



# City of Spokane

2022 – 2027

Six Year Comprehensive  
Street Program



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Michael Cathcart - Council Member District 1  
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**Greg Francis - Vice President**  
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Tom Sanderson - Member  
Sylvia St. Clair - Member  
Michael Baker - Member  
Jo Anne Wright - Member  
Lori Kinnear - **City Council Liaison**

## **Integrated Capital Management**

Katherine E. Miller, P.E. – Director  
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Date Printed: 4-27-2020

# INTRODUCTION

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

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City conducted a thorough planning effort to create the 2000 Comprehensive Plan, (adopted in 2001) which complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that guide how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over 30 official documents that encompass all aspects of city activities. A major update, completed and adopted in 2017, included a full revision of the transportation chapter.

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

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

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

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

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

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

The “Values” related to sewer, water and transportation include:

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

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

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

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

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

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

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

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

**The Six-year Comprehensive Sewer, Water and Street Programs.** The City of Spokane prepares and publishes a Six-Year Capital Improvement Program (CIPs) annually for all of its capital investments,

including sections for street, water and sewer projects as part of its annual budget process. Additionally, the City adopts its 6-year Street Program separately in July of each year to meet state deadlines. . These capital plans provide a blueprint for improving the City’s sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. These plans are prepared in support of the City’s overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a 20-year financial period, and 6-year capital plans for the utility services are designed to be consistent with each department’s twenty-year financial plan.
- The City Comprehensive Plan uses a mandated 20-year planning period for growth, development and expansion, and the Six-Year Comprehensive Sewer, Water and Street Plans are reviewed annually for compliance with the City’s overall Comprehensive Plan.
- In addition to the City Comprehensive Plan’s 20-year planning horizon, each utility designates a strategic planning period of 50-100 years for major infrastructure elements, and the capital planning supports this strategic planning. In fact, some of the city’s existing utility infrastructure is more than 100 years old. As materials improve, even longer useful life spans may be expected.

**The purpose of the Six-year Capital Plans.** The Six-Year Capital Plans for the utilities are used for five distinct purposes:

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

**New projects.** New projects are added annually to the Six-Year Sewer, Water and Street Programs, and completed (or cancelled) projects are removed from the programs. Proposed new projects must be “needs-driven” to be considered for inclusion in the programs. For street projects, considerations include the following goals from chapter 4 of the Comprehensive Plan:

- **Promote a Sense of Place** - Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

- **Provide Transportation Choices** - Meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices
- **Accommodate Access to Daily Needs and Priority Destinations** - Promote land use patterns that include transportation facilities and other urban features that advance Spokane’s quality of life.
- **Promote Economic Opportunity** - Implement projects that support and facilitate economic vitality and opportunity in support of the City’s land use plan objectives
- **Respect Natural & Community Assets** - Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment
- **Enhance Public Health & Safety** - Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers particularly the most vulnerable users.

A citizen oversight committee was formed in 2015 to drive the selection of new street projects based on a 20-year Street Levy, which was approved by City voters in November 2014. A Transportation Subcommittee of the City’s Plan Commission (PCTS) was created and worked through a process of project selection in which the above criteria, as well as existing physical conditions of arterial streets, were weighed against land-use designations that suggest economic potential and against opportunities for cost savings through integrating with utility needs and potential grants. A resulting project scoring matrix became a “first-cut” tool for prioritization of capital street projects. Through this tool, street projects are selected from the highest priority rankings.

The matrix was never expected to be a perfect tool for determining the priorities. Because of this, an additional method for justifying moving a low-scoring project into the program was developed. Such projects would be determined to be “Roadways of Significance”. The method is used in rare circumstances to elevate the prioritization of an arterial roadway based on heightened economic activity or economic potential that aligns with City Council-adopted Target Investment Areas or similar designations. Roadways of Significance must still be presented and accepted through the PCTS and City Council as part of the proposed annual update to the Six-Year Comprehensive Street Program.

**The six-year capital program annual process.** Updating the City’s Six-Year Capital Improvement Program is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

**Streets Program.** The six-year capital street program is required by State law to be completed by June 30 of each year:

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

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

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

**April-May:** The working draft is presented to the Public Infrastructure, Environment & Sustainability (PIES) Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city’s overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

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



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Council  
Resolution*

*Pages Reserved for  
Plan Commission  
Findings of Fact,  
Conclusions and  
Recommendations*





## ACRONYMS

<b>ALEA</b>	Aquatic Lands Enhancement Account
<b>BOND</b>	2004 Street Bond
<b>BNSF</b>	Burlington Northern Sante Fe Railroad
<b>CDBG</b>	Community Development Block Grant
<b>CIP</b>	Capital Improvement Program
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>DSP</b>	Downtown Spokane Partnership
<b>Fed Disc</b>	Federal Appropriation funds
<b>FMSIB</b>	Freight Mobility Strategic Investment Board
<b>FTA</b>	Federal Transportation Administration
<b>HIP</b>	Highway Infrastructure Program
<b>HPP</b>	High Priority Projects
<b>HSIP</b>	Highway Safety Improvement Programs
<b>Impact Fee</b>	Funding source developed according to RCW 82.02.050
<b>Integrated</b>	Integrated Utility Fund
<b>LEAP WA</b>	Legislative Evaluation and Accountability Program for Washington State
<b>LEVY</b>	Street and utility levy program fund
<b>Levy Match</b>	Place-holder for grants anticipated to fulfill the street and utility levy program
<b>MVA</b>	Motor Vehicle Administration
<b>Other</b>	Place-holder for grants anticipated for partially funded projects
<b>Paths/Trails</b>	Paths and Trails Reserve
<b>PDA</b>	Public Development Authority
<b>Ped/Bike</b>	Washington State Pedestrian and Bicycle Safety Program
<b>PEIP</b>	Parking Environment Improvement Program
<b>ProgMatch</b>	Programmatic Match (Additional STP funds)
<b>PWTF</b>	Public Works Trust Fund
<b>RCO</b>	Recreation and Conservation Office
<b>RedLight</b>	Funds collected through red light camera program
<b>REET</b>	Second 1/4% Real Estate Excise Tax
<b>RET</b>	First 1/4% Real Estate Tax (Helps fund street maintenance work)
<b>SAS</b>	State Arterial Street Fund (City share of the State Motor Fuel Tax)
<b>SEC 112</b>	Federal Discretionary Funds
<b>SRHD</b>	Spokane Regional Health District
<b>SRTC</b>	Spokane Regional Transportation Council
<b>SRTS</b>	Safe Routes to Schools

## ACRONYMS (Continued)

<b>SMFT</b>	State Motor fuel Tax
<b>STA</b>	Spokane Transit Authority (Cooperative project funds)
<b>STP</b>	Surface Transportation Program (federal)
<b>STBG</b>	Surface Transportation Block Grant program (federal replacement of STP)
<b>TAP</b>	Transportation Alternatives Program (federal)
<b>TBD</b>	Transportation Benefit District (sidewalk portion)
<b>TBD Street</b>	Transportation Benefit District (street maintenance portion)
<b>TCSP</b>	Transportation, Community, and System Preservation program
<b>TIB</b>	Transportation Improvement Board
<b>UDRA</b>	University District Revitalization Area
<b>Utility</b>	Utility Revenue
<b>WQTIF</b>	West Quadrant Tax Increment Finance
<b>WSDOT</b>	Washington State Department of Transportation
<b>WWRP</b>	Washington Wildlife and Recreation Program

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# Financial Information

## Funding Sources

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

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### Local

#### **Traffic Calming, School Safety and Transportation Benefit District Programs:**

Local project funds are derived from a number of sources. Three sources of funding include Redlight Camera revenue which is dedicated to traffic calming related projects, School Speed Zone Cameras revenue which is dedicated school area safety and Transportation Benefit District (TBD) revenue which is used mostly to provide pavement maintenance on residential streets. Ten to Fifteen percent of the TBD revenue is also dedicated to sidewalk infill projects, as listed in this program.

#### **Street Levy Program:**

In November of 2014 voters passed a Street Levy in replacement of the 2004 Street Bond. The Street Levy draws revenue through additional property tax within the City of Spokane. Funds from the Street Levy are used in combination with real estate excise tax and state motor fuel tax revenues to implement capital improvements to city streets. Part of the street levy also goes to street maintenance to supplement efforts to keep the existing street network in good serviceable condition.

#### **State Arterial Street Fund:**

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching, overlays, seals, etc.). For 2020 the projected revenue to be received from the State Arterial Street Fund is \$4,400,000 for the purpose of Street Maintenance.

### State

#### **Urban Arterial Program (UAP)**

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

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



## **Sidewalk Program (SP)**

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

## **Federal**

On December 4<sup>th</sup>, 2015 the President signed into law the **Fixing America’s Surface Transportation Act** (FAST ACT). With guaranteed funding for highways, highway safety, and public transportation totaling \$305 billion to be spent over the next 5 years. Four transportation bills preceded FAST to bring surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU); and Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) all—shaped this Nation's changing transportation needs.

