Presentation materials for the following items, which appeared on the 1/12/2026 PIES Committee agenda, are included in this packet:

- **Public Works Monthly Director's Report**
- **Transportation Director's Monthly Report**
- **Purchase of Vehicles**
- **Spokane Falls Blvd Rebuild**

January 2026 Fleet Purchases

Development Services

- **2 – Inspector Vehicles**
  - 2026 Toyota BZ BEV
    - $35,343 (plus tax)
    - Full Battery Electric
    - AWD

Year	Make	Model	Cost	Salvage	Fuel	Maintenance	Usage	Total Lifecycle Cost
2026	Chevrolet	Trailblazer ICE	$28,738	($4,311)	$12,500	$7,600	100000	$36,927
2026	**Toyota**	**BZ BEV**	**$35,343**	**($5,301)**	**$3,089**	**$4,400**	**100000**	**$33,131**

Water Department - Parks Department

- **1 Irrigation Truck**
  - Ford F350 Chassis with Service Body/Pipe Rack
  - $85,579 (plus tax)
- **1 Compressor Irrigation Truck**
  - Ford F350 Chassis with Service Body/Compressor
  - $132,592 (plus tax)

Solid Waste Collections

- **2 Rear Loader Refuse Trucks**
  - Battle Chassis with Leach Rear Loader Bodies
  - $515,690 (each, plus tax)
  - Renewable Natural Gas
  - 2 Operators
  - 300-500 Stops/Day
  - Alleys and Close Quarters

Solid Waste Collections

- **3 Front Loader Refuse Trucks**
  - Mack Chassis with Wittke Front Loader Bodies
  - $504,507 (each, plus tax)
  - Renewable Natural Gas
  - 1 Operator
  - ~110 Stops/Day
  - Business/Multifamily Dumpsters

Solid Waste Collections

- 3 Roll Off Refuse Trucks
  - Mack Chassis with WCC Endless Chain Roll Off Bodies
    - $371,455 (each, plus tax)
    - Renewable Natural Gas
    - 1 Operator
    - 8-10 Stops/Day
    - Large Commercial/Construction Containers

Spokane Falls Boulevard Rebuild Planning Study

1/12/26 – PIES Update

Spokane Falls BOULEVARD

What Is This Project?

PURPOSE

- This is a **planning study** to select a street reconstruction configuration for Spokane Falls Blvd.

IMPACTED AREA

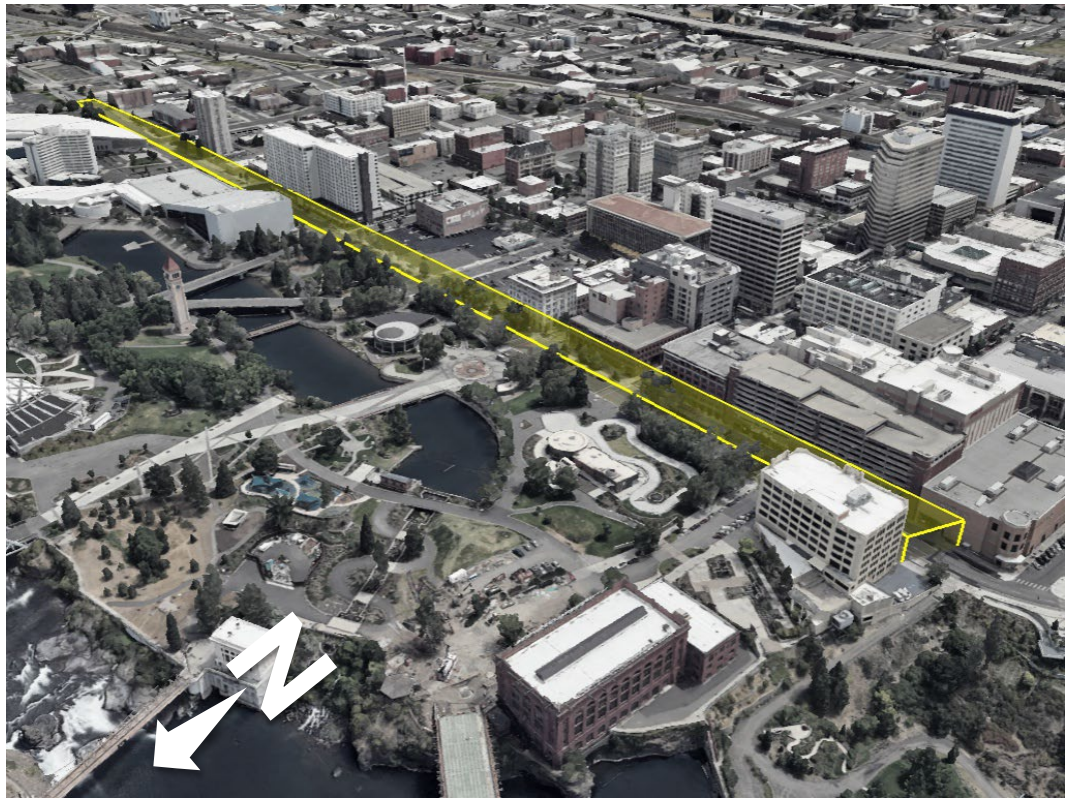
- Downtown core **between Lincoln St. and Division St.**

PROJECT DRIVER

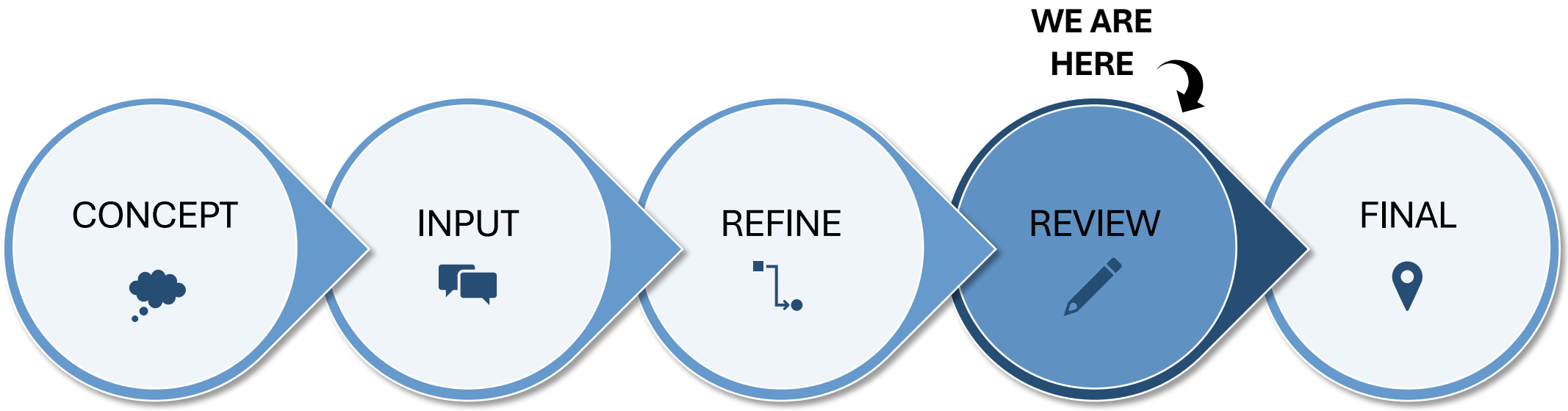
- Project is driven by **urgent need to replace** aging street and utility systems.

