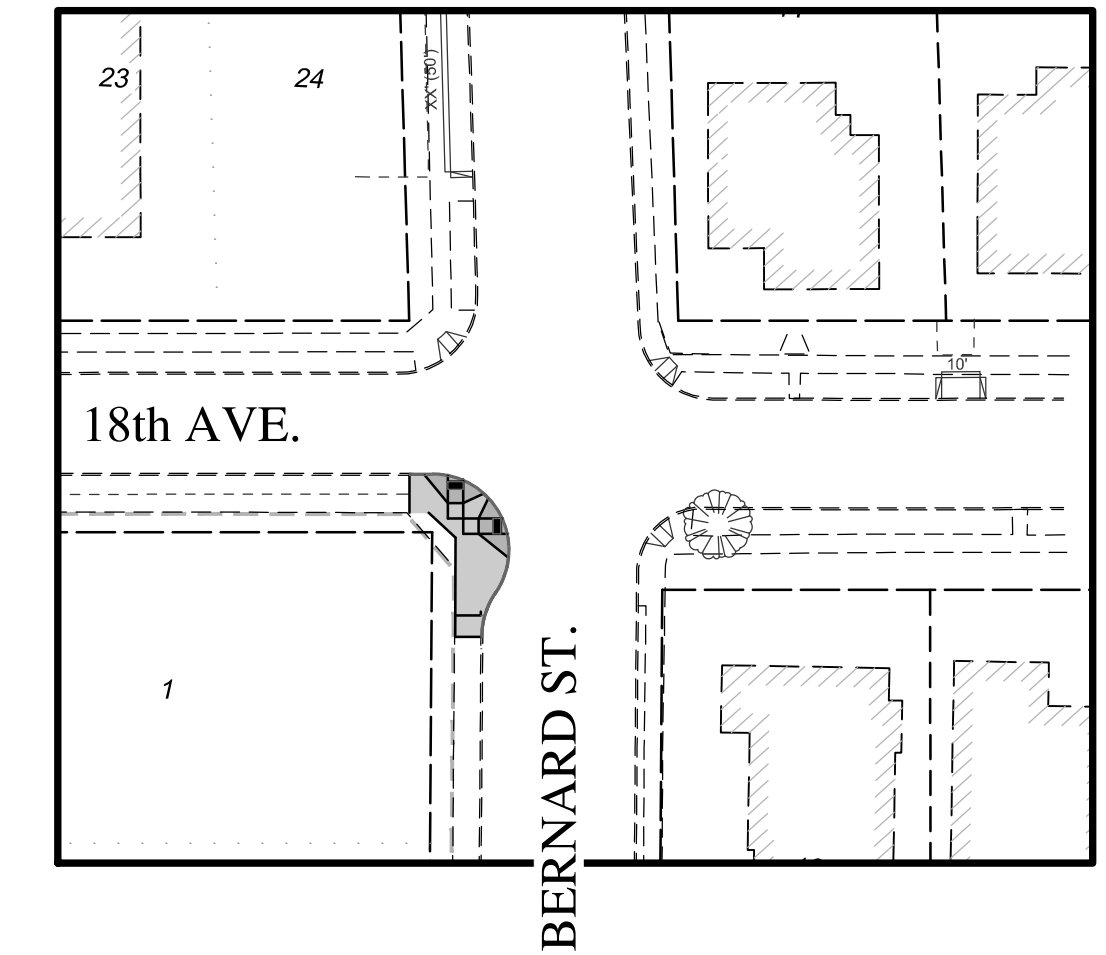
Crosswalk across Manito & ADA ramps



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.

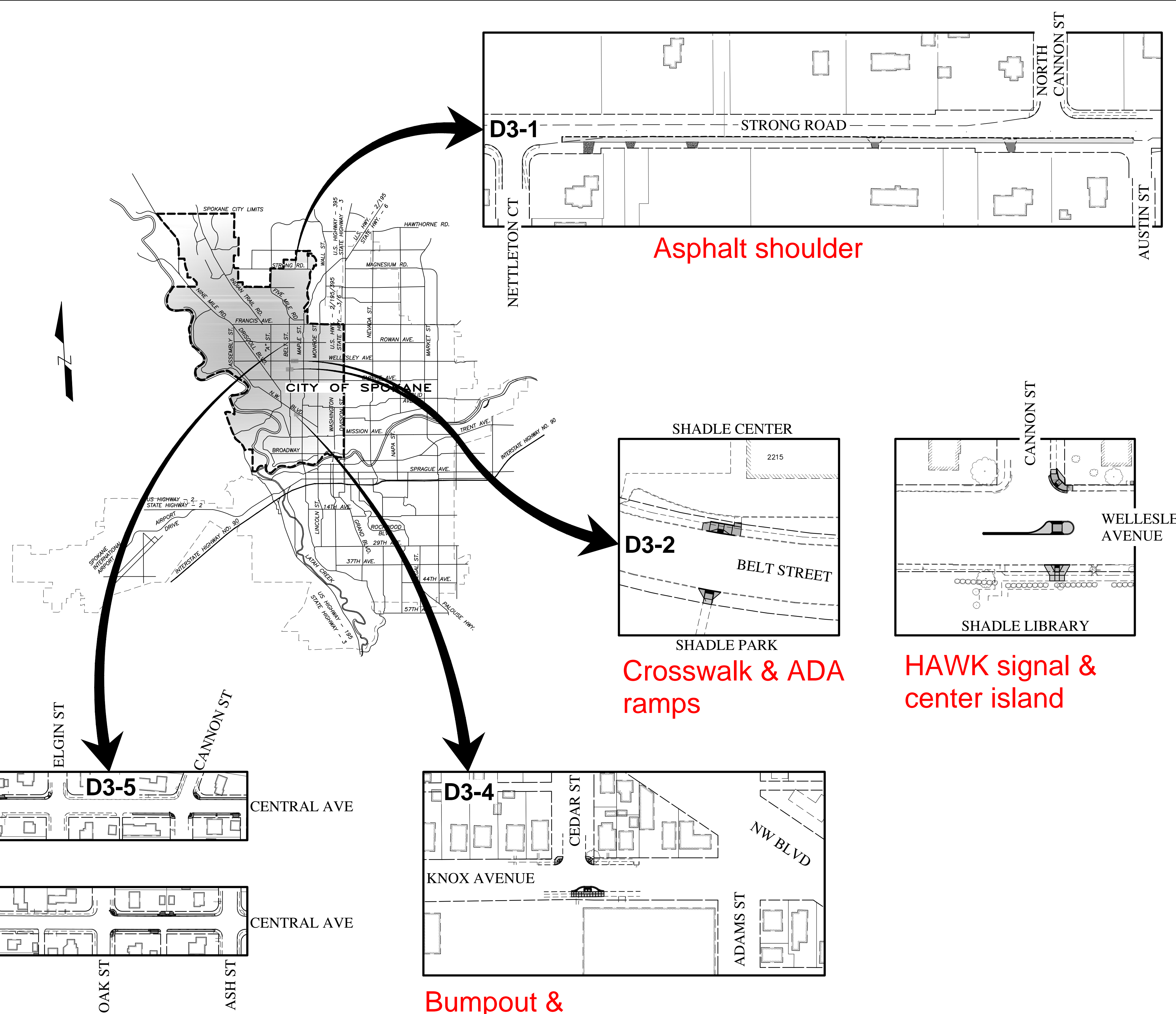
LS-1 43rd STREET - CONKLIN ST, ARTHUR ST, IVORY ST.