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

## **Public Works Trust Fund**

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

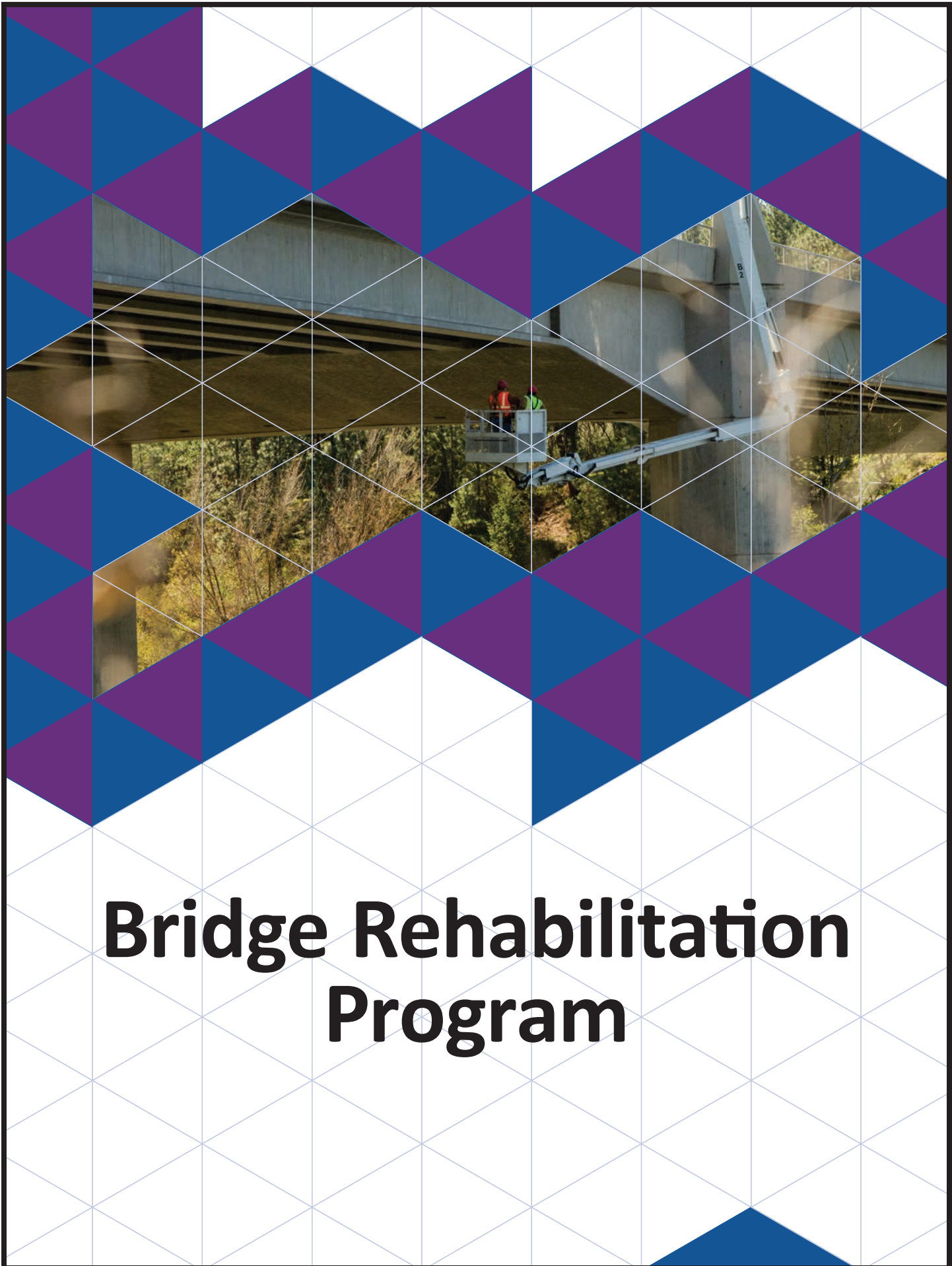
The Public Works Trust Fund will make low-interest loans for the repair, replacement, rehabilitation, reconstruction, or improvement of eligible public works systems to meet current standards and to adequately serve the needs of existing population. It is not designed to finance growth-related public works project expenditures. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects located in the public right-of-way. Approved Public Works Trust Fund-assisted projects must be completed within 24 months of the date of approval. The interest rate will be a function of the percent of local funds (State Arterial Street Funds) committed to a project for which Trust Fund financing assistance is being sought. The current relationship of loan interest rate to the level of local participation in a project is as follows:

<b>Interest Rate</b>	2%	1%	0.5%
<b>Participation</b>	5%	10%	15%

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

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

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Financial  
Summary*



# Bridge Rehabilitation Program

# Street, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2022	2023	2024	2025	2026	2027
BRIDGE	\$5,629	\$600	\$0	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$361	\$0	\$0	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$5,990</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Street/Bridge Rehabilitation**

**Hatch Rd Bridge Deck Replacement**

STR-2018-4

**Executive Summary**

Reconstruction of the Hatch Bridge deck to perpetuate the existing functionality.

**Project Justification**

Existing bridge deck requires costly regular maintenance. The new deck will extend the life and lower maintenance costs.

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

Meets TR Goal C. Accommodate Access to Daily Needs and Priority Destinations by maintaining a vital infrastructure link.

**Location**

Other Location

Hatch Rd Bridge over Hangman Creek adjacent to Highway 195

**Project Status**

Active

Project number: 2018085

Construction in 2022.

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Bridge Rehabilitation

**Hatch Rd Bridge Deck Replacement**

STR-2018-4

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$2,390,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,390,000	\$2,390,000
Design	\$153,755	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$273,755
<b>Total</b>	<b>\$153,755</b>	<b>\$120,000</b>	<b>\$2,390,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,390,000</b>	<b>\$2,663,755</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
BRIDGE	Federal	Funded	\$104,021	\$100,000	\$2,028,729	\$0	\$0	\$0	\$0	\$0	\$0	\$2,028,729	\$2,232,750
REET	Local	Funded	\$49,734	\$20,000	\$361,271	\$0	\$0	\$0	\$0	\$0	\$0	\$361,271	\$431,005
<b>Total</b>			<b>\$153,755</b>	<b>\$120,000</b>	<b>\$2,390,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,390,000</b>	<b>\$2,663,755</b>

\*Status definitions

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

## Street/Bridge Rehabilitation

### Post Street Replacement Bridge

STR-2012-26

#### Executive Summary

Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunk-line and water transmission main, as well as conduit and cable for electrical, lighting and communication needs.

#### Project Justification

The current structure is deteriorating and needs to be replaced. A Type, Size, and Location (TS&L) study was conducted to address all modes of travel.

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

Meets TR Goal E. Respect natural & Community Assets by recreating a bridge that serves the community as an asset to the local network, the parks, the Centennial trail, etc. The level of integration and focus on effective delivery also meets TR Goal G. Maximize Public Benefits.

#### Location

Other Location

Post St. Crossing at Spokane River.

#### Project Status

Active

Project Number: 2017105(2001041)

TS&L Study and Design complete. Construction began in 2020, to continue through 2022.

#### External Factors

Coordination of timing with surrounding road closures will dictate actual construction start. CSO 26 and Riverfront Park projects will each impact this schedule.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



Street/Bridge Rehabilitation

Post Street Replacement Bridge

STR-2012-26

Spending

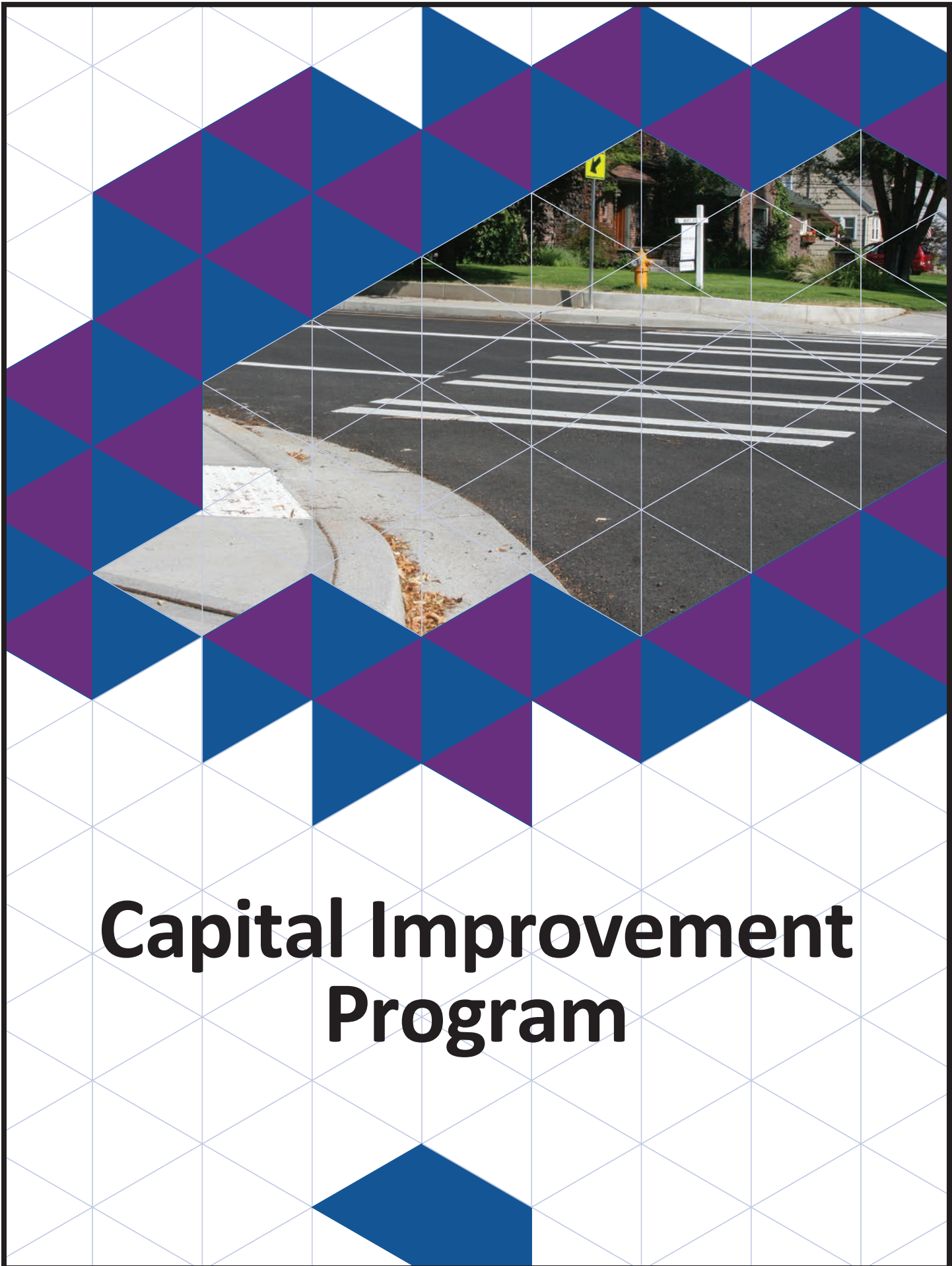
Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$3,556,223	\$4,199,452	\$3,600,000	\$600,000	\$0	\$0	\$0	\$0	\$4,200,000	\$11,955,675
Design	\$2,114,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,114,307
<b>Total</b>	<b>\$5,670,530</b>	<b>\$4,199,452</b>	<b>\$3,600,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,200,000</b>	<b>\$14,069,982</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
BRIDGE	Federal	Funded	\$3,556,223	\$4,199,452	\$3,600,000	\$600,000	\$0	\$0	\$0	\$0	\$4,200,000	\$11,955,675
Levy	Local	Funded	\$745,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$/45,307
Sec 129	Federal	Funded	\$1,369,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,369,000
<b>Total</b>			<b>\$5,670,530</b>	<b>\$4,199,452</b>	<b>\$3,600,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,200,000</b>	<b>\$14,069,982</b>

\*Status definitions

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



# Capital Improvement Program

# Street, Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2022	2023	2024	2025	2026	2027
CMAQ	\$33	\$0	\$0	\$0	\$0	\$0
FMSIB	\$0	\$0	\$200	\$320	\$4,330	\$0
Grant	\$0	\$0	\$815	\$8,628	\$10,950	\$1,405
HIP	\$0	\$1,470	\$0	\$0	\$0	\$0
Impact Fee	\$190	\$45	\$0	\$0	\$0	\$0
Levy	\$15,250	\$4,890	\$3,605	\$6,317	\$7,905	\$7,150
NHS	\$0	\$0	\$0	\$0	\$0	\$0
PDA	\$140	\$95	\$900	\$0	\$0	\$0
Private	\$0	\$0	\$50	\$500	\$0	\$0
Redlight	\$475	\$50	\$0	\$0	\$0	\$0
REET	\$754	\$665	\$785	\$864	\$2,944	\$759
SEIP	\$0	\$0	\$0	\$0	\$0	\$0
STA	\$1,655	\$50	\$0	\$0	\$0	\$0
STBG	\$5,675	\$251	\$340	\$385	\$140	\$1,700
Street Maintenance	\$530	\$0	\$0	\$0	\$0	\$0
TIB	\$825	\$100	\$190	\$1,960	\$1,475	\$5,350
UDRA	\$150	\$0	\$0	\$0	\$0	\$0
WSDOT	\$4,240	\$575	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$29,917</b>	<b>\$8,191</b>	<b>\$6,885</b>	<b>\$18,974</b>	<b>\$27,744</b>	<b>\$16,364</b>

**Street/Street Capital**

**12th Ave. - Deer Heights Rd. to Flint Rd.**

STR-2020-22

**Executive Summary**

Construct new arterial roadway from Deer Heights Road to Flint Road, connecting to existing 12th Avenue within Airway Heights at Deer Heights Road.