Project Area

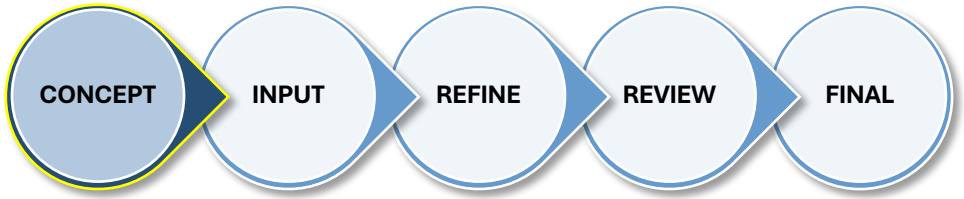
Project Area



Planning Process Overview



Initial **CONCEPT** Development

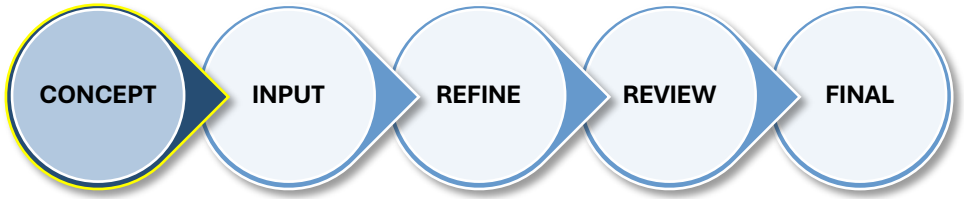


Initial Brainstorming by ICM

Traffic Modeling

Interdepartmental Coordination and Feedback	
Streets	Wastewater Management (Sewer and Stormwater)
Planning	IT
Parks and Recreation	Parking Enforcement
Water	Fire

Initial **CONCEPT** Development



Department Coordination Summary: **Utility** Impacts

Water

- **Existing:** 12 to 16-in cast iron (installed 1901)
- **Proposed:** replace and upsize

Wastewater

- **Existing:** 54-in (brick?) interceptor (installed 1945) and 10 to 12-in vitrified clay service line (installed 1897)
- **Proposed:** rehab/reinforce interceptor, replace service line

Stormwater

- **Existing:** curb inlets to CSO system
- **Proposed:** stormwater separation and treatment, wherever practical

Comms/Avista

- To be determined

Initial **CONCEPT** Development

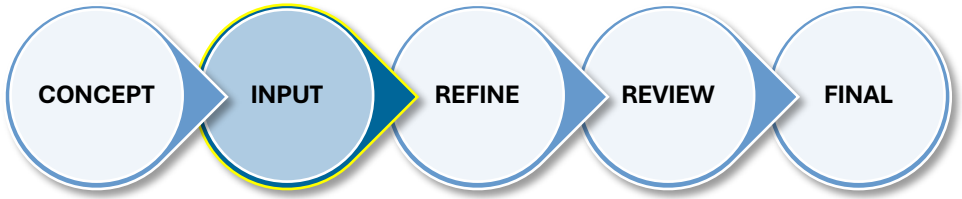
CONCEPT → INPUT → REFINE → REVIEW → FINAL

Riverfront Park Coordinated **Frontage Improvements**

Spokane Falls Blvd. **rebuild will incorporate Riverfront Park frontage** improvements (separated shared use path) for block between Washington St. and Stevens St.

Coordinated with Riverfront Park Master Plan (2014) and Parks Master Plan (2022).

Early Engagement and **INPUT**



Stakeholder Open House:

- Summer 2024
- Attendees provided with link to request one-on-one audience with the City's project team*

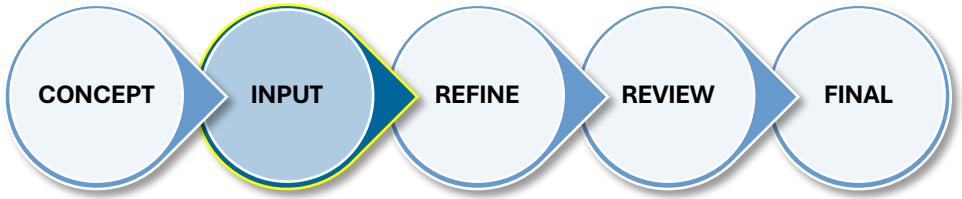
General Public Online Survey:

- August/September 2024
- >1200 responses

Meetings with:

- Spokane Public Facilities District (x2)
- Downtown Spokane Partnership
- WSDOT
- Spokane Regional Transportation Council (SRTC)
- Spokane Transit Authority (STA)
- Davenport Grand Hotel
- Centennial Properties (Riverpark Square)*
- Bennett Block*
- US Foods/Sysco

Early Engagement and **INPUT**



What We've Heard

- Strong support for **pedestrian** and **cycling** infrastructure
- Desire for **beautification** and **placemaking**
- **Safety** and **accessibility** are top priorities
- Parking and **vehicle** flow still matter
- Homelessness and **social concerns** noted
- Creativity and community **vibrancy** is encouraged

Question:

*"Please **prioritize** the following surface improvements from most (1) to least (5) important."*

Results

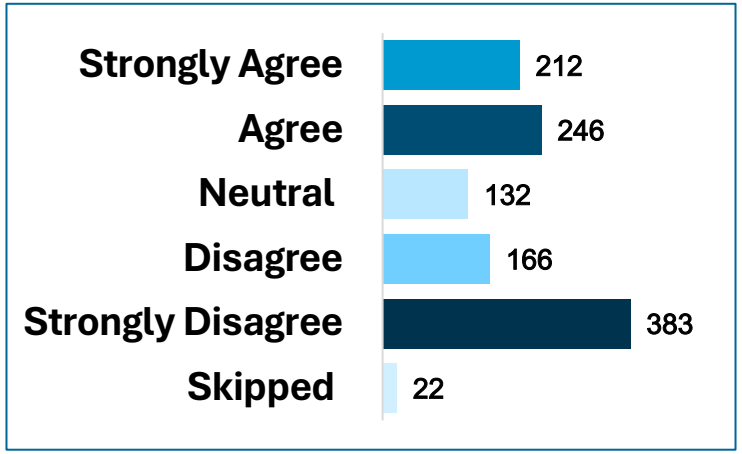
MOST Important

1. Pedestrian and Accessibility Improvements
2. Beautification (additional trees, planters, benches, etc)
3. Bike Lanes
4. On Street Parking
5. Maximum Number of Vehicle Lanes

Least Important

Question:

"...do you support reconfiguring Spokane Falls Blvd from a one-way to two-way roadway from Washington to Division St?"