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

Division & Department:	Engineering Services; Public Works
Subject:	33 rd Ave. – Bernard to Division
Date:	May 20, 2019
Contact (email & phone):	Dan Buller (dbuller@spokanecity.org , 625-6391)
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (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
Strategic Initiative:	Innovative Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of construction contracts (once bids are opened and recommendation to award submitted to council for approval)
<u>Background/History:</u> <ul style="list-style-type: none"> 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. 	
<u>Executive Summary:</u> <ul style="list-style-type: none"> 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. 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. Special signing will help ensure safe ped crossing through the work zone on the high ped volume Manito Blvd. Refer to the attached exhibit. 	
<u>Budget Impact:</u> 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.)	
<u>Operations Impact:</u> 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

Division & Department:	Public Works Division / Integrated Capital Management
Subject:	Special Budget Ordinance for Southside Sports Complex project
Date:	5/20/19
Contact (email & phone):	bblankenagel@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Special Budget Ordinance Park Department's Southside Sports Complex project.
Background/History: 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.	
Executive Summary: <ul style="list-style-type: none"> • Stipulation of the KXLY property sale was to build a trail as part of the Southside Sports Complex development • Funds were held in the Paths and Trails fund, and are now being transferred to the Parks Department for that development. 	
Budget Impact: 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:	
Operations Impact: 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

Division & Department:	Public Works Division; Solid Waste Disposal
Subject:	Extension of Sole Source Contract with McCoy Power Consultants
Date:	
Contact (email & phone):	Chris Averyt, caveryt@spokanecity.org , 625-6540
City Council Sponsor:	May 20, 2019
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	Public Infrastructure, Environment and Sustainability Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	Innovative Infrastructure – Resiliency; Sustainable Resources – 21 st Century Workplace
Deadline:	
Outcome: (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.
Background/History: <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>	
Executive Summary: <ul style="list-style-type: none"> Sole source contract extension #3 of 3 with McCoy Power Consultants to provide NERC/FERC Reliability Standards compliance services. Contract extension will begin on July 1, 2019 and run through June 30, 2020. Annual cost for these services is \$90,000.00. 	
Budget Impact: 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.)	
Operations Impact: 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

Division & Department:	Public Works/Engineering Services
Subject:	CSO Informational Signs
Date:	May 20, 2019
Contact (email & phone):	Michele Vazquez: Mvazquez@spokanecity.org 625-6102
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	
Outcome: (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.
Background/History: <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>	
Executive Summary: <ul style="list-style-type: none"> <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> <i>Baldwin Signs was deemed the low bid with a Total Base Price of \$60663.65.</i> <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> <i>Completion of the installation of the CSO Informational signage is schedule for no later than October 31.</i> 	
Budget Impact: <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>	
Operations Impact: <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)

Division & Department:	Street
Subject:	Asphalt Mixes
Date:	5/20/2019
Contact (email & phone):	rhowerton@spokanecity.org / 625-7741
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Strategic Plan
Strategic Initiative:	Infrastructure
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	
Background/History: <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 & 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>	
Executive Summary: Impact <ul style="list-style-type: none"> 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. Action <ul style="list-style-type: none"> Approve the use of Annual Blanket Orders for Asphalt Mixes from both Inland and Shamrock Paving. Funding <ul style="list-style-type: none"> This has been programmed in to the Department's 2019 budget. 	
Budget Impact: 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.)	
Operations Impact: 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

Division & Department:	Public Works Division / Integrated Capital Management
Subject:	South Gorge Trail – WA State Commerce Dept. Grant
Date:	May 20, 2019
Author (email & phone):	Eric Lester elester@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	Scott Simmons
Committee(s) Impacted:	Urban Experience
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (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
Strategic Initiative:	
Deadline:	June 1, 2018
Outcome: (deliverables, delivery duties, milestones to meet)	City approval of grant agreement allowing for subsequent draw of grant funds as project costs are incurred.
<p>Background/History: 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>Executive Summary:</p> <ul style="list-style-type: none"> 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 Grant dollars are to be applied to design and construction costs directly associated with the City of Spokane's South Gorge Trail project. Funds may serve as required matching funds to Recreation and Conservation Office project grant funds. 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. 	
<p>Budget Impact: \$242,500</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>Operations Impact: n/a</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

Division & Department:	Public Works – Riverside Park Water Reclamation Facility
Subject:	Purchase and Sole Source Resolution of Plug Valves, Parts and Supplies
Date:	May 20 th , 2019
Contact (email & phone):	Michael Cannon, Assistant Plant Manager, 625-4642 mcannon@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	2019 operating budget
Strategic Initiative:	
Deadline:	June 1 st , 2019
Outcome: (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"> <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. <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. <u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates. 	
<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

Division & Department:	Public Works – Riverside Park Water Reclamation Facility
Subject:	Purchase and Sole Source Resolution of Controllers, Probes, Parts and Supplies
Date:	May 20 th , 2019
Contact (email & phone):	Michael Cannon, Assistant Plant Manager, 625-4642 mcannon@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	June 1 st , 2019
Outcome: (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 & 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"> <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. <u>Action</u> – RPWRF is seeking Council approval to authorize sole source procurement and authorizing its purchase from Field Instruments & Controls, Inc. the only authorized dealer to supply universal controllers, probes, parts and supplies. <u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates. 	
<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

Division & Department:	Public Works – Riverside Park Water Reclamation Facility
Subject:	Contract for Sludge Removal in Digester #3
Date:	May 20 th , 2019
Contact (email & phone):	Michael Cannon, Assistant Plant Manager, 625-4642 mcannon@spokanecity.org
City Council Sponsor:	
Executive Sponsor:	Scott Simmons, Director, Public Works
Committee(s) Impacted:	PIES
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	
Strategic Initiative:	
Deadline:	May 1 st , 2019
Outcome: (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"> <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. <u>Action</u> – RPWRF is seeking Council approval to award Big Sky Industrial the contract to clean digester #3. <u>Funding</u> – Funding for this purchase is provided in the Wastewater Management budget and revenue is derived from sewer rates. 	
<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>	