**Project Justification**

Improve and increase east-west traffic capacity. Provide an alternative route to Highway 2.

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

TR Goal B: Provide Transportation Choices; TR Goal D: Promote Economic Opportunity

**Location**

Other Location

12th Ave. from Deer Heights Rd. to Flint Rd.

**Project Status**

Active

Project planning underway by West Plains PDA.

**External Factors**

Securing additional funding for construction.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Street Capital**

**12th Ave. - Deer Heights Rd. to Flint Rd.**

STR-2020-22

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000	\$3,700,000
Design	\$0	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$0	\$300,000	\$300,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$250,000</b>	<b>\$3,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$200,000	\$3,200,000	\$0	\$0	\$3,400,000	\$3,400,000
PDA	Local	Funded	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Private	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$50,000	\$500,000	\$0	\$0	\$550,000	\$550,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$250,000</b>	<b>\$3,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>

\* Status definitions

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

## Street/Street Capital

### 1st Avenue, Maple St to Monroe St

STR-2016-25

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.

#### Project Justification

This section of roadway and utility infrastructure is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

#### Location

Other Location

First Avenue between Maple Street and Monroe Street.

#### Project Status

Active

Project 2016091

Scoping to begin in 2026; Design in 2028

#### External Factors

Grant funds will be required to move into the construction phase.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

Street/Street Capital

1st Avenue, Maple St to Monroe St

STR-2016-25

Spending

Project Phase	Prior Spending	2021	Estimated Spending						Total	
			2022	2023	2024	2025	2026	2027		6 Year Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>

\*Status definitions

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

**Street/Street Capital**

**1st Avenue, Monroe St to Wall St**

STR-2017-6

**Executive Summary**

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.

**Project Justification**

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

**Location**

Other Location

First Avenue between Monroe Street and Wall Street.

**Project Status**

Active

Project number: 2017078

Scoping: 2026; Design 2028

**External Factors**

Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



**Street/Street Capital**

**1st Avenue, Monroe St to Wall St**

STR-2017-6

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>

\*Status definitions

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

**Street/Street Capital**

**1st Avenue, Wall St to Bernard St**

STR-2017-87

**Executive Summary**

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.

**Project Justification**

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks are in need of attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

**Location**

Other Location

First Avenue between Wall Street and Bernard Street.

**Project Status**

Active

Project number: 2017079

Scoping to begin in 2026; Design in 2028

**External Factors**

Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Street Capital**

**1st Avenue, Wall St to Bernard St**

STR-2017-87

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
<b>Total</b>			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

\*Status definitions

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

**Street/Street Capital**

**27th Avenue – SE Blvd to Ray**

STR-2018-7

**Executive Summary**

Construct full depth roadway, repair sidewalk, and utility updates. Potential communication conduit and cable improvements.

**Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

**Location**

Other Location

27th Avenue between Southeast Boulevard and Ray Street

**Project Status**

Active

Project number: 2018087

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

27th Avenue – SE Blvd to Ray

STR-2018-7

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$3,450,000</b>	<b>\$0</b>	<b>\$3,700,000</b>	<b>\$3,700,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$165,000	\$2,300,000	\$0	\$2,465,000	\$2,465,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,150,000	\$0	\$1,235,000	\$1,235,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$3,450,000</b>	<b>\$0</b>	<b>\$3,700,000</b>	<b>\$3,700,000</b>

\*Status definitions

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

**Street/Street Capital**

**44th Avenue - Crestline to Altamont**

STR-2021-1

**Executive Summary**

Strip pave unpaved section of planned Arterial roadway.

**Project Justification**

Pave an existing unpaved, planned arterial route. Improve arterial connectivity and provide alternative routes.

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

TR B - Provide Transportation Choices, meets mobility needs for pedestrians, bikes and vehicles. TR F - Enhance Public Health and Safety, provides viable active mode options.

**Location**

Other Location

44th Avenue - Crestline to Altamont

**Project Status**

Active

Project Number: 2021068 Scoping and Design in 2021; Construction in 2022

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

44th Avenue - Crestline to Altamont

STR-2021-1

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Design	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$900,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Impact Fee	Local	Funded	\$0	\$20,000	\$180,000	\$0	\$0	\$0	\$0	\$0	\$0	\$180,000	\$200,000
REET	Local	Funded	\$0	\$10,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$100,000
Street Maintenance	Local	Funded	\$0	\$70,000	\$530,000	\$0	\$0	\$0	\$0	\$0	\$0	\$530,000	\$600,000
<b>Total</b>			<b>\$0</b>	<b>\$100,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$900,000</b>

\*Status definitions

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

**Street/Street Capital**

**4th Avenue, Sunset Hwy to Maple St**

STR-2016-30

**Executive Summary**

Construct full depth roadway, repair sidewalk. This project will also replace a segment of the water distribution main, provide for stormwater separation, replace electrical, lighting and upgrade signals at Maple to include APS as needed.

**Project Justification**

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and E. Respect natural & Community Assets by accommodating access to daily needs. Also, as an integrated project, this investment maximizes public benefit; TR Goal G. Maximize Public Benefits and Fiscal Responsibility.

**Location**

Other Location

4th Avenue between Sunset Hwy and Maple Street

**Project Status**

Active

Project number: 2016095

Design: 2024; Construction: 2025

**External Factors**

Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



**Street/Street Capital**

**4th Avenue, Sunset Hwy to Maple St**

STR-2016-30

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$2,800,000	\$2,800,000
Design	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$280,000	\$280,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,080,000</b>	<b>\$3,080,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$90,000	\$840,000	\$0	\$0	\$930,000	\$930,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$190,000	\$1,960,000	\$0	\$0	\$2,150,000	\$2,150,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,080,000</b>	<b>\$3,080,000</b>

\*Status definitions

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

**Street/Street Capital**

**Aubrey L. White Parkway, Downriver to Treatment Plant**

STR-2018-17

**Executive Summary**

Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.

**Project Justification**

Roadway and drainage conditions have deteriorated and need to be addressed.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating roadway access and taking care of the assets of our community while updating an access point to wastewater facilities.

**Location**

Other Location

Aubrey L White Parkway between Downriver Drive and the Wastewater Treatment Plant

**Project Status**

Active

Project number: 2018096

Design: 2021/22; Construction 2022

Integrated Project - Wastewater, Stormwater

**External Factors**

Work funded partly through wastewater treatment plant operations.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

**Aubrey L. White Parkway, Downriver to Treatment Plant**

STR-2018-17

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$900,000	\$100,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Design	\$0	\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$925,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,025,000</b>	<b>\$1,050,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$25,000	\$925,000	\$100,000	\$0	\$0	\$0	\$0	\$1,025,000	\$1,050,000
<b>Total</b>			<b>\$0</b>	<b>\$25,000</b>	<b>\$925,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,025,000</b>	<b>\$1,050,000</b>

\*Status definitions

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

**Street/Street Capital**

**Broadway Avenue – Cedar to Post**

STR-2018-10

**Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. Implement APS updates as appropriate.

**Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

**Location**

Other Location

Broadway Avenue between Cedar Street and Post Street (initial phase). Future phases to cover Summit Blvd to Cedar St.

**Project Status**

Active

Project number: 2018090

**External Factors**

Timing around local development projects.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Broadway Avenue – Cedar to Post

STR-2018-10

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$7,100,000	\$0	\$0	\$7,100,000	\$7,100,000
Design	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000	\$650,000
Planning	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$650,000</b>	<b>\$7,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,775,000</b>	<b>\$7,775,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$455,000	\$4,970,000	\$0	\$0	\$5,425,000	\$5,425,000
Levy	Local	Funded	\$0	\$0	\$0	\$25,000	\$195,000	\$2,130,000	\$0	\$0	\$2,350,000	\$2,350,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$650,000</b>	<b>\$7,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,775,000</b>	<b>\$7,775,000</b>

\* Status definitions

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

**Street/Street Capital**

**Flexible Arterial Maintenance Program**

STR-2019-88

**Executive Summary**

This program allows local capital street dollars that are scheduled for a given year to be re-assigned to maintenance activities when an anticipated grant is not awarded. The original capital projects that fall into this situation will be postponed for future grant opportunities.

**Project Justification**

The investment premise for the 2014 Street Levy was to improve our arterial street network condition through capital and maintenance activities. This program holds an emphasis on the importance of preserving our streets as possible through timely investments.

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

Meets Transportation goals C. Accommodate Access to Daily Needs and Priority Destinations, and E. Respect natural & Community Assets by maintaining the roadway system in serviceable condition.

**Location**

Other Location

Various arterial streets.

**Project Status**

Active

Project selections will occur late in a year; given that anticipated grant dollars end up not being awarded.

**External Factors**

This funding will be programmed as it comes available. The programming will lean on the prioritization processes that select maintenance projects, and will thus accelerate the overall maintenance program.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Street Capital**

**Flexible Arterial Maintenance Program**

STR-2019-88

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$1,500,000	\$4,000,000	\$4,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$20,000,000	\$21,500,000
<b>Total</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$20,000,000</b>	<b>\$21,500,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$1,500,000	\$4,000,000	\$4,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$20,000,000	\$21,500,000
<b>Total</b>			<b>\$0</b>	<b>\$1,500,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$20,000,000</b>	<b>\$21,500,000</b>

\*Status definitions

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

## Street/Street Capital

### Freya Street, Garland Avenue to Francis Avenue

STR-2017-8

#### Executive Summary

Construct full depth roadway with drainage to bio-infiltration facilities aside the roadway. Roadway width is minimal, although intersections to be built for industrial freight movement. This implementation is a target investment strategy. Project split at Wellesley for delivery in two phases.

#### Project Justification

This project will prepare Freya Street to function in the capacity of the surrounding Industrial usage. Zoning and environmental improvements on adjacent properties are preparing this area for future development. These street improvements will facilitate such opportunities.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and D. Promote Economic Opportunity by accommodating access to daily needs through reconstruction that will support the freight network for this industrial area.

#### Location

Other Location

Freya Street between Garland Avenue and Francis Avenue Phase break at Wellesley with first phase to the north.