Concept **REFINEMENT**

Spokane Falls BOULEVARD

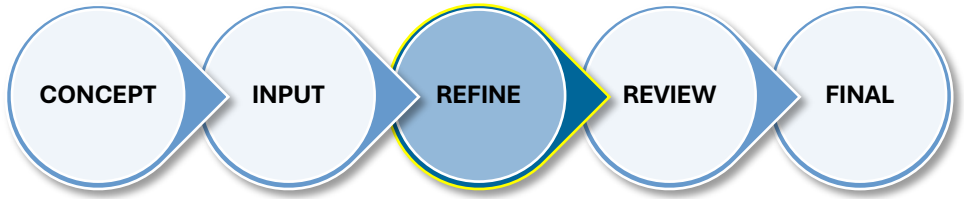
CITY OF SPOKANE

CONCEPT → INPUT → REFINE → REVIEW → FINAL

Project to include several **foundational elements** :

- Upgraded **lighting** and signals
- Safer crosswalks and **traffic calming** features, such as curb bump - outs
- A **protected bike lane**
- A continued separated **shared - use path** along Riverfront Park
- **Utility** improvements (Water, Sewer, Storm)

Simplifying Alternatives



Decision A: **How many travel lanes** between Post St and Washington St?

Originally: Four configurations for Decision A

FEEDBACK AND INPUT

Internal Core Team: ICM
+
Technical Team: City Department Leads

Now: Two Configurations

Decision B: Should the segment between Washington St and Division St **remain one-way travel or converted to two-way travel?**

Originally: Three configurations for Decision B

Now: Two Configurations

Decision A: **How Many Travel Lanes?**

Spokane Falls BOULEVARD

CITY OF SPOKANE

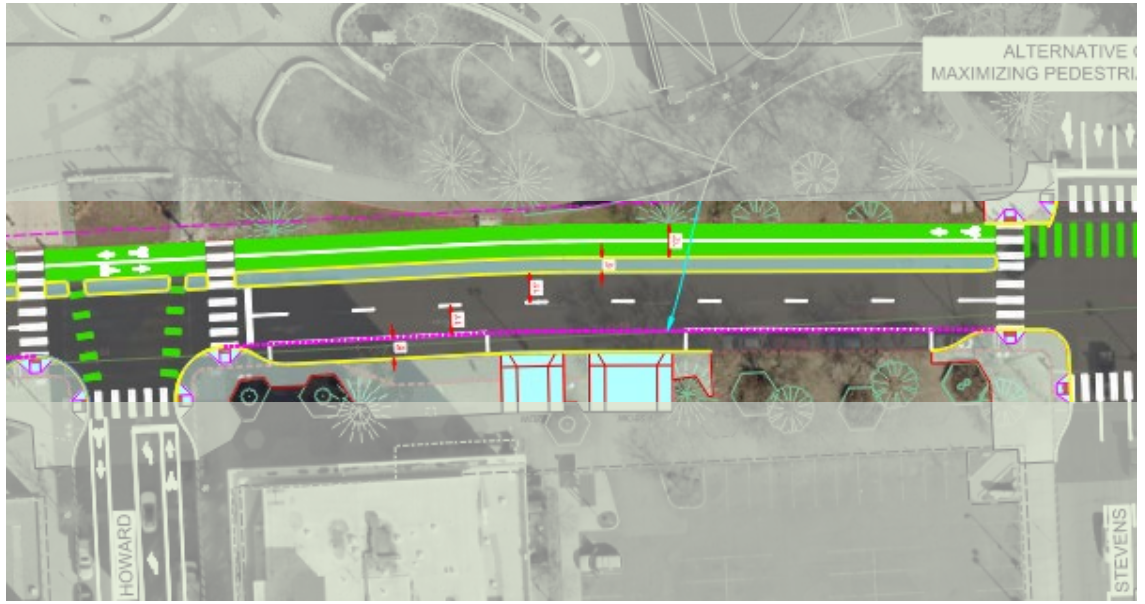
CONCEPT → INPUT → REFINE → REVIEW → FINAL

Decision A impacts the segment between **Post St.** and **Washington St.**

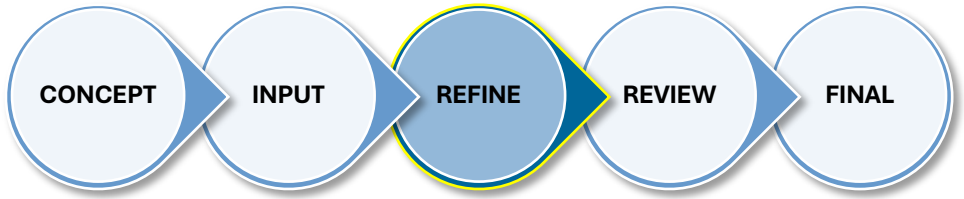
TWO CONCEPTS:

3 TRAVEL LANES

2 TRAVEL LANES WITH PED/BIKE FOCUS



Decision A Impacts: **Hoopfest**



Fewer Lanes = Less Space For Temporary Hoopfest Courts

- Proposal: removable protective barrier
  - Examples – removable curbing or planter boxes

Removable Curbing

Planter Boxes

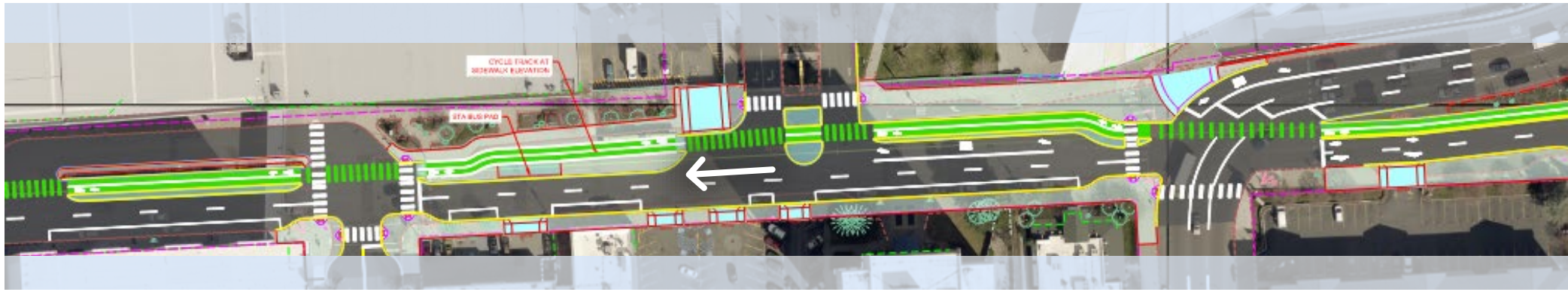
Decision B:
One-way or Two-way?