Presentations

PUBLIC INFRASTRUCTURE, ENVIRONMENT AND SUSTAINABILITY COMMITTEE

May 20, 2019



SIX YEAR COMPREHENSIVE STREET PROGRAM 2020-2025

Brandon Blankenagel P.E., Senior Engineer, Capital Programs



Outline

Background on Arterial Street Programming

Documents in your Packet

- Reconciliation Sheet
- Draft Consistency Matrix
- Link to [DRAFT Program](#)

Consistency Matrix

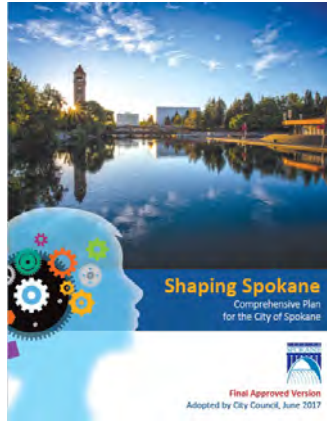
Project Examples - Review and Input Discussion

Next Steps



Role of the 6-Year Program

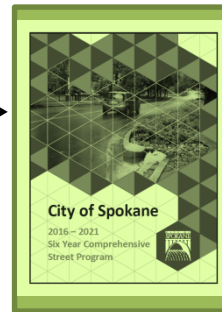
Comp Plan



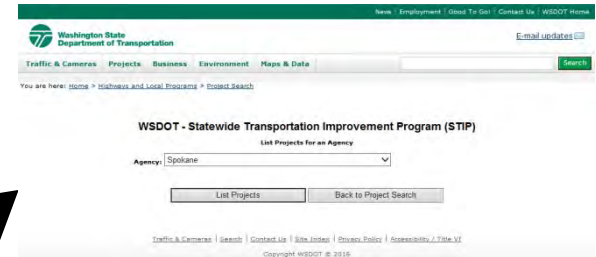
\$\$

Review

6 Year



State Program



Plans
&
Specs

- Mandatory annual update.

- ✓ New projects coming in
- ✓ Completed projects coming out
- ✓ Content updates

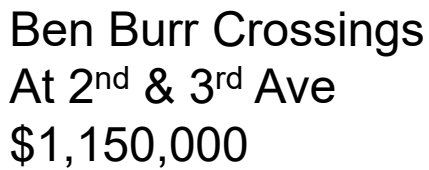


**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2020-2025)**

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			
East Sprague Bicycle Network 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	





TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

TR 5 Active Transportation

Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

TR 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

TR 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 21 Safe & Healthy Community Education & Promotion Campaigns

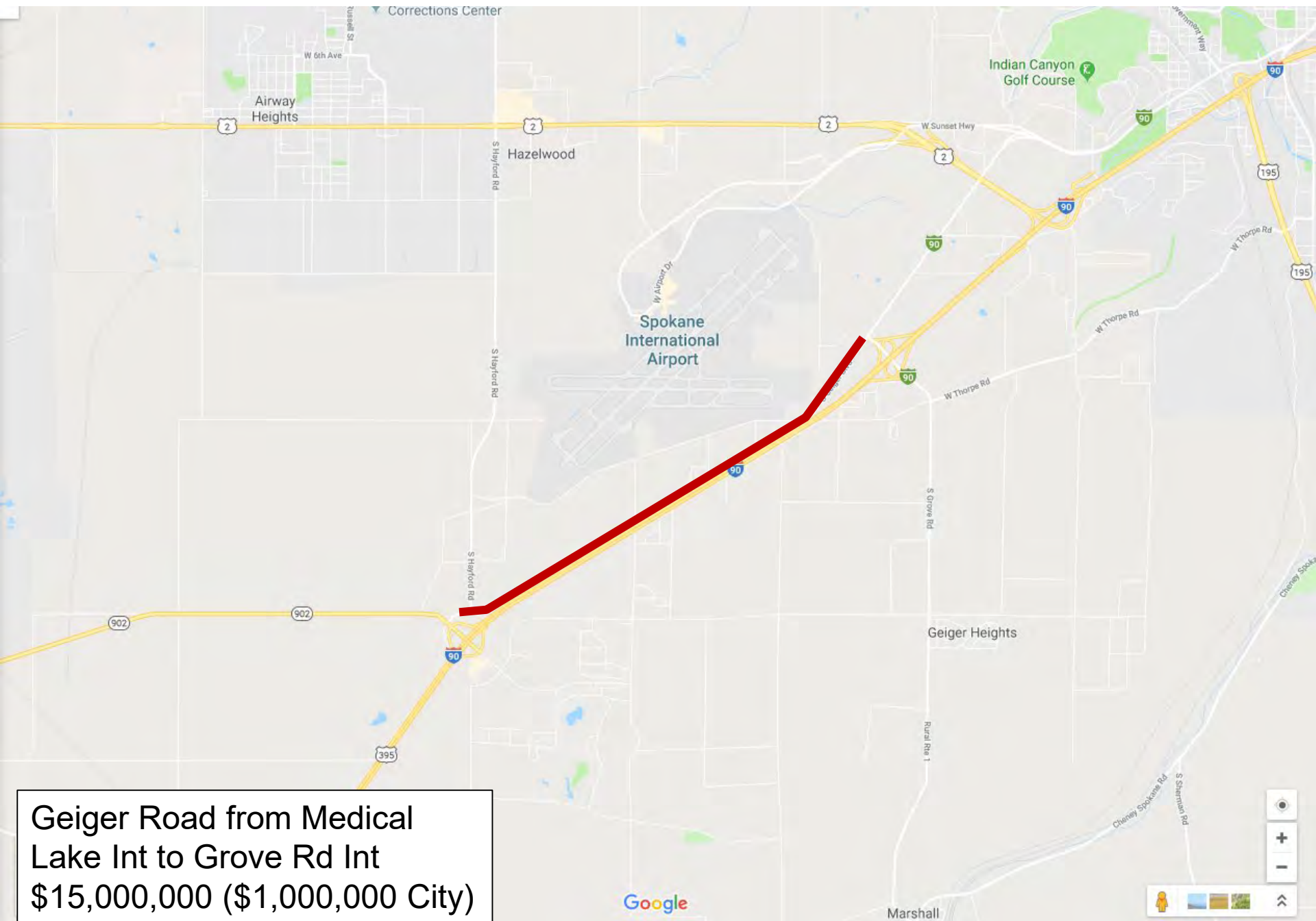
Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

TR 23 Effective and Enhanced Public Outreach

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.



Geiger Road from Medical
Lake Int to Grove Rd Int
\$15,000,000 (\$1,000,000 City)

TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 6 Commercial Center Access

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

TR 8 Moving Freight

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

TR 9 Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

TR 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

TR 12 Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

TR 16 Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

TR 19 Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Next Steps

April 2 – PCTS Recommendation for Consistency

April 10 – PC Consistency Review Workshop

May 8 – PC Hearing w/ Resolution

June 17 – City Council – Public Hearing

July 1 – Publish Final Program



Questions?

Thank you.