#### Project Status

Active

Project Number: 2017081

Begin design in 2024

#### External Factors

The area planning and environmental improvements continue to evolve and generate interest for prospective developments. The readiness of a large-scale development in the project vicinity could influence accelerated project delivery.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital**

**Freya Street, Garland Avenue to Francis Avenue**

STR-2017-8

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$0	\$6,500,000	\$6,500,000
Design	\$0	\$0	\$0	\$0	\$300,000	\$380,000	\$0	\$0	\$680,000	\$680,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$480,000</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$7,280,000</b>	<b>\$7,280,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$200,000	\$320,000	\$4,330,000	\$0	\$4,850,000	\$4,850,000
REET	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$160,000	\$2,170,000	\$0	\$2,430,000	\$2,430,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$480,000</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$7,280,000</b>	<b>\$7,280,000</b>

\* Status definitions

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

**Street/Street Capital**

**General Engineering-Street**

STR-2012-99

**Executive Summary**

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

**Project Justification**

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

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

This facilitates development of project concepts and integration for effective project deliveries; TR Goal G. Maximize Public Benefits and Fiscal Responsibility With Integration.

**Location**

Other Location

Citywide

**Project Status**

Active

Project number: n/a

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

General Engineering-Street

STR-2012-99

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Planning	\$0	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$704,000	\$3,929,000	\$4,519,000
<b>Total</b>	<b>\$0</b>	<b>\$590,000</b>	<b>\$607,000</b>	<b>\$625,000</b>	<b>\$645,000</b>	<b>\$664,000</b>	<b>\$684,000</b>	<b>\$704,000</b>	<b>\$3,929,000</b>	<b>\$4,519,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
REET	Local	Funded	\$0	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$704,000	\$3,929,000	\$4,519,000
<b>Total</b>			<b>\$0</b>	<b>\$590,000</b>	<b>\$607,000</b>	<b>\$625,000</b>	<b>\$645,000</b>	<b>\$664,000</b>	<b>\$684,000</b>	<b>\$704,000</b>	<b>\$3,929,000</b>	<b>\$4,519,000</b>

\*Status definitions

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

**Street/Street Capital**

**Havana Street – Sprague to Broadway**

STR-2018-12

**Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. Include APS as appropriate at signals. Integrated with utility improvements.

**Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

**Location**

Other Location

Havana Street between Broadway Avenue and Sprague Avenue

**Project Status**

Active

Project number: 2018092

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Havana Street – Sprague to Broadway

STR-2018-12

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$390,000	\$690,000	\$690,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$390,000</b>	<b>\$690,000</b>	<b>\$690,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$260,000	\$460,000	\$460,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$130,000	\$230,000	\$230,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$390,000</b>	<b>\$690,000</b>	<b>\$690,000</b>

\*Status definitions

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

**Street/Street Capital**

**Holland Avenue, Normandy St to Colton St**

STR-2018-66

**Executive Summary**

Roadway resurfacing in coordination with sewer work associated with the Marion Hay Intertie project.

**Project Justification**

Utility work drives the need to resurface the roadway.

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

Meets TR Goal G. Maximize Public Benefits and Fiscal Responsibility With Integration by integrating street work with a major utility project investment.

**Location**

Other Location

Holland Avenue between Normandy Street to Colton Street

**Project Status**

Active

Project Number: 2017170

Construction in 2022

Integrated project - Wastewater

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Holland Avenue, Normandy St to Colton St

STR-2018-66

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Design	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$1,600,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Levy	Local	Funded	\$0	\$50,000	\$1,550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$1,600,000
<b>Total</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$1,600,000</b>

\*Status definitions

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

**Street/Street Capital**

**Howard St, Sprague Ave to Riverside Ave**

STR-2017-7

**Executive Summary**

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting.

**Project Justification**

Pavement and utility infrastructure are aging and will need rehabilitation. Vaulted sidewalks need attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

**Location**

Other Location

Howard Street between Sprague Avenue and Riverside Avenue.

**Project Status**

Active

Project number: 2017082

Street re-surfacing to accommodate transit traffic and facilitate better active transportation as part of the City Line alignment.

**External Factors**

Spokane Transit Authority will fund this project as part of the Central City Line delivery.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Street Capital

Howard St, Sprague Ave to Riverside Ave

STR-2017-7

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Design	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
<b>Total</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$670,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
STA	Local	Funded	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$670,000
<b>Total</b>			<b>\$0</b>	<b>\$70,000</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$670,000</b>

\*Status definitions

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

**Street/Street Capital**

**Main Ave, Monroe St to Browne St**

STR-2017-13

**Executive Summary**

Pavement resurfacing, sidewalk repair/updates, curb bump-outs, storm drainage, securing vaulted sidewalks, and upgrading signals and lighting. Water lines need updates. Project will complement the Spokane Transit City Line. Include APS as appropriate. Candidate for Alternative Delivery.

**Project Justification**

Pavement and utility infrastructure are aging and will need rehabilitation. Vaulted sidewalks need attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

**Location**

Other Location

Main Avenue between Monroe Street and Browne Street

**Project Status**

Active

Project number: 2017083

Integrated Project - Water, Stormwater

**External Factors**

Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Street Capital**

**Main Ave, Monroe St to Browne St**

STR-2017-13

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$5,000,000</b>	<b>\$5,375,000</b>	<b>\$5,375,000</b>	<b>\$5,375,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$75,000	\$0	\$100,000	\$1,600,000	\$1,775,000	\$1,775,000
STBG	Federal	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,700,000	\$1,800,000	\$1,800,000
TIB	State	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,700,000	\$1,800,000	\$1,800,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$5,000,000</b>	<b>\$5,375,000</b>	<b>\$5,375,000</b>

\* Status definitions

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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

**Street/Street Capital**

**Mallon Avenue – Monroe to Howard**

STR-2018-8

**Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. Include APS as appropriate at signals.

**Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

**Location**

Other Location

Mallon Avenue between Monroe Street and Howard Street

**Project Status**

Active

Project number: 2018088

Integrated Project - Water, Wastewater, Stormwater

**External Factors**

Time around local development projects.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Mallon Avenue – Monroe to Howard

STR-2018-8

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$5,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$500,000	\$0	\$550,000	\$550,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$75,000
Planning	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$50,000</b>	<b>\$575,000</b>	<b>\$5,500,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$25,000	\$50,000	\$200,000	\$1,850,000	\$2,125,000	\$2,125,000
TIB	State	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$375,000	\$3,650,000	\$4,025,000	\$4,025,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$50,000</b>	<b>\$575,000</b>	<b>\$5,500,000</b>	<b>\$6,150,000</b>	<b>\$6,150,000</b>

\* Status definitions

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

**Street/Street Capital**

**Maple-Wellesley Intersection**

STR-2019-22

**Executive Summary**

Widen the intersection to incorporate an independent right-turn lane and improve traffic flow. More storage for west-bound Thru. Include APS as appropriate. Design scheduled for 2020 with construction scheduled for 2022.

**Project Justification**

This will improve safety for travel and reduce bottleneck congestion.

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

Meets Transportation Goal F. Enhance Public Health & Safety by improving conditions for vehicle travel on Maple Street.

**Location**

Other Location

Maple Street at Wellesley Avenue

**Project Status**

Active

Project number: 2019107

Design in 2020 for Construction in 2021.

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Maple-Wellesley Intersection

STR-2019-22

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$625,700	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$675,700
Design	\$46,231	\$56,769	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,000
Land purchase	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Total</b>	<b>\$46,231</b>	<b>\$692,469</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$788,700</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
CMAQ	Federal	Funded	\$23,795	\$457,469	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000	\$514,264
REET	Local	Funded	\$22,436	\$235,000	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$274,436
<b>Total</b>			<b>\$46,231</b>	<b>\$692,469</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$788,700</b>

\*Status definitions

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

**Street/Street Capital**

**Minor Construction Assistance**

STR-2012-100

**Executive Summary**

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

**Project Justification**

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

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

**Location**

Other Location

Citywide

**Project Status**

Active

Ongoing during every construction season

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Street Capital

Minor Construction Assistance

STR-2012-100

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
REET	Local	Funded	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000

\*Status definitions

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

**Street/Street Capital**

**Napa Street, Sprague Ave to 2nd Ave**

STR-2016-28

**Executive Summary**

Construct full depth roadway, and repair sidewalks. This project will also replace water distribution main, provide for stormwater separation, and incorporate necessary signal, lighting and conduit updates.

**Project Justification**

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

**Location**

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

**Project Status**

Active

Project number: 2016093

Design: 2025; Construction: 2026 Integrated Project - Water

**External Factors**

Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$1,800	\$0	\$0	\$0	\$0	\$0	\$3,600

**Maintenance Comments**

**Street/Street Capital**

**Napa Street, Sprague Ave to 2nd Ave**

STR-2016-28

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending						Total		
			2022	2023	2024	2025	2026	2027		6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$1,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000	\$140,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$140,000</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$1,540,000</b>	<b>\$1,540,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$93,000	\$930,000	\$0	\$1,023,000	\$1,023,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$47,000	\$470,000	\$0	\$517,000	\$517,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$140,000</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$1,540,000</b>	<b>\$1,540,000</b>

\*Status definitions

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

**Street/Street Capital**

**NSC - 2nd & 3rd Fiber Reroute**

STR-2020-21

**Executive Summary**

Relocate fiber along the realigned 2nd Avenue and 3rd Avenue from Thor Street to Freya Avenue including cabinets and structures as needed to support the North Spokane Corridor 2nd and 3rd Ave. realignment project.

**Project Justification**

This project is needed to maintain system operation during and after the realignment of 2nd and 3rd Ave. for the North Spokane Corridor.

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

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

**Location**

Other Location

2nd and 3rd Ave from Thor to Freya

**Project Status**

Active

This project is currently in the planning stages.

**External Factors**

Design and construction schedule of the North Spokane Corridor I-90 to Sprague project.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

NSC - 2nd & 3rd Fiber Reroute

STR-2020-21

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000	\$575,000
Design	\$0	\$0	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$55,000	\$55,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000</b>	<b>\$575,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$630,000</b>	<b>\$630,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
WSDOT	State	Funded	\$0	\$0	\$55,000	\$575,000	\$0	\$0	\$0	\$0	\$0	\$630,000	\$630,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$55,000</b>	<b>\$575,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$630,000</b>	<b>\$630,000</b>

\*Status definitions

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

**Street/Street Capital**

**NSC - Ermina & Greene Signal Changes**

STR-2020-36

**Executive Summary**

Relocate the traffic signal pole located on the SE corner of Ermina and Greene. The current signal pole stands 30-33' tall while the future NSC structure clearance at this location is 23'. The scope of this project is to design new intersection signalization while meeting the clearance requirements.

**Project Justification**

Current signal pole is in conflict with future NSC structure.