Decision B impacts the segment between **Washington St.** and **Division St.**

Spokane Falls BOULEVARD

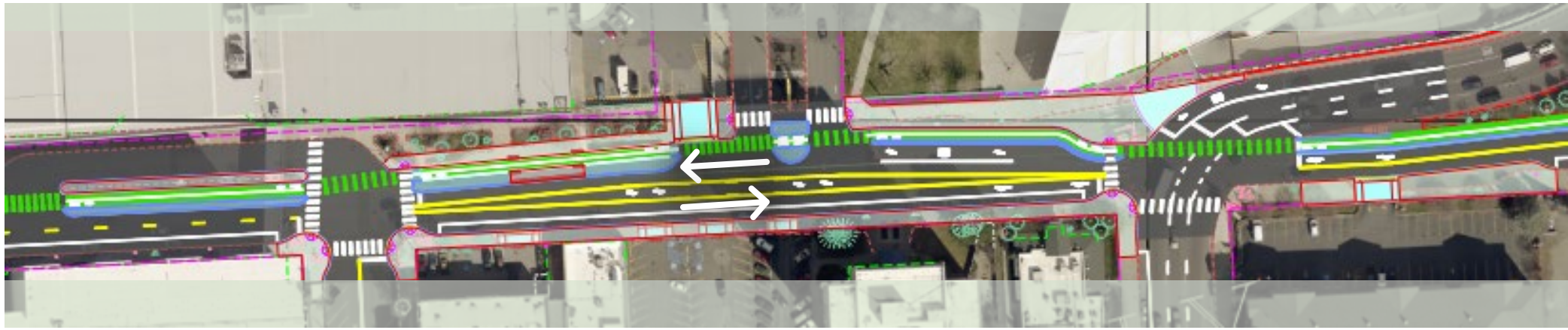
CITY OF SPOKANE

KEEP ONE-WAY

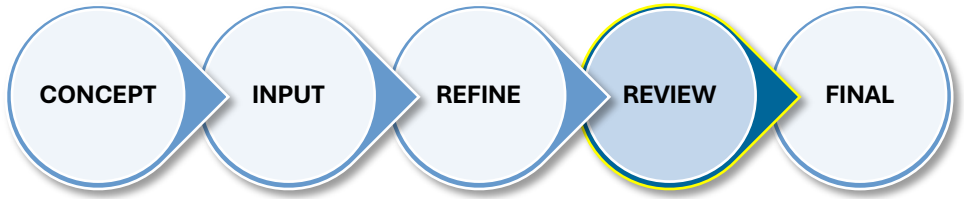


TWO CONCEPTS:

FULL TWO-WAY CONVERSION



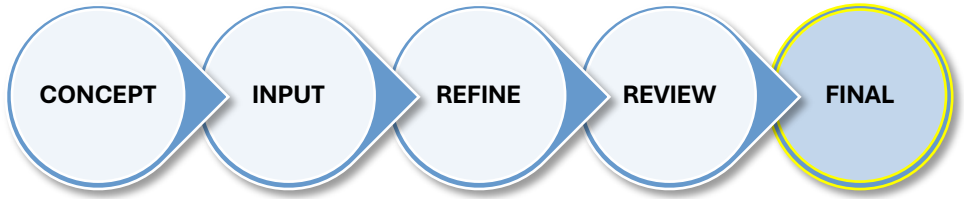
Stakeholder Review

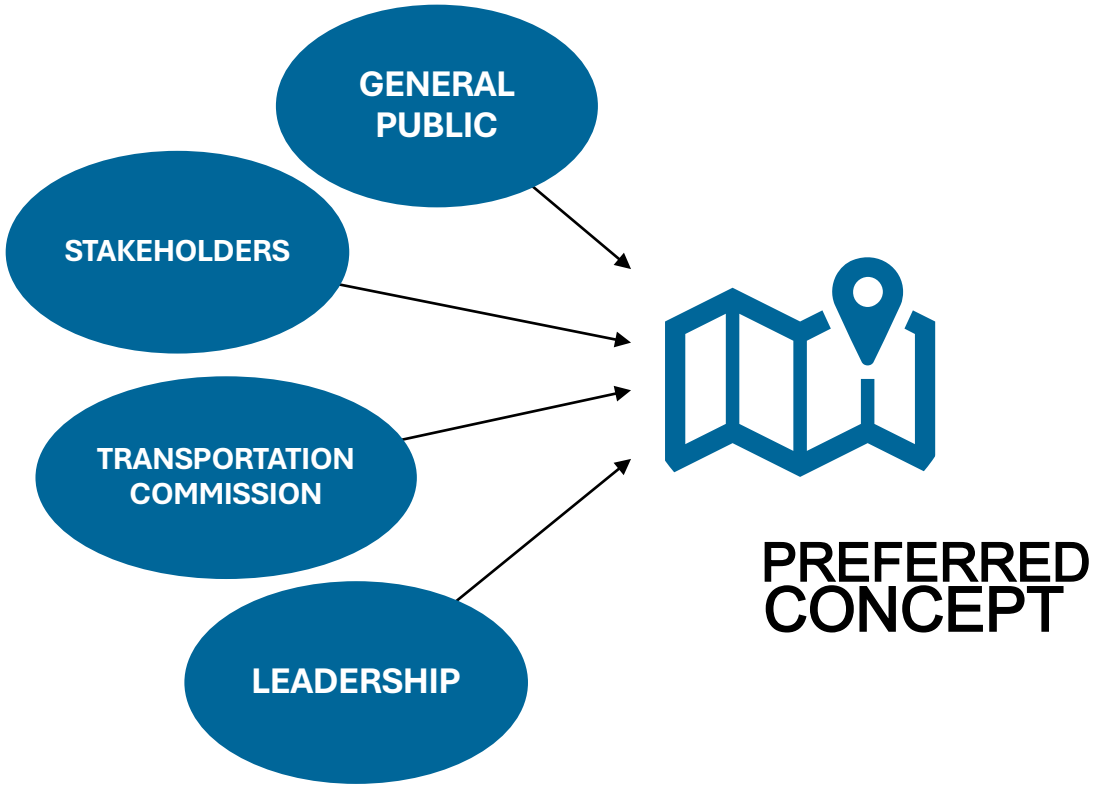


Stakeholder Review Schedule

Activity	Targeted Audience	Status
1: Internal Technical Working Session	**ICM, Parks and Rec, Water Dept., WWM, Streets, IT, Parking Enforcement, Fire Dept.**	✓
2: Businesses, Property Owners, Downtown Agencies	**DSP, PFD, Event Coordinators (Hoopfest) Impacted Property Owners**	✓
3: Legislative Check-ins	**PIES Subcommittee Bicycle Advisory Board Transportation Commission**	✓
4: Public Open House / Survey	**Community-wide**	

Final Concept Recommendation and Design





DESIGN PHASE to begin in 2026

CONSTRUCTION PHASE targeted for 2028 start

Why Now?
History - Downtown Construction Projects

- Have completed several downtown street projects in last 10 years
  - Lincoln / Monroe couplet
  - Division St.
  - Riverside Ave.
  - Washington / Stevens

- Spokane Falls identified as priority integrated street rebuild project since 2017 Comprehensive Plan
  - Plan Commission and Plan Commission Transportation Subcommittee process
  - Ranked #3 of 79
  - Top ranked project currently

Construction Schedule and Phasing

- Construction scheduling and phasing will be coordinated during Design
  - Significant coordination with impacted property owners anticipated to minimize construction impacts (e.g., maintaining public access)
- Additional stakeholder coordination/communication anticipated during Construction to provide real-time project updates
- Most likely constructed in phases/segments over two construction seasons

Questions?