The City of Choice



City Hall

Spokane Falls Ave

CSC 26 River Plaza

Nordstrom

Library

Main Ave

Monroe Street Bridge

Monroe St



Spokane, Washington

2016 Municipal GHG Inventory

- Local Government Operations Emissions
- Community-Scale Emissions

Nathan Groh
Environmental Specialist
City of Spokane: Sustainability & Environmental Programs

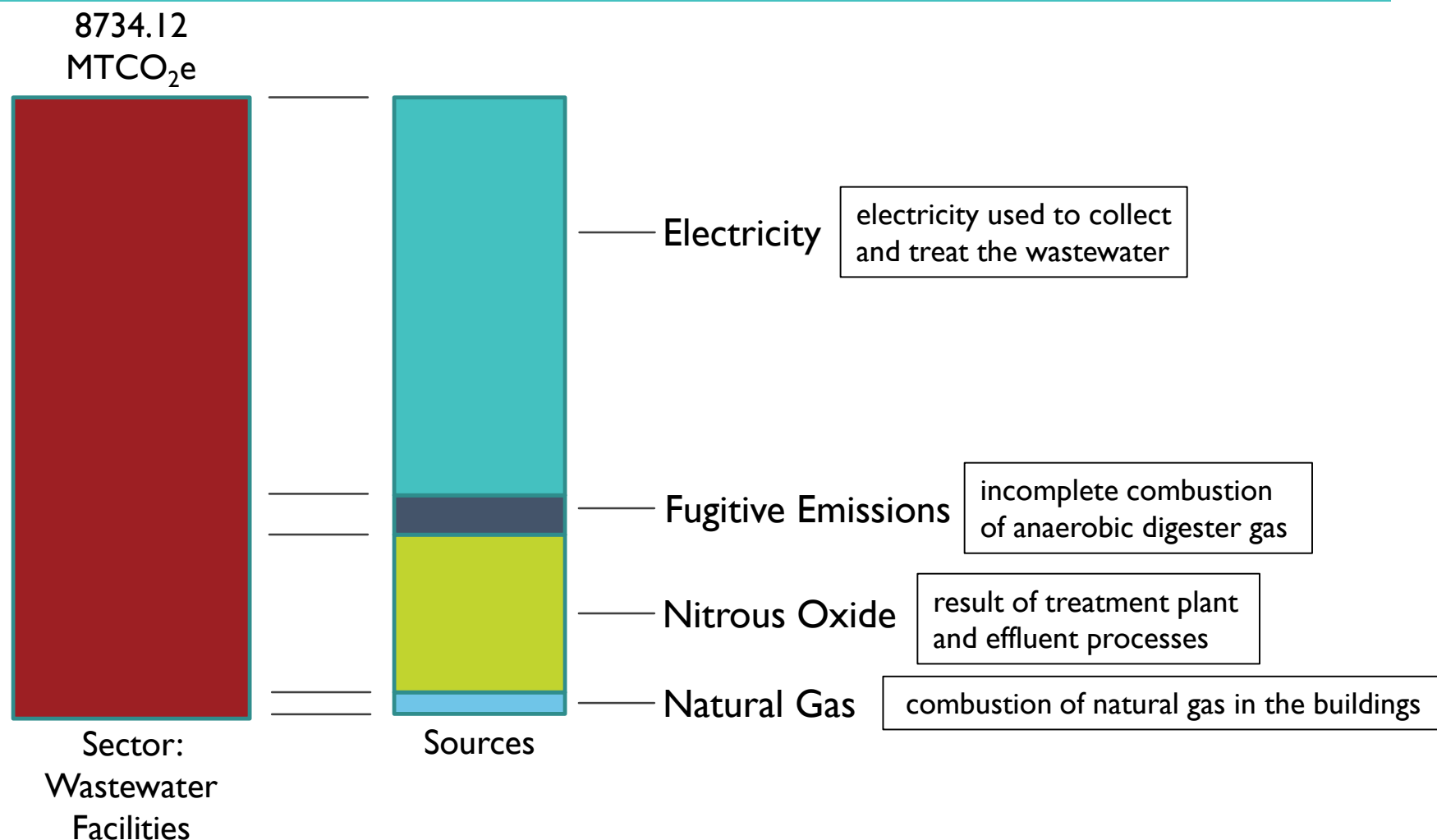


ESTIMATE VS. FULL INVENTORY

Data-based inventory using
non-comparable protocols:
2005, 2012, and 2016

Estimate based on public
census data: 1990 and 2010

DEFINITION: SECTOR VS. SOURCE