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

TR3- Transportation Level of Service. Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

**Location**

Other Location

Intersection of Ermina Avenue and Greene Street

**Project Status**

Active

Project Number: 2020059

Design in 2020/21, construction in 2021/22

**External Factors**

WSDOT NSC River Crossing construction anticipated to start March 31, 2021

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

NSC - Ermina & Greene Signal Changes

STR-2020-36

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$70,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$90,000
Design	\$21,500	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,500
<b>Total</b>	<b>\$21,500</b>	<b>\$90,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$131,500</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
WSDOT	State	Funded	\$21,500	\$90,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$131,500
<b>Total</b>			<b>\$21,500</b>	<b>\$90,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$131,500</b>

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

**Street/Street Capital**

**NSC - Ralph Street Improvements**

STR-2020-4

**Executive Summary**

Provide design to Washington State Department of Transportation for rebuild of Ralph Street including traffic calming treatments and roadside swales from Carlisle Avenue to Euclid Avenue and along Carlisle Avenue from Greene Street to Ralph Street.

**Project Justification**

Ralph Street will be rebuilt as a result of North Spokane Corridor construction. This project allows the City to provide direction to the state prior to reconstruction.

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

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.

**Location**

Other Location

Ralph Street, Upriver Drive to Euclid Avenue

**Project Status**

Active

Project Number: 2020060

Project in planning phase; agreement in process with WSDOT.

**External Factors**

Final design to be completed by WSDOT NSC office as part of the NSC River Crossing project.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Street Capital

NSC - Ralph Street Improvements

STR-2020-4

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$475,000	\$50,000	\$0	\$0	\$0	\$0	\$525,000	\$525,000
Design	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
Planning	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
<b>Total</b>	<b>\$5,000</b>	<b>\$70,000</b>	<b>\$475,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$525,000</b>	<b>\$600,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Redlight	Local	Funded	\$5,000	\$70,000	\$475,000	\$50,000	\$0	\$0	\$0	\$0	\$525,000	\$600,000
<b>Total</b>			<b>\$5,000</b>	<b>\$70,000</b>	<b>\$475,000</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$525,000</b>	<b>\$600,000</b>

\*Status definitions

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

## Street/Street Capital

### NSC - Wellesley Avenue PH 2, Haven to Market

STR-2019-6

#### Executive Summary

Widen, realign, and re-grade Wellesley Avenue to tie into the new grades and alignment of the street as affected by the WSDOT North Spokane Corridor (NSC) project. Project includes utility adjustments and traffic signal reconstruction. Include APS as appropriate. Concrete paving as appropriate.

#### Project Justification

The roadway widening will facilitate the enhanced use levels with the North Spokane Corridor interchange. The elevations of the roadway will match, as necessary the adjustments taking place just east of this project for the NSC work. Design 2020 for Construction 2021

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

Meets Transportation goal G. Maximize Public Benefits and Fiscal Responsibility With Integration by integrating street work with major utility updates and by coordinating with the North Spokane Corridor project under WSDOT's purview.

#### Location

Other Location

Wellesley Avenue from Haven Street to Market Street.

#### Project Status

Active

Project Number: 2019108

Design is underway. Project construction in 2022 and will be coordinated with WSDOT NSC work.

#### External Factors

NSC delivery schedule requires this work to occur within an appropriate timeframe. The expectation is to construct this project while Wellesley Ave. east of Market St. is closed for NSC construction.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

Street/Street Capital

NSC - Wellesley Avenue PH 2, Haven to Market

STR-2019-6

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$4,145,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,145,000	\$4,145,000
Design	\$70,000	\$160,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$250,000
Land purchase	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
<b>Total</b>	<b>\$70,000</b>	<b>\$185,000</b>	<b>\$4,165,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,165,000</b>	<b>\$4,420,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
WSDOT	State	Funded	\$70,000	\$160,000	\$4,165,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,395,000
<b>Total</b>			<b>\$70,000</b>	<b>\$185,000</b>	<b>\$4,165,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,420,000</b>

\* Status definitions

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

**Street/Street Capital**

**Ray-Thor St, 17th Ave to Hartson Ave**

STR-2015-17

**Executive Summary**

Pavement reconstruction of the arterial alignment of Ray St and Thor St between 17th and Hartson. Water main updates (17th to 11th), upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated.

**Project Justification**

The purpose of this project is to reconstruct deteriorated roadway and utilities.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

**Location**

Other Location

Ray St from 17th Ave to Hartson Ave

**Project Status**

Active

Project number: 2014151

Design: 2021/22; Construction in 2022 or 2023

Integrated Project - Water

**External Factors**

Integrated with water utility work, and will be conducted on an appropriate schedule for the utility work.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Ray-Thor St, 17th Ave to Hartson Ave

STR-2015-17

Spending

Project Phase	Prior Spending	2021	Estimated Spending						Total	
			2022	2023	2024	2025	2026	2027		6 Year Total
Construction	\$0	\$0	\$2,350,000	\$300,000	\$0	\$0	\$0	\$0	\$2,650,000	\$2,650,000
Design	\$0	\$125,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$275,000
Land purchase	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$175,000</b>	<b>\$2,500,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$2,975,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Levy	Local	Funded	\$0	\$175,000	\$2,500,000	\$300,000	\$0	\$0	\$0	\$0	\$2,800,000	\$2,975,000
<b>Total</b>			<b>\$0</b>	<b>\$175,000</b>	<b>\$2,500,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$2,975,000</b>

\*Status definitions

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

## Street/Street Capital

### Riverside Ave, Monroe St to Division St

STR-2020-29

#### Executive Summary

Grind and overlay (Wall to Division), restripe (Monroe to Divisi), pav. repair, ADA ramps, secure vaulted sidewalks at ADA ramps, bicycle markings, replace 2 to 3 signals (w/APS), limited utility replacement. Project to complement Spokane Transit's City Line and implement the Spokane Cultural Trail.

#### Project Justification

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks at ADA ramps are in need of attention to reduce risk of failure.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

#### Location

Other Location

Riverside Avenue between Monroe Street and Division Street

#### Project Status

Active

Project number: 2016120

Design 2020-2021; Construction 2022

Integrated Project - Water, Stormwater

#### External Factors

This project aligns with the STA Central City Line, and will be prioritized to align with schedule for that program.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital**

**Riverside Ave, Monroe St to Division St**

STR-2020-29

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$5,200,000	\$340,000	\$0	\$0	\$0	\$0	\$5,540,000	\$5,540,000
Design	\$51,490	\$400,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$521,490
Land purchase	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Planning	\$92,429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,429
<b>Total</b>	<b>\$143,919</b>	<b>\$425,000</b>	<b>\$5,270,000</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,610,000</b>	<b>\$6,178,919</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$143,919	\$335,000	\$4,215,000	\$290,000	\$0	\$0	\$0	\$0	\$4,505,000	\$4,983,919
STA	Local	Funded	\$0	\$90,000	\$1,055,000	\$50,000	\$0	\$0	\$0	\$0	\$1,105,000	\$1,195,000
<b>Total</b>			<b>\$143,919</b>	<b>\$425,000</b>	<b>\$5,270,000</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,610,000</b>	<b>\$6,178,919</b>

\* Status definitions

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

**Street/Street Capital**

**Riverside Ave., Grant to Sherman**

STR-2021-6

**Executive Summary**

Construction complete street improvements, paving, curb, sidewalk and drainage.

**Project Justification**

Complete the road network in the U District Bridge, south landing area.

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

TR C - Access to Daily Needs and Priority Destinations, provides improved access to U District via U District and transit at Sherman Plaza. TR D - Promote Economic Opportunity, promotes and supports economic viability and redevelopment of adjacent properties.

**Location**

Other Location

Riverside Ave. from Grant St. to Sherman St.

**Project Status**

Active

Project Number: 2021073 Design in 2021, construction in 2021 or 2022

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Street Capital

Riverside Ave., Grant to Sherman

STR-2021-6

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$240,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	\$170,000	\$410,000
Design	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
<b>Total</b>	<b>\$0</b>	<b>\$285,000</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>	<b>\$455,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Levy	Local	Funded	\$0	\$60,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$90,000
PDA	Local	Funded	\$0	\$225,000	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$365,000
<b>Total</b>			<b>\$0</b>	<b>\$285,000</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>	<b>\$455,000</b>

\*Status definitions

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

## Street/Street Capital

### Riverside Avenue, Monroe St to Wall St

STR-2016-79

#### Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade signals (incl. APS as appropriate), conduit and lighting. Includes replacement of water line and storm system updates. Also incorporates the 'Spokane Cultural Trail'

#### Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

Meets TR Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

#### Location

Other Location

Riverside Avenue between Monroe Street and Wall Street

#### Project Status

Active

Project number: 2017087

Integrated project - Water, Wastewater

#### External Factors

Grant funds will be required to move into the construction phase.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital**

**Riverside Avenue, Monroe St to Wall St**

STR-2016-79

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$1,000,000	\$7,500,000	\$7,500,000
Design	\$0	\$0	\$0	\$50,000	\$300,000	\$350,000	\$0	\$0	\$700,000	\$700,000
Land purchase	\$0	\$0	\$0	\$50,000	\$100,000	\$100,000	\$0	\$0	\$250,000	\$250,000
Planning	\$17,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,271
<b>Total</b>	<b>\$17,271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$400,000</b>	<b>\$450,000</b>	<b>\$6,500,000</b>	<b>\$1,000,000</b>	<b>\$8,450,000</b>	<b>\$8,467,271</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$4,260,000	\$650,000	\$4,910,000	\$4,910,000
Levy	Local	Funded	\$17,271	\$0	\$0	\$15,000	\$60,000	\$65,000	\$2,200,000	\$350,000	\$2,690,000	\$2,707,271
STBG	Federal	Funded	\$0	\$0	\$0	\$85,000	\$340,000	\$385,000	\$40,000	\$0	\$850,000	\$850,000
<b>Total</b>			<b>\$17,271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$400,000</b>	<b>\$450,000</b>	<b>\$6,500,000</b>	<b>\$1,000,000</b>	<b>\$8,450,000</b>	<b>\$8,467,271</b>

\* Status definitions

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

**Street/Street Capital**

**Sherman / 5th Ave. Traffic Signal**

STR-2020-24

**Executive Summary**

Install a new traffic signal. Install new ADA ramps to current standards.

**Project Justification**

Improve intersection capacity and mobility along the 5th Avenue and Sherman Street corridors.

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

Meets TR Goals F. Enhance Public Health & Safety by addressing intersection capacity issues.

**Location**

Other Location

Sherman St. at 5th Ave.

**Project Status**

Active

Initiate planning in 2022, design in 2023

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Sherman / 5th Ave. Traffic Signal

STR-2020-24

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$90,000
Planning	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$90,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Impact Fee	Local	Funded	\$0	\$0	\$10,000	\$45,000	\$0	\$0	\$0	\$0	\$55,000	\$55,000
PDA	Unidentified	Unfunded	\$0	\$0	\$0	\$45,000	\$900,000	\$0	\$0	\$0	\$945,000	\$945,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$90,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>

\* Status definitions

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

**Street/Street Capital**

**Spokane Falls Blvd – Post to Division**

STR-2018-6

**Executive Summary**

Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates. APS signal updates as appropriate.

**Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

**Location**

Other Location

Spokane Falls Boulevard between Post Street and Division Street

**Project Status**

Active

Project number: 2018086

Integrated project - Water, Wastewater, Stormwater

**External Factors**

After Riverfront Park improvements are complete.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Spokane Falls Blvd – Post to Division

STR-2018-6

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$500,000	\$700,000	\$700,000
Planning	\$0	\$0	\$0	\$0	\$70,000	\$0	\$0	\$0	\$0	\$70,000	\$70,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$500,000</b>	<b>\$770,000</b>	<b>\$770,000</b>	<b>\$770,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$325,000	\$455,000	\$455,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$70,000	\$175,000	\$315,000	\$315,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$500,000</b>	<b>\$770,000</b>	<b>\$770,000</b>	<b>\$770,000</b>

\* Status definitions

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

**Street/Street Capital**

**Sprague Avenue Investment Phase II - Bernard St to Scott St**

STR-2016-69

**Executive Summary**

Pavement reconstruction and maintenance. Options for extending 3-lane section to the west. Placement of streetscape, updated lighting and signals, and integrate stormwater disposal. Lane reconfiguration may facilitate sidewalk and parking improvements.

**Project Justification**

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

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and D. Promote Economic Opportunity by accommodating access to daily destinations while enacting the vision of the Target Investment Strategy. The Project will also integrate utility updates; TR Goal G. Maximize Public.

**Location**

Other Location

Sprague Avenue - Bernard Street to Scott Street

**Project Status**

Active

Project number: 2014155

Two phases of construction: Phase 2a constructed in 2019 including the section between Scott and Grant. Phase 2b reaching to Division to be completed in 2021. UDRA funding for phase 2b.

Integrated project - Water, Wastewater

**External Factors**

Possible funding through University District Revitalization Area (UDRA) revenue is under development.

**Maintenance**

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

	2021	2022	2023	2024	2025	2026	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Street Capital

Sprague Avenue Investment Phase II - Bernard St to Scott St

STR-2016-69

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$2,478,871	\$3,000,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$5,628,871
Design	\$1,145,265	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170,265
<b>Total</b>	<b>\$3,624,136</b>	<b>\$3,025,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$6,799,136</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$3,184,636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,184,636
STBG	Federal	Funded	\$439,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$439,500
UDRA	Local	Funded	\$0	\$3,025,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$3,175,000
<b>Total</b>			<b>\$3,624,136</b>	<b>\$3,025,000</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$6,799,136</b>

\*Status definitions

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

**Street/Street Capital**

**Strong Road - Five Mile to Austin**

STR-2021-2

**Executive Summary**

Reconstruct roadway section, construct curb, sidewalk, drainage and bike facilities.

**Project Justification**

Provide complete streets improvements and reconstructed pavement section to serve recent and continued development on Five Mile Prairie. Reconstruct rural roadway originally built as a County road.

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

TR B- Provide Transportation Choices, project will build complete streets improves addressing needs of bicyclists and pedestrians.

**Location**

Other Location

Strong Road - Five Mile Rd. to Austin Rd.

**Project Status**

Active

Begin planning and design in 2026

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

**Strong Road - Five Mile to Austin**

STR-2021-2

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending						Total		
			2022	2023	2024	2025	2026	2027		6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$100,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total		
					2022	2023	2024	2025	2026	2027		6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,000	\$85,000
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$15,000	\$65,000	\$65,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$100,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

\*Status definitions

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

**Street/Street Capital**

**Thor and Freya St, Hartson to Sprague Ave, Et. Al.**

STR-2018-101

**Executive Summary**

Pavement reconstruction with concrete paving, of the couplet Thor St, and Freya St between Hartson and Sprague Avenues. Water main updates, upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Lighting and traffic signal updates to include APS as appropriate. Phased project.

**Project Justification**

The purpose of this project is to reconstruct deteriorated roadway and utilities.

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

**Location**

Other Location

Thor and Freya Streets (couplet) from Hartson Ave to Sprague Ave

**Project Status**

Active

Project number: 2019135

Construction in 2022 and 2023. Project likely to be phased.  
Integrated Project - Water and Wastewater

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Street Capital

Thor and Freya St, Hartson to Sprague Ave, Et. Al.

STR-2018-101

Spending

Project Phase	Prior Spending	2021	Estimated Spending						Total	
			2022	2023	2024	2025	2026	2027		6 Year Total
Construction	\$0	\$0	\$6,500,000	\$1,735,605	\$0	\$0	\$0	\$0	\$8,235,605	\$8,235,605
Design	\$295,409	\$520,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$815,409
Land purchase	\$17,700	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$57,700
<b>Total</b>	<b>\$313,109</b>	<b>\$560,000</b>	<b>\$6,500,000</b>	<b>\$1,735,605</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,235,605</b>	<b>\$9,108,714</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
HIP	Federal	Funded	\$0	\$0	\$0	\$1,469,556	\$0	\$0	\$0	\$0	\$1,469,556	\$1,469,556
Levy	Local	Funded	\$177,535	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,535
STBG	Federal	Funded	\$135,574	\$470,000	\$5,675,000	\$166,049	\$0	\$0	\$0	\$0	\$5,841,049	\$6,446,623
TIB	State	Funded	\$0	\$0	\$825,000	\$100,000	\$0	\$0	\$0	\$0	\$925,000	\$925,000
<b>Total</b>			<b>\$313,109</b>	<b>\$560,000</b>	<b>\$6,500,000</b>	<b>\$1,735,605</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,235,605</b>	<b>\$9,108,714</b>

\* Status definitions

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

## Street/Street Capital

### TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

#### Executive Summary

Complete a full depth roadway replacement from TJ Meenach Bridge to Northwest Blvd, including TJ Meenach Bridge on/off ramps. Improvements to sewer, water, lighting, and communication conduit included. A shared use path will be added and work will include minor ADA Ramp replacement.

#### Project Justification

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

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

Meets TR Goals B. Provide Transportation Choice and G. Maximize Public Benefits and Fiscal Responsibility With Integration by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices at this important link between communities.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2014153

Integrated project - Water, Wastewater

#### External Factors

Grant funds will be required to move into the construction phase. Delivery schedule will depend on construction sequencing for stormwater work.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000

#### Maintenance Comments

Street/Street Capital

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$2,000,000	\$140,000	\$0	\$0	\$0	\$0	\$2,140,000	\$2,140,000
Design	\$200,000	\$130,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$360,000
<b>Total</b>	<b>\$200,000</b>	<b>\$130,000</b>	<b>\$2,030,000</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,170,000</b>	<b>\$2,500,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$200,000	\$130,000	\$2,030,000	\$140,000	\$0	\$0	\$0	\$0	\$2,170,000	\$2,500,000
<b>Total</b>			<b>\$200,000</b>	<b>\$130,000</b>	<b>\$2,030,000</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,170,000</b>	<b>\$2,500,000</b>

\*Status definitions

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

## Street/Street Capital

### Wellesley Ave, Freya St to Havana St

STR-2018-3

#### Executive Summary

Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.

#### Project Justification

Industrial freight connection from 'The Yard' to the adjacent T-1 and Interstate truck routes.

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

Meets TR Goals B. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding industrial development. Also promotes active transport; TR goal F. Enhance Public Health & Safety.

#### Location

Other Location

Wellesley Avenue between Freya Street and Havana Street

#### Project Status

Active

Project number: 2018076

Integrated project - Water

#### External Factors

NSC timing will have Wellesley Avenue closed for a 3-year period between Freya and Market.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital**

**Wellesley Ave, Freya St to Havana St**

STR-2018-3

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending						Total		
			2022	2023	2024	2025	2026	2027		6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$130,000	\$230,000	\$230,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$130,000</b>	<b>\$330,000</b>	<b>\$330,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total		
					2022	2023	2024	2025	2026	2027		6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$85,000	\$215,000	\$215,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$45,000	\$115,000	\$115,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$130,000</b>	<b>\$330,000</b>	<b>\$330,000</b>

\*Status definitions

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

**Street/Street Capital**

**Whistalks Way, Government Way to River**

STR-2016-31

**Executive Summary**

Construct full depth roadway and repair sidewalk. Project will replace the water main, separate stormwater, upgrade lighting and communication. Incorporate area plan: lane reconfiguration, signals, enhance transit, bicycle, and pedestrian routing as appropriate. Include APS as appropriate at signals

**Project Justification**

This section of roadway and infrastructure is deteriorating and is need of rehabilitation.

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

Meets TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations by improving upon all modes of transportation while accommodating access to priority destinations.

**Location**

Other Location

Fort George Wright between Government Way and the Spokane River

**Project Status**

Active

Project number: 2016096

Scoping in 2023; Design in 2024; Construction 2026  
Integrated project - Water, Wastewater, Stormwater

**External Factors**

A planning effort around Land Use is progressing. This includes consideration for safety, STA routing, and future development potential. Initial results point to a very different cross section than what exists today. Traffic signals are also under consideration to accommodate future system requirements. Incorporate these planning efforts as project is chartered for design. Grant funds will be required to move into the construction phase.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$10,000	\$0	\$0	\$0	\$0	\$0	\$30,000

**Maintenance Comments**

Street/Street Capital

Whistalks Way, Government Way to River

STR-2016-31

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$4,500,000	\$4,500,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$300,000	\$0	\$0	\$550,000	\$550,000
Planning	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$20,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$250,000</b>	<b>\$300,000</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$5,070,000</b>	<b>\$5,070,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$160,000	\$200,000	\$3,000,000	\$0	\$3,360,000	\$3,360,000
Levy	Local	Funded	\$0	\$0	\$0	\$20,000	\$90,000	\$100,000	\$500,000	\$0	\$710,000	\$710,000
TIB	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$1,000,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$250,000</b>	<b>\$300,000</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$5,070,000</b>	<b>\$5,070,000</b>

\* Status definitions

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



# **Pedestrian & Bikeways Program**

# Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2022	2023	2024	2025	2026	2027
CMAQ	\$225	\$485	\$0	\$0	\$0	\$0
Grant	\$0	\$0	\$210	\$2,590	\$210	\$0
HSIP	\$184	\$1,478	\$0	\$0	\$0	\$0
Levy	\$287	\$150	\$90	\$1,160	\$90	\$0
Parks Grant	\$0	\$0	\$175	\$125	\$2,700	\$0
Ped-Bike	\$0	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$125	\$125
RCO	\$325	\$900	\$175	\$125	\$2,700	\$0
Redlight	\$0	\$0	\$0	\$300	\$610	\$0
REET	\$10	\$10	\$10	\$10	\$10	\$10
SIUE-RIVER	\$650	\$0	\$0	\$0	\$0	\$0
STBG-SA	\$65	\$620	\$0	\$0	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0
TBD	\$75	\$545	\$0	\$0	\$0	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,946</b>	<b>\$4,313</b>	<b>\$785</b>	<b>\$4,435</b>	<b>\$6,445</b>	<b>\$135</b>

**Street/Pedestrian and Bikeways**

**Bike Route Signing and Striping**

STR-2012-63

**Executive Summary**

Striping and conversion of signs to MUTCD standards

**Project Justification**

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

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

Meets TR Goal B. Provide Transportation Choices by improving the bicycle network.