Spokane Falls Boulevard Planning Study - City of Spokane, Washington (spokanecity.org)

Contact Info:

Lorena Croucher, PE → Project Manager (lcroucher@spokanecity.org)

Kevin Picanco, PE → Principal Engineer/ Interim Director (kpicanco@spokanecity.org)

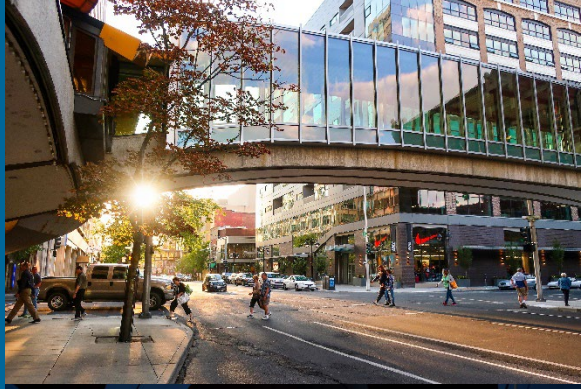
Kirstin Davis → PW Communications Manager (kdavis@spokanecity.org)

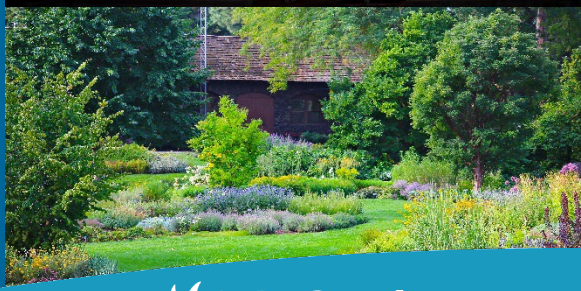
Spokane Falls
BOULEVARD

Presented to:
Public Infrastructure, Environment, and Sustainability Committee
January 12, 2026

Division of Transportation and Sustainability

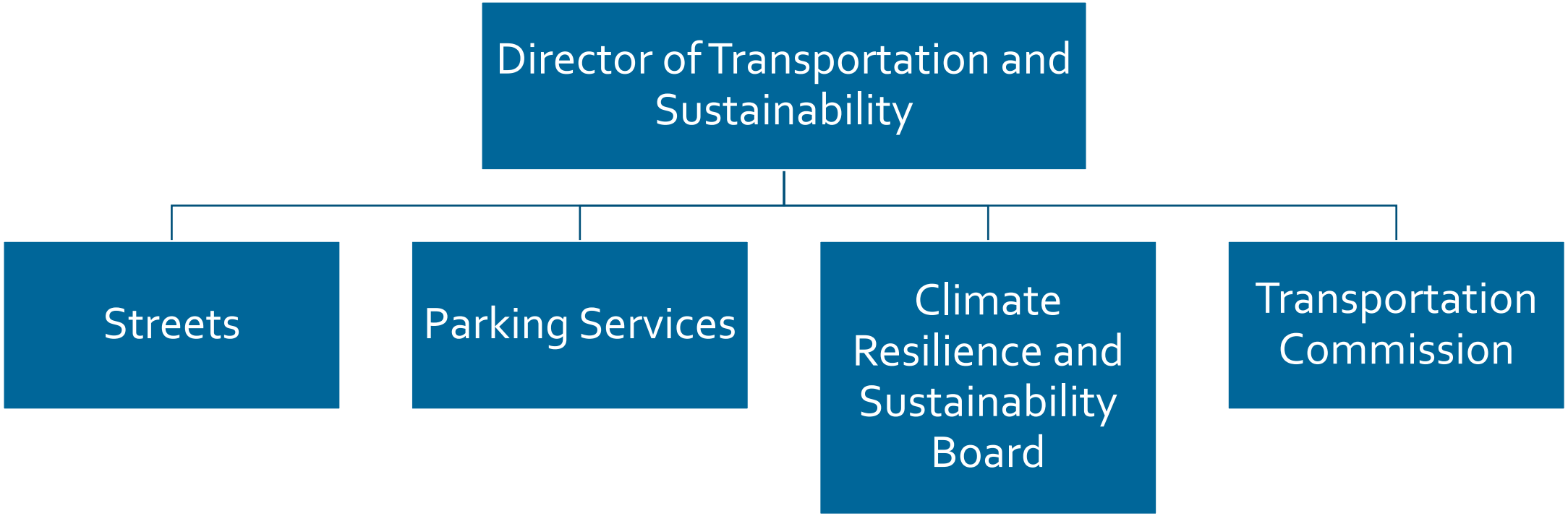
Jon Snyder, jsnyder@spokanecity.org





In Spokane We All Belong

Division of Transportation and Sustainability



Clean Energy - Technical Assistance Grant Awards

Northeast Community Center

Spokane City Hall

Clean Energy - Technical Assistance Grant Awards

- Awarded by the Washington State Department of Commerce
  - Service award ($0)
- Solar and battery backup storage feasibility studies to be completed in 2026 by state contractor
- Commerce will recommend projects determined to be feasible and cost-effective for further funding from the 2027-2029 state capital budget for project construction.

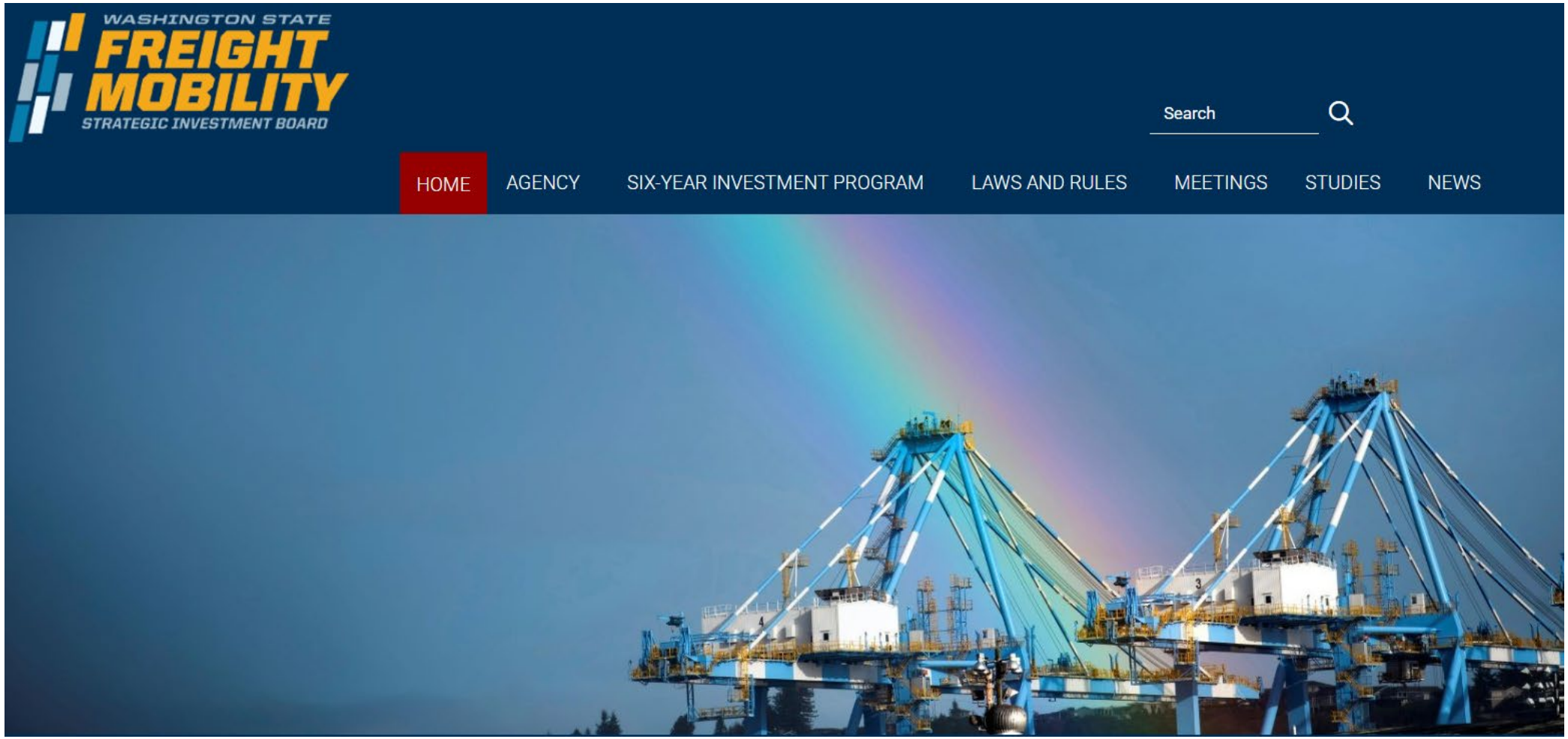
Spokane Safe Streets for All
Traffic Calming Project Selection Proposed Timeline
Cycle 15 | 2027 Quick-Build | 2028-2029 Construction