REVIEW OF GHG INVENTORY RESULTS

LOCAL GOVERNMENT OPERATIONS

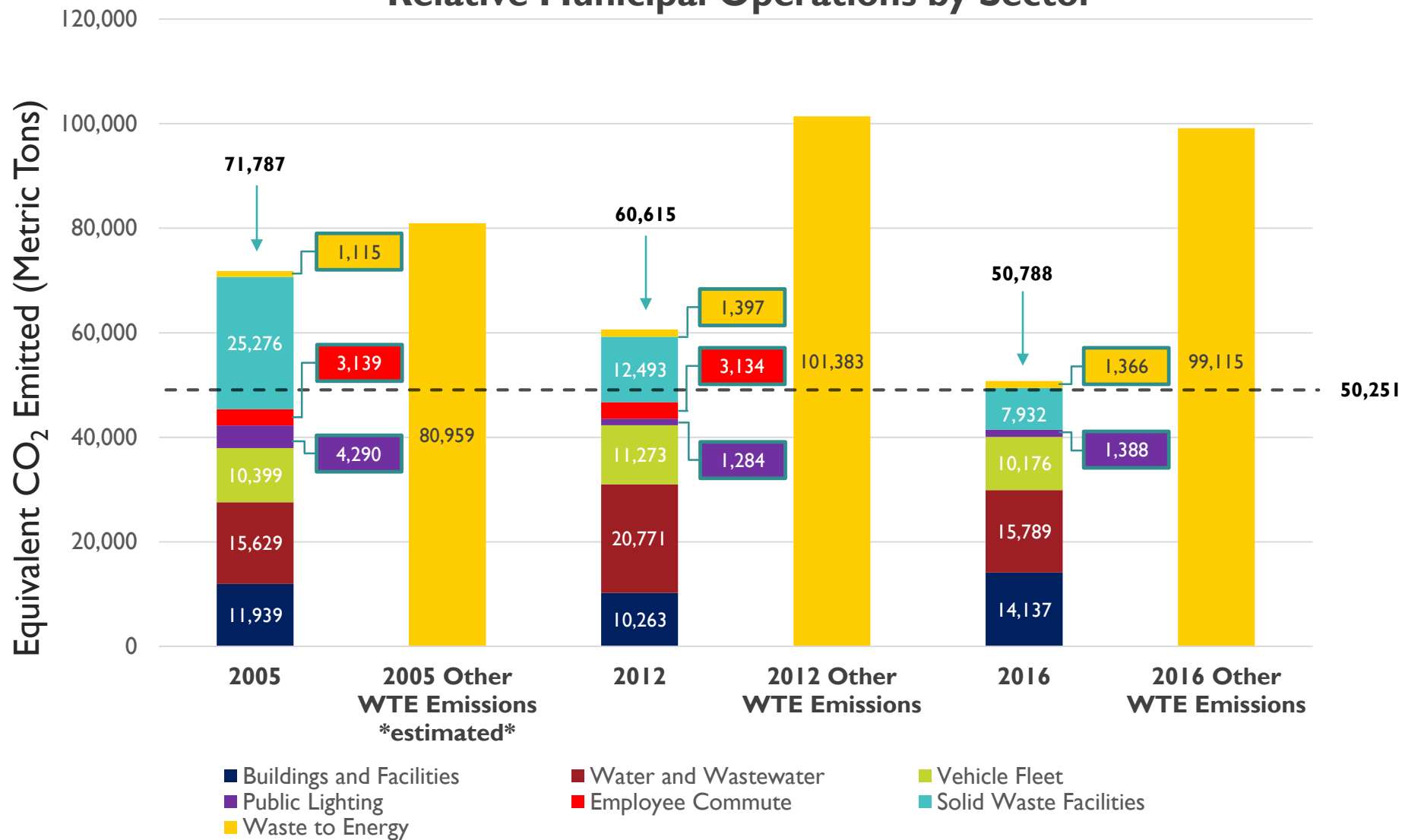
LOCAL GOVERNMENT OPERATIONS – APPROACH

- International Council for Local Environmental Initiatives (ICLEI) Local Government Operations Protocol
- 3 primary greenhouse gases:
 - CO₂, CH₄, N₂O

Emission Categories for 2016:

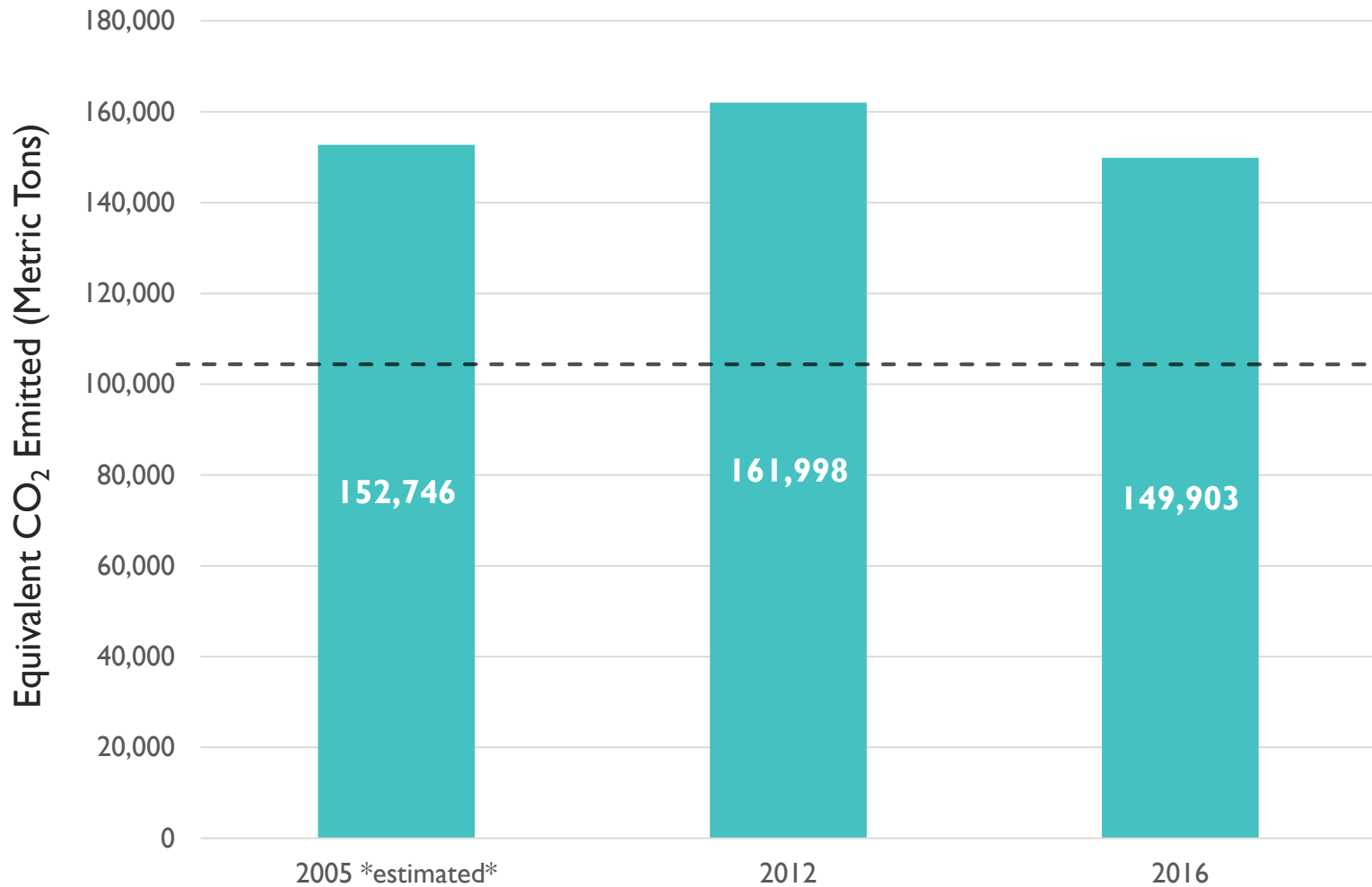
Categories
Buildings and Other Facilities
Street Lighting and Traffic Signals
Water Delivery Facilities
Wastewater Facilities
Vehicle Fleet
Power Generation Facilities
Solid Waste Facilities