**Location**

Other Location

Citywide

**Project Status**

Active

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

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

**Bike Route Signing and Striping**

STR-2012-63

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
<b>Total</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$60,000</b>	<b>\$70,000</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
REET	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
<b>Total</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$60,000</b>	<b>\$70,000</b>

\*Status definitions

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

**Street/Pedestrian and Bikeways**

**Boone Ave. Protected Bike Lanes - Howard to Ruby**

STR-2021-3

**Executive Summary**

Study to consider alternatives for implementing protected bike lanes.

**Project Justification**

Provide a lower stress bike route.

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

TR B- Provide Transportation Choices, encourages biking by improving bike facilities. TR F- Enhance Public Health and Safety, project improves bike safety.

**Location**

Other Location

Boone Ave., Howard St. to Atlantic St.; Atlantic St., Boone to Sharp; Sharp Ave., Atlantic to Ruby.

**Project Status**

Active

Project Number: 2021069 Begin planning in 2022. Design and construction pending outcome of planning work and securing funding.

**External Factors**

Securing funding.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Pedestrian and Bikeways

Boone Ave. Protected Bike Lanes - Howard to Ruby

STR-2021-3

Spending

Project Phase	Prior Spending	2021	Estimated Spending						Total	
			2022	2023	2024	2025	2026	2027		6 Year Total
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$75,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Levy	Local	Funded	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$75,000</b>

\*Status definitions

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

## Street/Pedestrian and Bikeways

### Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

#### Executive Summary

This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by providing grade separation. This project will implement the recommendations of the feasibility study to bridge over Mission Avenue and tunnel under the railroad tracks to the south of Mission Ave.

#### Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

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

Meets TR Goals E. Respect natural & Community Assets and F. Enhance Public Health & Safety by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2016141

Grant opportunities being sought.

#### External Factors

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

Street/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$320,000	\$0	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$0	\$290,000	\$290,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$610,000</b>	<b>\$0</b>	<b>\$910,000</b>	<b>\$910,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$0	\$910,000	\$910,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$610,000</b>	<b>\$0</b>	<b>\$910,000</b>	<b>\$910,000</b>

\*Status definitions

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

**Street/Pedestrian and Bikeways**

**Centennial Trail-Summit Blvd Gap, Boone Ave to Pettet Drive**

STR-2017-17

**Executive Summary**

Multi-use trail to be built along the ridge adjacent to Summit Blvd and West Point Drive between Boone Ave and Pettet Drive. This is a continuation of the Centennial Trail, and should be built to that standard.

**Project Justification**

The Centennial Trail through Spokane is the backbone of the active transportation system. There are several gaps in the trail, of which this is one. This new trail would serve to separate vehicles from active transportation modes.

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

Meets TR Goals B. Provide Transportation Choices and E. Respect natural & Community Assets by enhancing the active modes of transportation in this corridor and further investing in the Centennial Trail, a community asset.

**Location**

Other Location

West Central Spokane along Summit Boulevard

**Project Status**

Active

Project Number: 2017080

Construction in 2021.  
Integrated Project - Water

**External Factors**

Depending on the ultimate alignment and scope, there may be right-of-way elements that will affect the delivery timeframe.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Pedestrian and Bikeways**

**Centennial Trail-Summit Blvd Gap, Boone Ave to Pettet Drive**

STR-2017-17

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$2,350,000	\$122,000	\$0	\$0	\$0	\$0	\$0	\$0	\$122,000	\$2,472,000
Design	\$563,201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$563,201
Land purchase	\$24,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,994
<b>Total</b>	<b>\$588,195</b>	<b>\$2,350,000</b>	<b>\$122,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,000</b>	<b>\$3,060,195</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
CMAQ	Federal	Funded	\$206,169	\$2,032,750	\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$2,343,919
Levy	Federal	Funded	\$382,026	\$317,250	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000	\$716,276
<b>Total</b>			<b>\$588,195</b>	<b>\$2,350,000</b>	<b>\$122,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,000</b>	<b>\$3,060,195</b>

\* Status definitions

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

**Street/Pedestrian and Bikeways**

**Division Street Pedestrian Hybrid Beacons**

STR-2021-4

**Executive Summary**

Construct pedestrian hybrid beacons (PHB) to improve safety of pedestrian and bicycle crossings of Division St.

**Project Justification**

Improve safety of existing pedestrian crossings.

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

TR B- Provide Transportation Choices and TR F- Enhance Public Health and Safety, the project improves bicycle and pedestrian safety and mobility.

**Location**

Other Location

Division St. at intersections of: 1) Lacrosse; 2) Everett; and, 3) Rhoades-Weile.

**Project Status**

Active

Grant award late 2020. Begin planning in 2021, design in 2022. Construction 2023.

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

Division Street Pedestrian Hybrid Beacons

STR-2021-4

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$1,478,200	\$0	\$0	\$0	\$0	\$0	\$1,478,200	\$1,478,200
Design	\$0	\$30,900	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000	\$190,900
Land purchase	\$0	\$0	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$43,600	\$43,600
<b>Total</b>	<b>\$0</b>	<b>\$30,900</b>	<b>\$203,600</b>	<b>\$1,478,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,681,800</b>	<b>\$1,712,700</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
HSIP	Federal	Funded	\$0	\$25,300	\$183,600	\$1,478,200	\$0	\$0	\$0	\$0	\$0	\$1,661,800	\$1,687,100
Levy	Local	Funded	\$0	\$5,600	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$25,600
<b>Total</b>			<b>\$0</b>	<b>\$30,900</b>	<b>\$203,600</b>	<b>\$1,478,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,681,800</b>	<b>\$1,712,700</b>

\* Status definitions

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

## Street/Pedestrian and Bikeways

### Driscoll - Alberta - Cochrane Sidewalk

STR-2021-5

#### Executive Summary

Construction of infill sidewalk and ADA curb ramps.

#### Project Justification

A high pedestrian activity corridor that is lacking sidewalk for most of the project limits

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

Meets TR Goal B. Provide Transportation Choices and TR Goal F- Enhance Public Health and Safety by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

#### Location

Other Location

Driscoll Blvd. from Alberta to Garland. Alberta and Cochrane from Northwest Blvd. to Driscoll.

#### Project Status

Active

Project Number: 2021070 Design to begin in 2021. Construction in 2022 or 2023.

#### External Factors

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



Street/Pedestrian and Bikeways

Driscoll - Alberta - Cochrane Sidewalk

STR-2021-5

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$1,475,000	\$0	\$0	\$0	\$0	\$0	\$1,475,000	\$1,475,000
Design	\$0	\$50,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$200,000
Land purchase	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$175,000</b>	<b>\$1,475,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650,000</b>	<b>\$1,700,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
CMAQ	Federal	Funded	\$0	\$10,000	\$35,000	\$310,252	\$0	\$0	\$0	\$0	\$345,252	\$355,252
STBG-SA	Federal	Funded	\$0	\$20,000	\$65,000	\$620,200	\$0	\$0	\$0	\$0	\$685,200	\$705,200
TBD	Local	Funded	\$0	\$20,000	\$75,000	\$544,548	\$0	\$0	\$0	\$0	\$619,548	\$639,548
<b>Total</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$175,000</b>	<b>\$1,475,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650,000</b>	<b>\$1,700,000</b>

\* Status definitions

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

**Street/Pedestrian and Bikeways**

**Fish Lake Trail - Phase 3b**

STR-2012-68

**Executive Summary**

Includes the remaining paving to reach Fish Lake as well as bridge construction over the railroads.

**Project Justification**

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

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

Meets TR Goals B. Provide Transportation Choices and E. Respect natural & Community Assets by improving upon the trail length under ownership by the City, and opening that trail to public use, providing a transportation and recreation choice.

**Location**

Other Location

Fish Lake Trail, Queen Lucas Lake to Fish Lake

**Project Status**

Active

Project number: 2010048

Applications for Grant funding for construction.

**External Factors**

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

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

Fish Lake Trail - Phase 3b

STR-2012-68

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$0	\$5,400,000	\$5,400,000
Design	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$350,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$250,000</b>	<b>\$5,400,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$6,000,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$175,000	\$125,000	\$2,700,000	\$0	\$3,000,000	\$3,000,000
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$175,000	\$125,000	\$2,700,000	\$0	\$3,000,000	\$3,000,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$250,000</b>	<b>\$5,400,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$6,000,000</b>

\*Status definitions

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

**Street/Pedestrian and Bikeways**

**Fish Lake Trail to Centennial Trail Connection**

STR-2016-22

**Executive Summary**

Design study to determine best route option for the Fish Lake trail extension to connect to the Centennial Trail at the existing Sandifur Bridge trailhead at Peoples' Park.

**Project Justification**

Study to review various trail routes and determine best option for project design and construction. This route will complete the connection between the existing Fish Lake Trail terminus and the Centennial Trail.

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

Meets TR Goals B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to extend these backbone active transport providers and maximize the utility of these existing community assets.

**Location**

Other Location

Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge.

**Project Status**

Active

Project number: 2016089

Study scheduled for 2020; preliminary design in 2021.

**External Factors**

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Spending

Project Phase	Prior Spending	2021	Estimated Spending						Total	
			2022	2023	2024	2025	2026	2027		6 Year Total
Design	\$0	\$90,000	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$240,000
Planning	\$205,325	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,325
<b>Total</b>	<b>\$205,325</b>	<b>\$135,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$490,325</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$110,000
Levy	Local	Funded	\$55,796	\$118,279	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000	\$214,075
TAP	Federal	Funded	\$149,529	\$16,721	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,250
<b>Total</b>			<b>\$205,325</b>	<b>\$135,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$490,325</b>

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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

**Street/Pedestrian and Bikeways**

**Millwood Trail, from SCC to Felts Field**

STR-2014-29

**Executive Summary**

Study to select routing and begin design of a multi-use Path from Spokane Community College to Felts Field along the Spokane River. The trail will also coordinate with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail

**Project Justification**

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

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

Meets TR Goals A. Promote a Sense of Place and E. Respect natural & Community Assets by developing a trail connection between neighborhoods that this area can take pride in and adopt more fully into their transportation network.

**Location**

Other Location

From Spokane Community College to Felts Field.

**Project Status**

Active

Project number: 2014059

Project is in Planning phase. Applying for grant funding for construction. Project must advance to the next phase (ROW) with Local Agency Agreement by September 30, 2025.