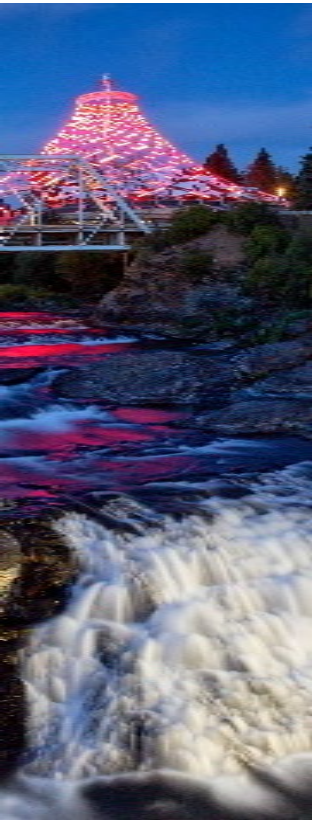
JANUARY - information rollout and sharing draft plan – ONS, Council Members, media blitz from Mayor and Council staff, share plan with Transportation Commission, Community Assembly, PeTT Committee (if the timing works?);

FEBRUARY- Take DOWL contract update to PIES on 2/9 then through Council for approval so consultant can be working on April;

FEBRUARY and **MARCH** – open public comment period- update Traffic Calming webpage, Transportation Commission webpage, ONS page? Inform 311; 311 will be handling new requests for future traffic calming projects (2027-2029); matrix to Transportation Commission (February meeting) for review and input; Data dumps from 311 webform on 2/28, 3/14, and 4/1, so that City staff have time to review residents' submissions and staff recommended network projects before packaging up to 30 projects to DOWL; Transportation Commission will have initial workshop on potential network priority projects presented by staff;

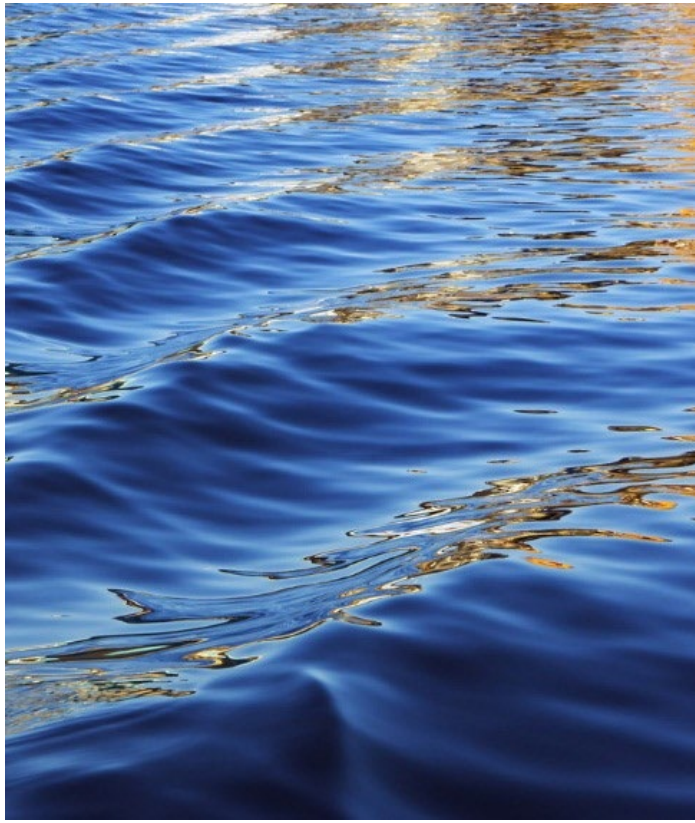
Washington State Freight Mobility Strategic Investment Board (FMSIB)





Questions?

Jon Snyder, jsnyder@spokanecity.org



Public Works Director’s Report

PIES Committee - January 2026

Marlene Feist

2026 PW Projects

- Update Utility Rates
- Update Transportation Impact Fees
- CCA Compliance Path for WTE
- **More to Come:** PFAS, TMDL for PCBs, 2026 Construction, dam relicensing, infrastructure planning, APA planning, etc.

Utility Rates

- Rates approved through 2026
- Will present to Council through the first half of 2026:
  - Water/Wastewater/Stormwater
    - Commercial water use rates/Cost of Service
  - Solid Waste Collections & Disposal
    - Cost of service/Outcome from Legislative session
- Goal – Approve rates for 2027 and 2028 by the end of the summer
  - Allow information to be available for the biennial Budget
- *TODAY:* Contract for rate analysis work for solid waste is on the consent agenda.

Transportation Impact Fees

- Update of project lists, cost estimates, and rate schedules for the entire City
- Updated the South Districts in March 2023
  - Didn’t include a replacement cost for the Thorpe Tunnels
- North Side and Downtown districts were not changed
- Work had been held up by the SRTC traffic model
- Expect to come forward in March with plans for a citizen committee and a timeline
- GOAL: Completion by end of 2026

Waste to Energy

Provides **disposal for 250,000 tons** of municipal **solid waste annually** and **generates electricity** as a byproduct.

Part of a **regional comprehensive solid waste system** that:

- **Encourages recycling and composting**.
- **Supports the state objectives** to reduce, reuse, and recycle waste with lower lifecycle emissions than other disposal options.

Climate Commitment Act (CCA)

Creates a **GHG cap and trade program** similar to California

- Washington version is **Cap & Invest Program** – some program funds go into the Climate Commitment Account and can be appropriated for GHG reduction projects
- Program has **generated over $2 Billion** in carbon auction sales **since 2023**

Initially, both WTE and landfills were provided late entry into the program

- **2nd compliance period** for WTE (emissions year 2026, auction participation in 2027)
- **3rd compliance period** for landfills (emissions year 2029 – auction participation in 2030)

Legislation in 2022 removed ALL landfills from the Cap & Invest program with landfill GHG emissions controlled under a separate rule (Methane Rule).