Relative Municipal Operations by Sector



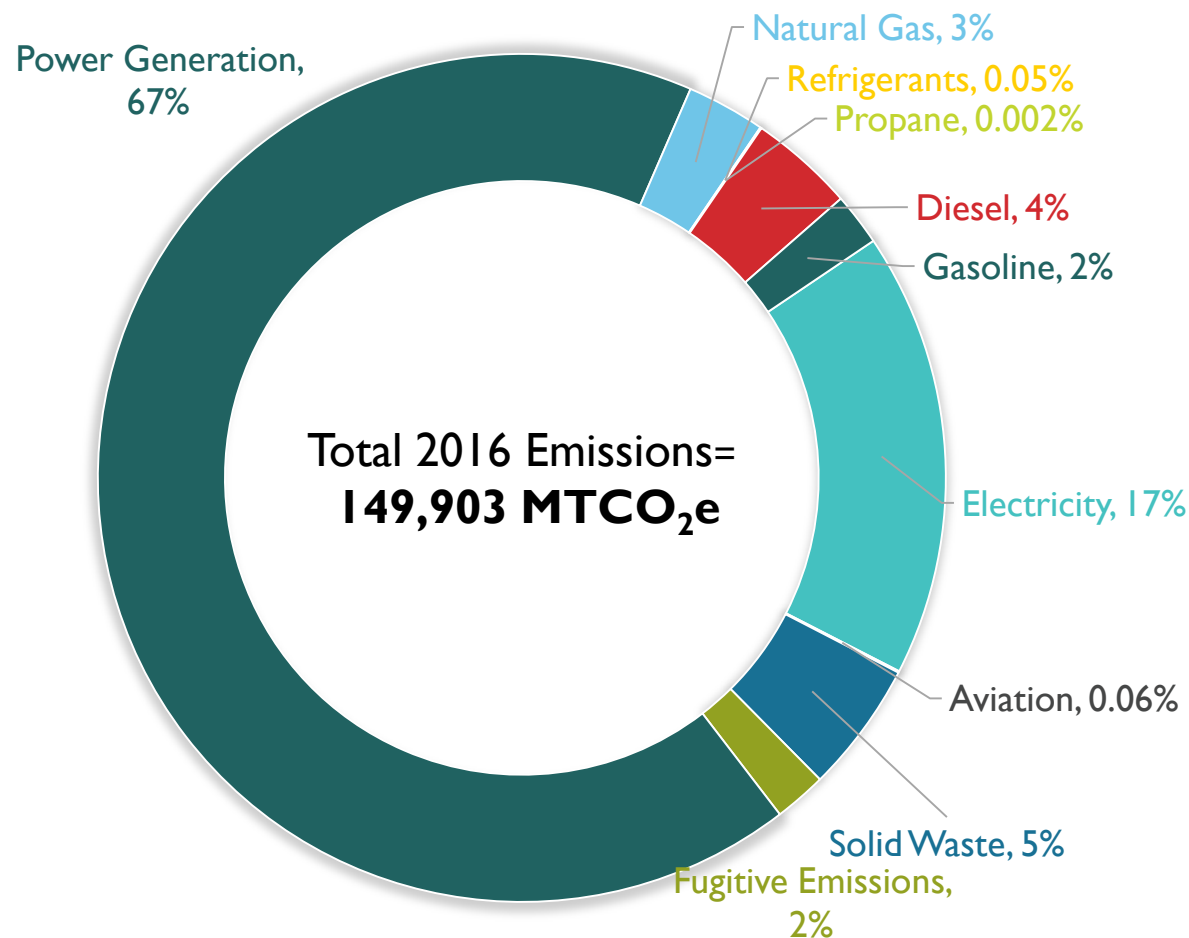


Total LGO Emissions by Year



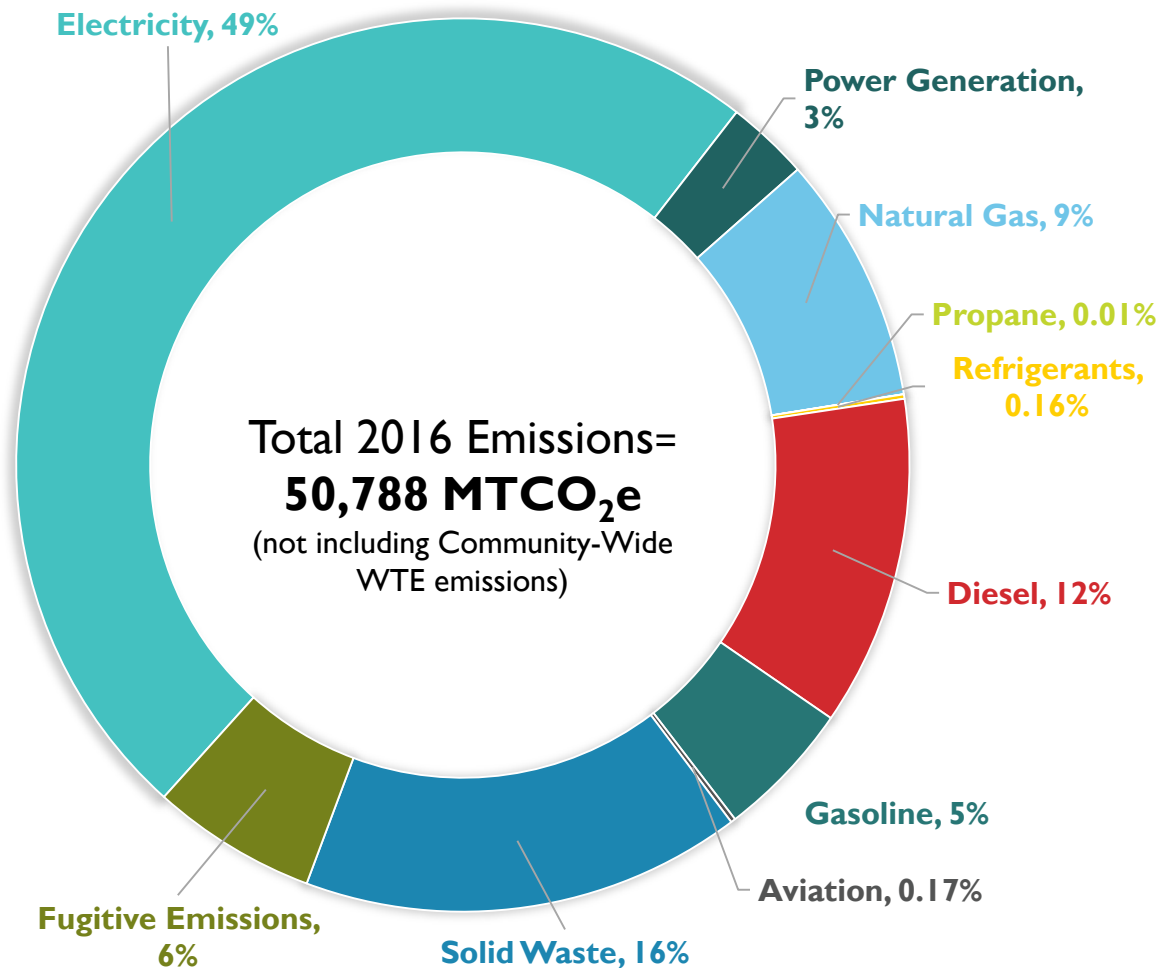
- - - 2030 GHG Reduction Goal (30% below the 2005 baseline level, including community WTE emissions)

LGO EMISSIONS BY SOURCE (2016)



LGO EMISSIONS BY SOURCE (2016)

WITHOUT COMMUNITY-WIDE WTE EMISSIONS





REVIEW OF GHG INVENTORY RESULTS

COMMUNITY-SCALE

COMMUNITY-SCALE – APPROACH

- Global Protocol for Community-Scale Greenhouse Gas Emission Inventories (GPC)
- 3 primary greenhouse gases:
 - CO₂, CH₄, N₂O