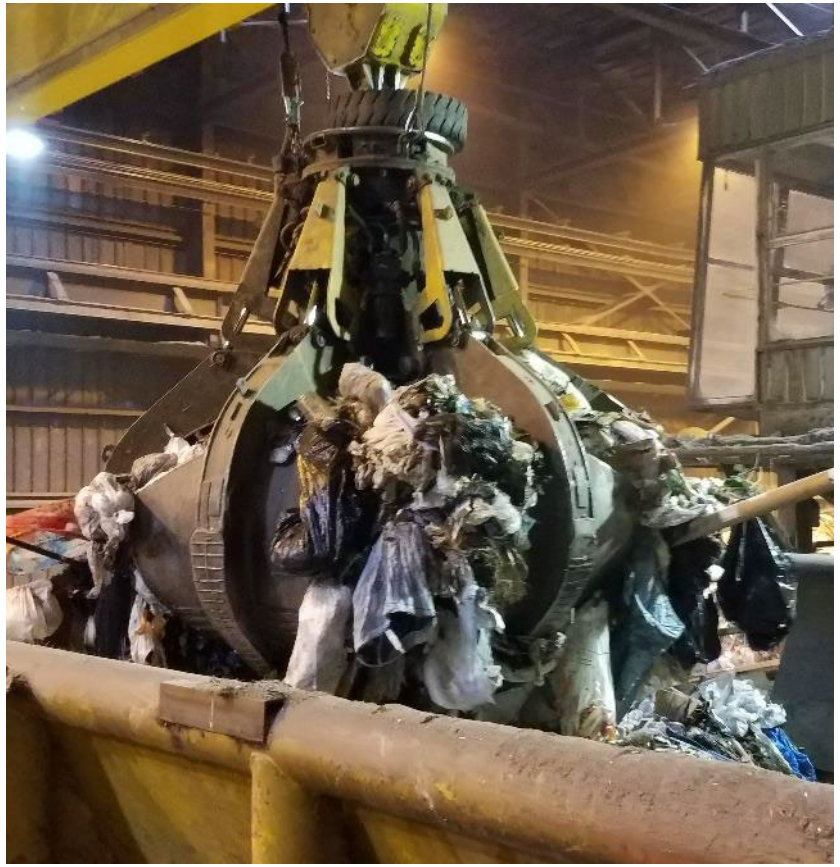
WTE and CCA

Treats Disposal Technologies differently

- Only **disposal method** that is **part of the CCA**
- Results in **higher costs for Spokane** residents & businesses

Penalizes good technology

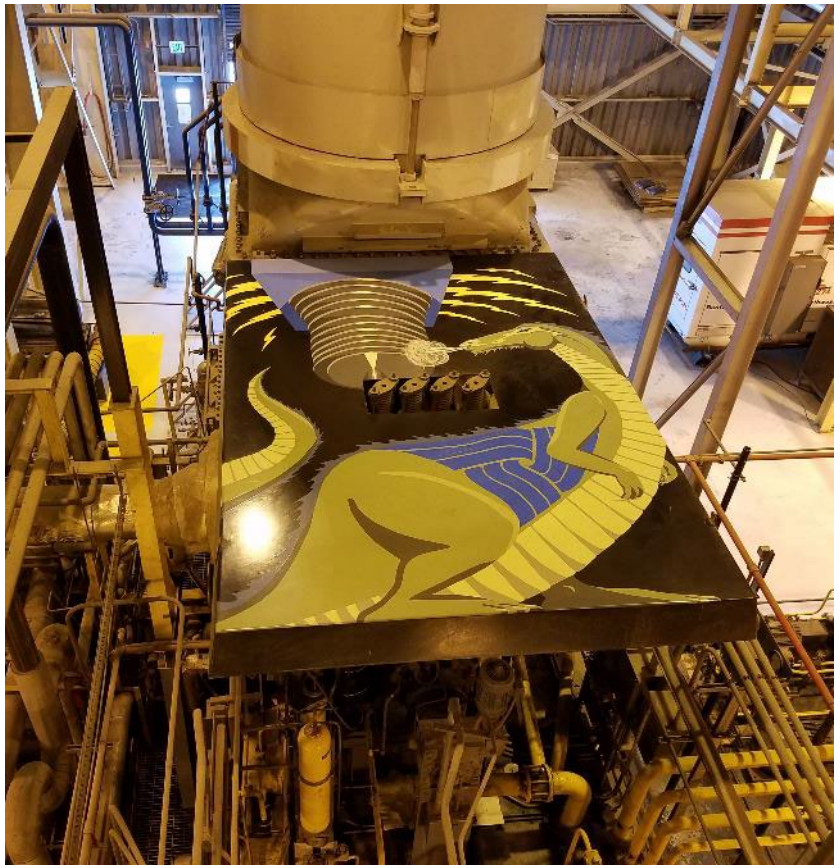
- Features **lower lifecycle emissions** than landfills
- **Measured** and **controlled** emissions, **not modeled**
- **Avoids** decades of **methane generation and emissions**
- **Avoids** decades of **leachate generation & potential groundwater impacts**
- **Avoids trucking emissions** and **placement in low-income areas**
- **Increased metals recovery**



Spokane's CCA Challenges

Limits the ability to create **additional environmental & other benefits**.

- WTE is the **center of circular economy** potential
- **Eliminates potential for emission reduction projects** such as non-ferrous metals recovery
- CCA **only recognizes up to 6%** in the form of **emissions offsets**, eliminating direct investment within the community. Offset projects reduce, remove, or avoid GHG emissions.



CCA Impacts on WTE

- Annual Costs to the Spokane WTE Facility estimated at up to $8 million per year
- Eliminates any available funding to pursue waste diversion and emission reduction projects
- Increases costs to Spokane Solid Waste Collections customers and other jurisdictions
- Jeopardizes the structure of the Spokane Regional Solid Waste System

Legislative Efforts

Legislation proposed in the 2025 session to provide equitable treatment for WTE.