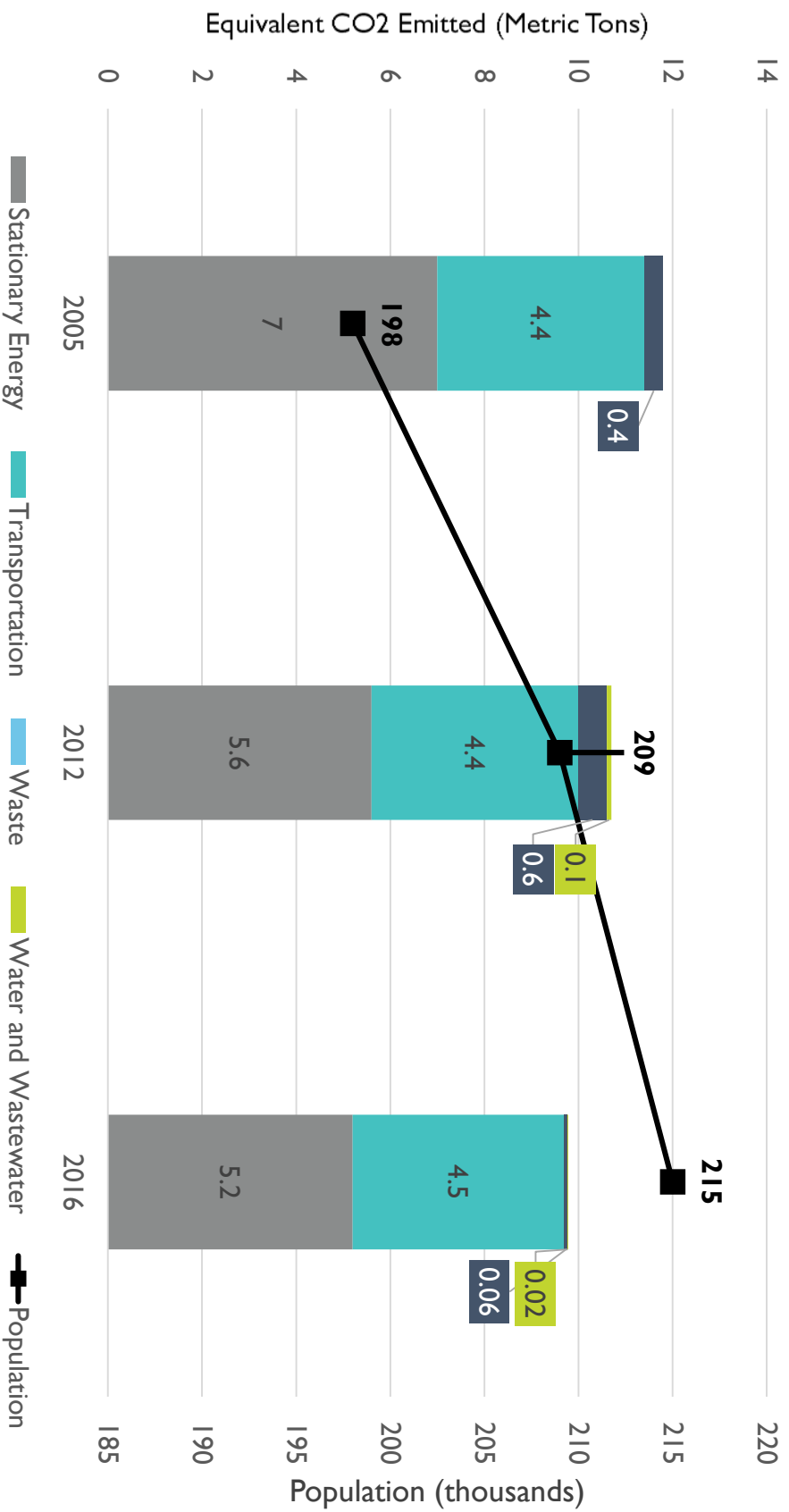
Emission Categories for 2016:

Categories
Stationary Energy
Transportation
Waste
Industrial Processes and Product Use
Agriculture, Forestry, and Other Land Use
Other Scope 3 (Outside City Boundary)

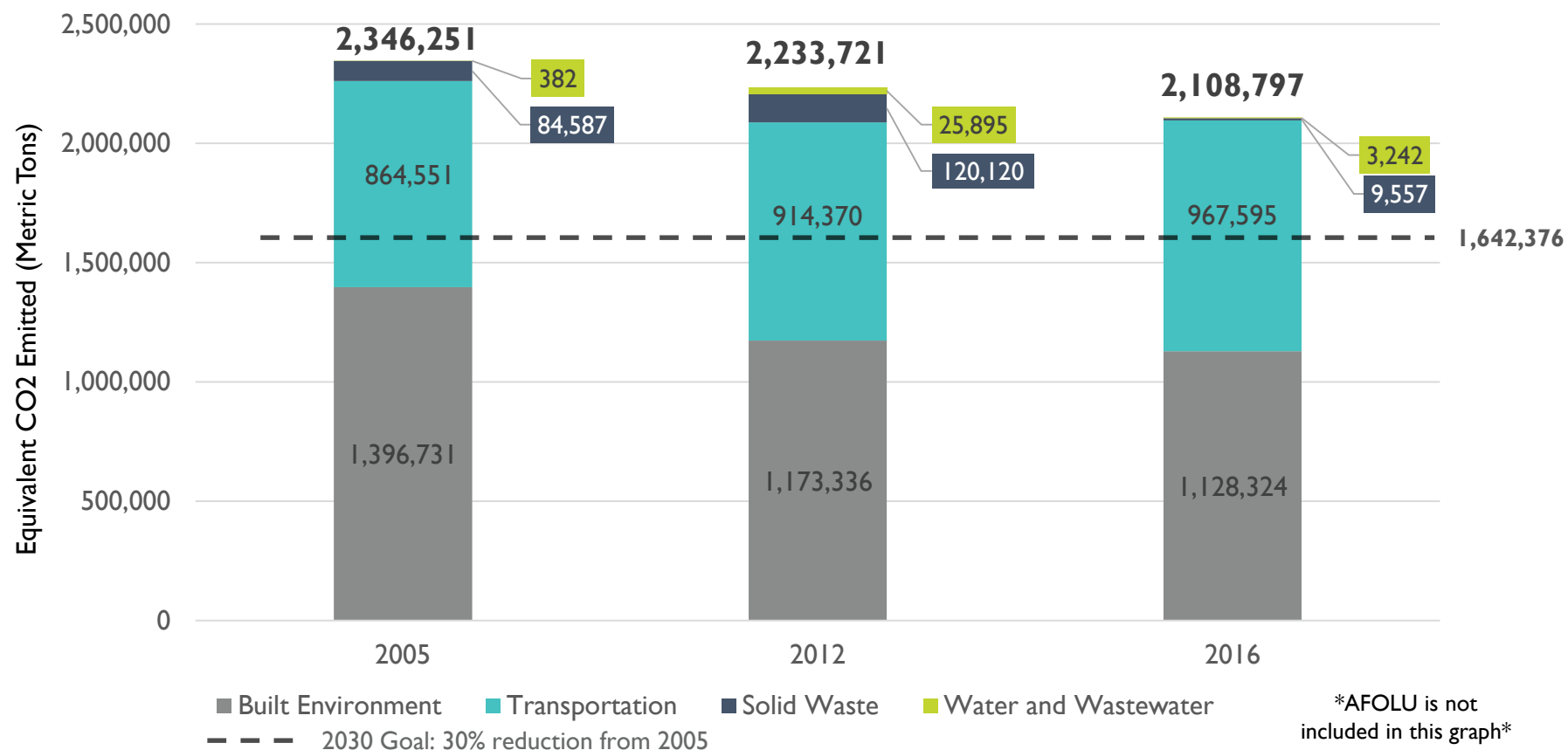
COMMUNITY-SCALE EMISSIONS TOTALS

Sector	Total MTCO ₂ e
Stationary Energy (Buildings)	1,128,324
Transportation	967,595
Waste	12,799
Industrial Processes and Product Use	No Activity Data Supplied by Facilities
Agriculture, Forestry, and Other Land Use	79
Total	2,108,797

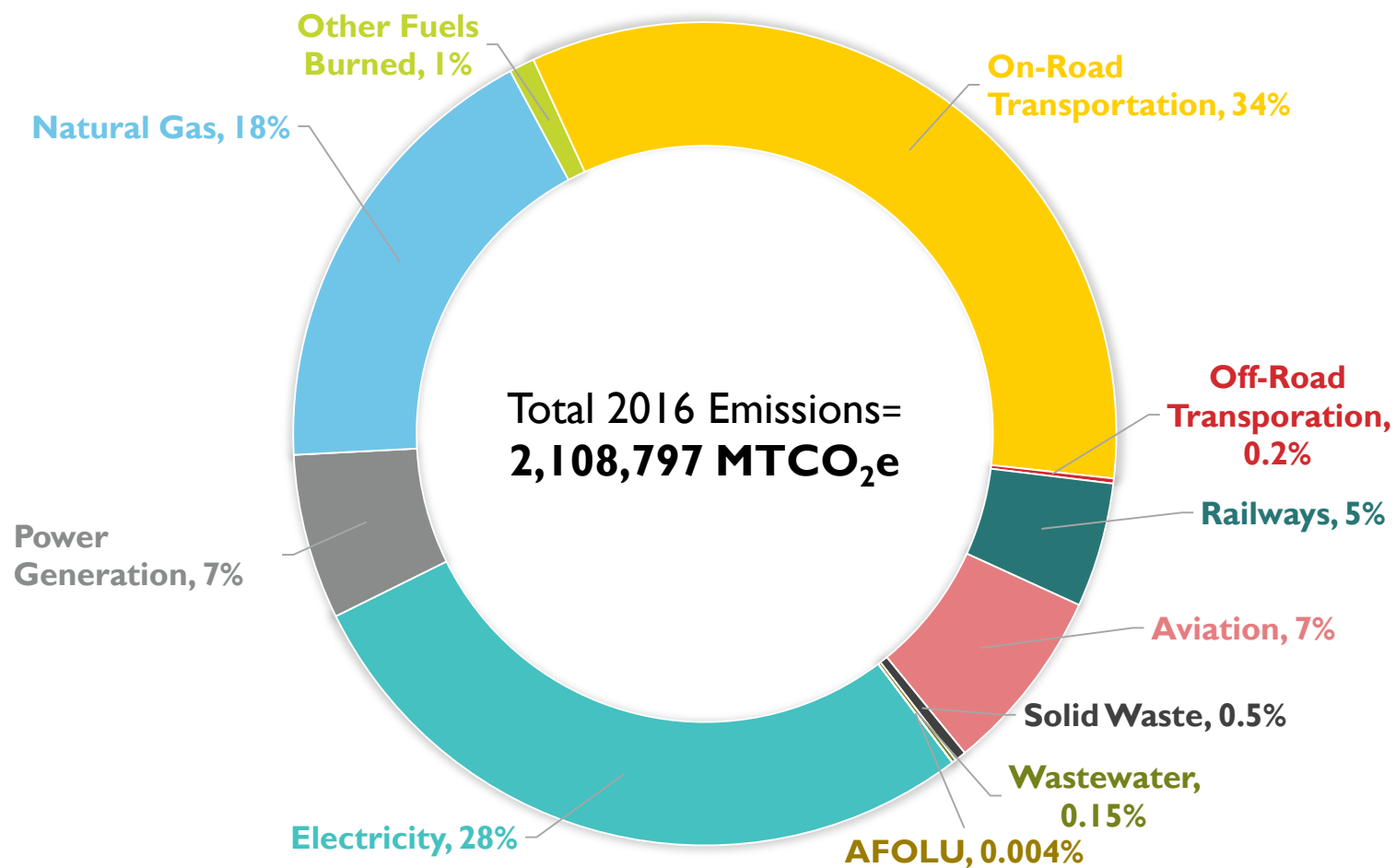
EQUIVALENT CO₂ EMITTED PER CAPITA BY SECTOR – COMMUNITY SCALE



COMMUNITY-SCALE EMISSIONS BY SECTOR



COMMUNITY-SCALE EMISSIONS BY SOURCE



BENCHMARKING: CITIES USING THE GPC PROTOCOL WITH SIMILAR POPULATION NUMBERS

AFOLU is not included in this graph

City	Population	Stationary Energy	Transportation	Waste	Total	Percent Difference
Spokane, WA	215,114	1,128,324	967,595	12,799	2,108,797	
Arlington, VA	231,610	1,520,201	990,609	40,076	2,550,886	+21%
Brownsville, TX	182,736	1,431,031	605,565	129,054	2,165,653	+3%
Knoxville, TN	185,385	1,983,188	2,223,013	178,609	4,384,810	+108%
Reno, NV	243,698	1,828,445	706,835	64,919	2,730,235	+29%
Richmond, VA	225,288	2,112,109	675,775	62,725	2,850,609	+35%



THANK YOU

Nathan Groh, Environmental Specialist
Environmental Programs
Spokane, Washington
509.625.6961
ngroh@spokanecity.org

City of Spokane Recent Awards

- 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 – **City of Spokane**
- Pacific Northwest Section of the American Water Works Association (PNWS – AWWA) – The Outstanding Leadership and Support by an Organization Award – **City of Spokane**
- Idaho Washington Aquifer collaborative (IWAC) – Outstanding Service – **Dan Kegley**, President 2017-2019