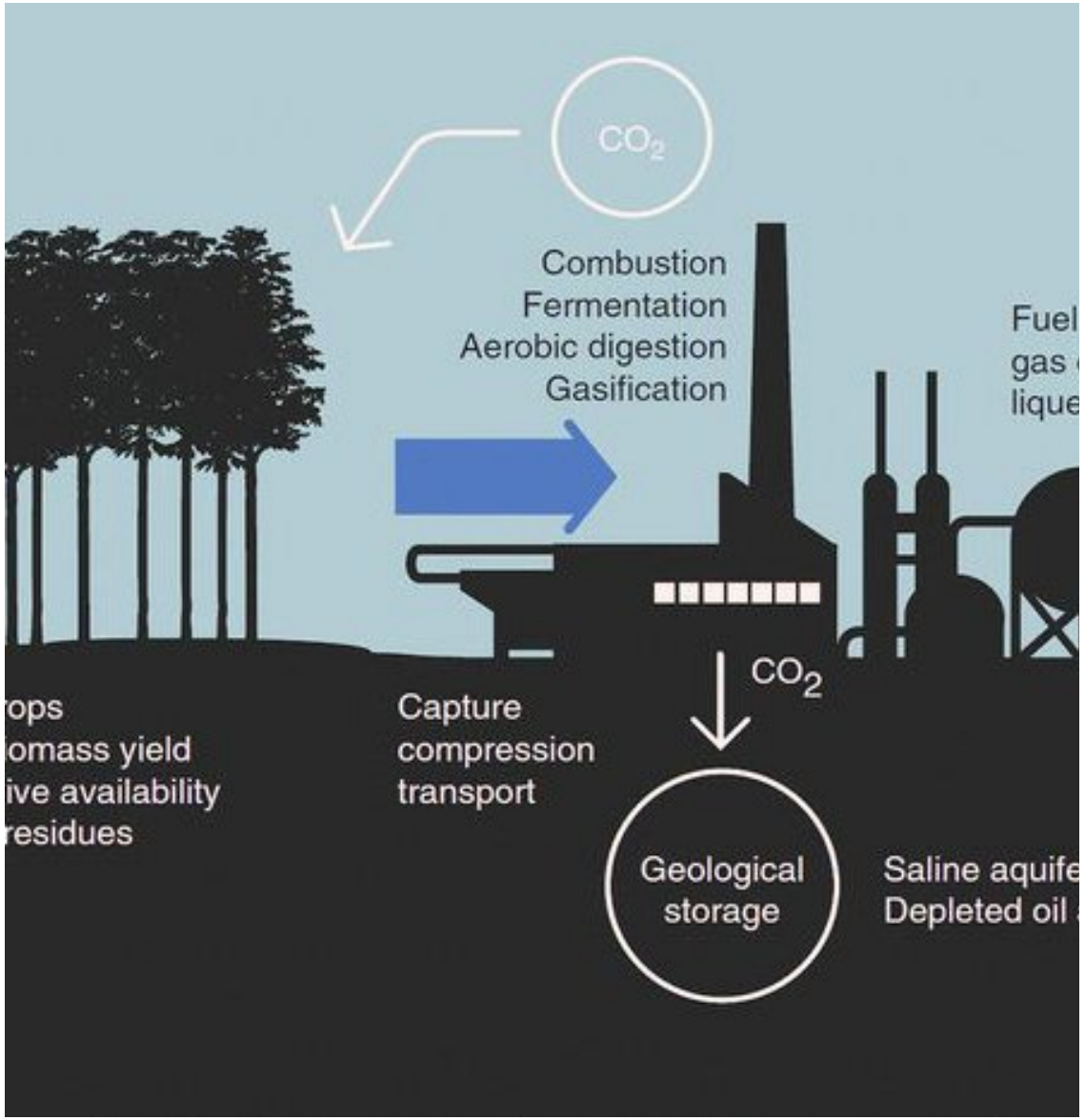
Legislation forthcoming in 2026 that provides a compliance schedule model.

City would be provided initial no cost carbon allowances that would decrease in subsequent years

Provides the City time to invest in strategies that lower emissions while still incorporating non-compliance costs

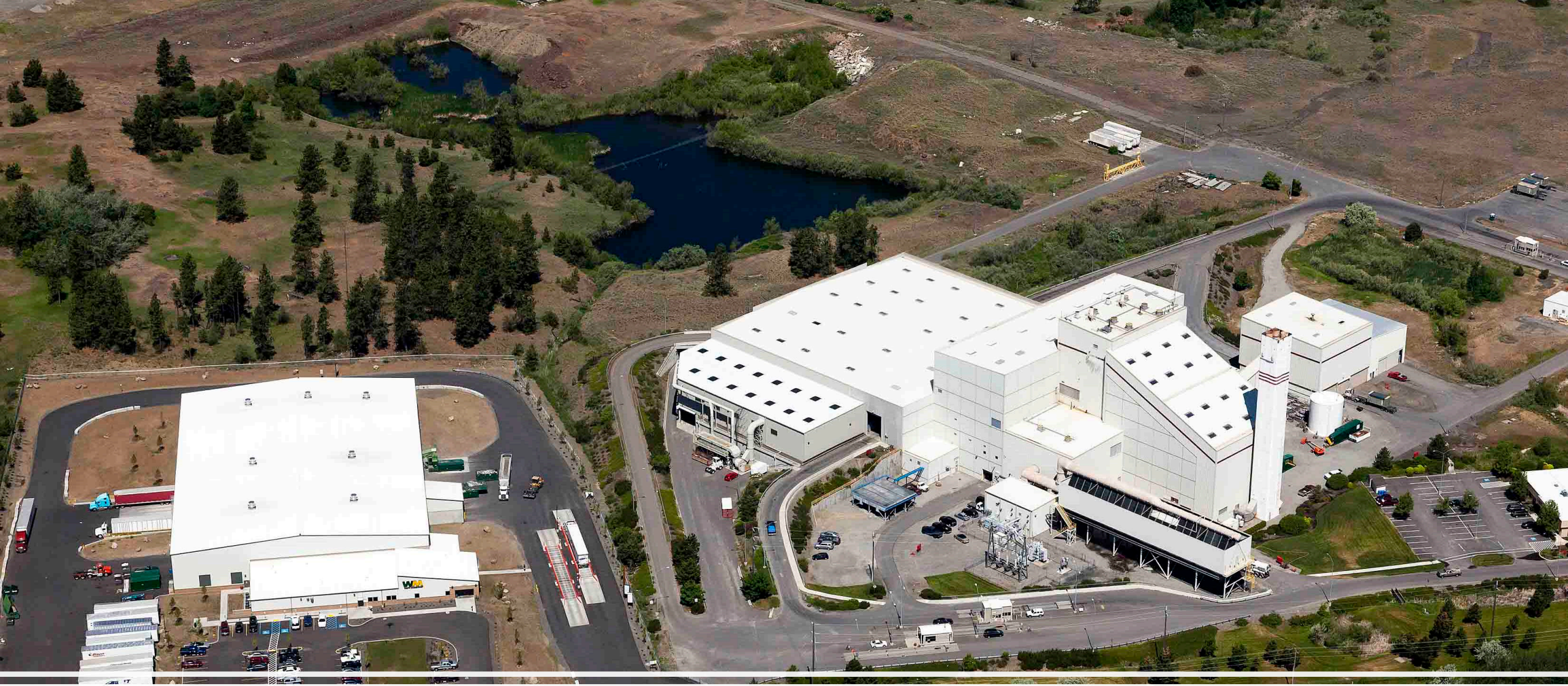
Carbon Capture

- City actively examining technologies for CO2 capture and reuse.
- Completed feasibility study with CarbonQuest, a Spokane based company, to evaluate their technology at the WTE.
- Proceeding with a second feasibility study utilizing a different carbon capture technology.
- Potential end uses include but are not limited to:
  - Mineral Sequestration
  - Beverage Grade CO2
  - Sustainable Aviation Fuel
  - Urea (Fertilizer)



Carbon Capture

- **Time needed to develop rules**
  - Rules and regulations **have not been developed** as to how reused or sequestered CO2 will be accounted for.
  - **Estimated 2 years to be finalized**, which delays evaluation and design of a full-scale system.
- **Funding needs to be identified**
  - Cost estimates for construction of a full-scale system range from **$75-$210 Million**
- **System Design and Construction**
  - Once regulations and funding have been established, procurement, engineering, and construction of a system of this size will likely take **up to 3 years**.



Questions?