**External Factors**

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

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Pedestrian and Bikeways**

**Millwood Trail, from SCC to Felts Field**

STR-2014-29

**Spending**

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$150,000	\$0	\$500,000	\$500,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$300,000	\$300,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
<b>Total</b>	<b>\$144,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$944,340</b>

**Funding**

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding						Total	
					2022	2023	2024	2025	2026	2027		6 Year Total
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$70,000	\$280,000	\$210,000	\$0	\$560,000	\$560,000
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$30,000	\$120,000	\$90,000	\$0	\$240,000	\$267,282
<b>Total</b>			<b>\$144,340</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$944,340</b>

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

## Street/Pedestrian and Bikeways

### North River Dr. Sidewalk - East of Washington St.

STR-2020-26

#### Executive Summary

Sidewalk infill from Washington Street to 900' east of Washington Street. Pavement repair and overlay and stormwater improvements within project limits.

#### Project Justification

A high pedestrian activity corridor that is lacking sidewalk for most of the project limits.

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

Meets TR Goal B. Provide Transportation Choices by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

#### Location

Other Location

North River Drive and Washington Street to 900' east of Washington Street

#### Project Status

Active

Project Number: 2019179

Design 2020; Construction 2021  
Integrated Project - Stormwater

#### External Factors

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



Street/Pedestrian and Bikeways

North River Dr. Sidewalk - East of Washington St.

STR-2020-26

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$820,935	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$880,935
Design	\$108,338	\$92,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,338
Land purchase	\$0	\$37,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,200
<b>Total</b>	<b>\$108,338</b>	<b>\$950,135</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$1,118,473</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Levy	Local	Funded	\$9,726	\$283,747	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$353,473
TBD	Local	Funded	\$72,076	\$292,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365,000
TIB	State	Funded	\$26,536	\$373,464	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>			<b>\$108,338</b>	<b>\$950,135</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>	<b>\$1,118,473</b>

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

## Street/Pedestrian and Bikeways

### Parking Environment Improvement Program

STR-2016-71

#### Executive Summary

Improve the parking environment in the downtown core by installing street furniture, way-finding, trees, lighting and electrical, tree grates, and by placing new sidewalk or replacing poor sidewalk. This funding program will also update downtown gateways and incorporate the 'Spokane Cultural Trail'.

#### Project Justification

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

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

Meets TR Goal E. Respect natural & Community Assets by developing the parking and pedestrian connection to businesses downtown.

#### Location

Other Location

Downtown Core

#### Project Status

Active

This program conducts downtown beautification, participates in downtown core projects to extend goals of the Parking Advisory Committee (PAC), and directly funds special projects approved by the PAC. The first project, the Maple/Ash Gateway will be constructed with a SIP loan which PEIP funds will pay back until 2023 at a rate of \$125,000 per year.

#### External Factors

Guidance through the Parking Advisory Committee.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

Street/Pedestrian and Bikeways

Parking Environment Improvement Program

STR-2016-71

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
<b>Total</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$750,000</b>	<b>\$875,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
PEIP	Local	Funded	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
<b>Total</b>			<b>\$0</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$125,000</b>	<b>\$750,000</b>	<b>\$875,000</b>

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

**Street/Pedestrian and Bikeways**

**South Gorge Trail Connection - Main Ave to CSO 26**

STR-2018-20

**Executive Summary**

Trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail under the Monroe Street Bridge to connect up to the plaza atop CSO 26.

**Project Justification**

This will fill one of the final gaps for the Spokane River Gorge loop trail.

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

Meets TR Goals A. Promote a Sense of Place, B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

**Location**

Other Location

North side of the Spokane Club between Main Avenue and the CSO 26 Plaza.

**Project Status**

Active

Project number: 2018097

Design in 2021/22, Construction in 2022 or 2023

**External Factors**

An easement will be required to cross the Spokane Club property along the river bank.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

South Gorge Trail Connection - Main Ave to CSO 26

STR-2018-20

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Design	\$0	\$150,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$225,000
<b>Total</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$1,075,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,075,000</b>	<b>\$2,225,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000
RCO	Unidentified	Unfunded	\$0	\$0	\$325,000	\$900,000	\$0	\$0	\$0	\$0	\$1,225,000	\$1,225,000
SIUE-RIVER	Local	Funded	\$0	\$150,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$800,000
<b>Total</b>			<b>\$0</b>	<b>\$150,000</b>	<b>\$1,075,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,075,000</b>	<b>\$2,225,000</b>

\*Status definitions

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

**Street/Pedestrian and Bikeways**

**Sunset Highway Bike Path - Royal to Deer Heights - Design**

STR-2016-13

**Executive Summary**

Construct 3.2-mile ped/bike path along Sunset Hwy. Connect to a bicycle facility project at Royal St. and continue west as a shared-use path. Strategic sidewalk segments will facilitate transit stops and pedestrian street crossings. Install conduit for future use and include stormwater mitigation.

**Project Justification**

This project will provide a direct bicycle connection to businesses along US 2. Generators on the corridor include restaurants, hotels, a casino, a nearby university, airport and recreational activities. The project will also create a complete bike connection to downtown Spokane and the regional bike network.

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

Meets TR Goals B. Provide Transportation Choices and F. Enhance Public Health & Safety by creating a safe opportunity to use this highway corridor by foot or bike.

**Location**

Other Location

Sunset Highway between Royal Street and Deer Heights

**Project Status**

Active

Project number: 2016087

Start design in 2021

**External Factors**

Planned construction of Capital Project on Sunset Highway within this project's limits.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,200,000	\$0	\$0	\$3,200,000	\$3,200,000
Design	\$999	\$49,001	\$100,000	\$225,000	\$0	\$0	\$0	\$0	\$325,000	\$375,000
Land purchase	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000
<b>Total</b>	<b>\$999</b>	<b>\$49,001</b>	<b>\$100,000</b>	<b>\$225,000</b>	<b>\$200,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,725,000</b>	<b>\$3,775,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
CMAQ	Federal	Funded	\$799	\$39,201	\$85,000	\$175,000	\$0	\$0	\$0	\$0	\$260,000	\$300,000
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$140,000	\$2,200,000	\$0	\$0	\$2,340,000	\$2,340,000
Levy	Local	Funded	\$200	\$9,800	\$15,000	\$50,000	\$60,000	\$1,000,000	\$0	\$0	\$1,125,000	\$1,135,000
<b>Total</b>			<b>\$999</b>	<b>\$49,001</b>	<b>\$100,000</b>	<b>\$225,000</b>	<b>\$200,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,725,000</b>	<b>\$3,775,000</b>

\* Status definitions

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



# Neighborhood Program



# Street, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2022	2023	2024	2025	2026	2027
Redlight	\$450	\$450	\$450	\$450	\$450	\$450
Speed Zone	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600
Street Maintenance	\$400	\$700	\$700	\$700	\$700	\$700
TBD	\$50	\$400	\$400	\$400	\$400	\$400
<b>Total</b>	<b>\$2,500</b>	<b>\$3,150</b>	<b>\$3,150</b>	<b>\$3,150</b>	<b>\$3,150</b>	<b>\$3,150</b>

Street/Neighborhood

## School Safety Program

STR-2019-87

### Executive Summary

School safety infrastructure including crossings, signals, sidewalks, and other equipment or safety programs. Project construction will be conducted annually.

### Project Justification

The City holds a responsibility to provide and promote safe and effective access to schools.

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

Meets TR Goals B. Provide Transportation Choices, C. Accommodate Access to Daily Needs and Priority Destinations, and F. Enhance Public Health & Safety by providing better infrastructure for accessing schools.

### Location

Other Location

Varies, generally located near schools.

### Project Status

Active

This program is a new program that will design and install school safety infrastructure and implement safety programs on an annual basis.

### External Factors

The program is driven by applications for projects throughout the year. The implementation of projects will come in groupings, generally bid as projects in the springtime.

### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

Street/Neighborhood

School Safety Program

STR-2019-87

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$1,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000	\$10,000,000
Design	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$700,000
<b>Total</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$9,600,000</b>	<b>\$10,700,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Speed Zone	Local	Funded	\$0	\$1,100,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000	\$10,700,000
<b>Total</b>			<b>\$0</b>	<b>\$1,100,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$9,600,000</b>	<b>\$10,700,000</b>

\*Status definitions

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

Street/Neighborhood

## Traffic Calming Program

STR-2014-23

### Executive Summary

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

### Project Justification

This program fulfills the red light traffic calming ordinance.

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

Meets TR Goals A. Promote a Sense of Place and F. Enhance Public Health & Safety by allowing neighborhoods to participate in the street development process by prioritizing and addressing community safety concerns.

### Location

Other Location

Citywide

### Project Status

Active

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

### External Factors

Applications for use come through Neighborhood Councils and are approved by the Traffic Calming Committee.

### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

Street/Neighborhood

Traffic Calming Program

STR-2014-23

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000	\$2,800,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
<b>Total</b>	<b>\$0</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$2,700,000</b>	<b>\$3,150,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Redlight	Local	Funded	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000
<b>Total</b>			<b>\$0</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$2,700,000</b>	<b>\$3,150,000</b>

\*Status definitions

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

**Street/Neighborhood**

**Transportation Benefit District (TBD) Sidewalk Program**

STR-2016-33

**Executive Summary**

Sidewalk improvements (generally infill) at locations noted.

**Project Justification**

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

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

Meets TR Goal B. Provide Transportation Choices by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

**Location**

Other Location

Locations: Arthur St - 38th to 43rd; 11th Ave - Arthur to Perry; E. Hilliard - Central Ave to Francis Ave. Driscoll/Alberta/Cochrane and N. River Dr. also use TBD funds as shown in the Bike/Ped section.

**Project Status**

Active

Project numbers: Various

**External Factors**

Costs shown below are for TBD projects that have not yet received matching grant dollars. When grants are received, individual project pages will be created in the Pedestrian and Bikeways section of this program. Presently, this includes the Cincinnati Greenway and Regal/Bemiss/Shaw Pedestrian Safety projects.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Neighborhood

Transportation Benefit District (TBD) Sidewalk Program

STR-2016-33

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000	\$1,750,000
Design	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$300,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$2,050,000</b>	<b>\$2,050,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
TBD	Local	Funded	\$0	\$0	\$50,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,050,000	\$2,050,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$2,050,000</b>	<b>\$2,050,000</b>

\*Status definitions

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

## Street/Neighborhood

### Unpaved Roadway Paving Program

STR-2019-86

#### Executive Summary

New paving of streets that are yet unpaved. The intent is to pave the roadway as cost-efficiently as possible. First year programming will begin design in the fall of 2019 for construction in 2020.

#### Project Justification

Unpaved streets require annual maintenance to remain drivable. Pavement will significantly reduce the maintenance load, and will facilitate reliable travel for citizens.

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

Meets TR Goals B. Provide Transportation Choices; C. Accommodate Access to Daily Needs and Priority Destinations; and F. Enhance Public Health & Safety by providing infrastructure that is reliable and functional.

#### Location

Other Location

Locations will vary as streets are selected in each district each year.

#### Project Status

Active

2021 locations: District 1-Lacey St., Desmet to Sharp; District 2- See 44th Ave. project in Streets Capital section.; District 3- Lindeke St., College to Bridge and Sinto Ave., Elm to Oak.

#### External Factors

City Council will provide initial prioritization of unpaved segments within each district. The Citizens Transportation Advisory Board (CTAB) may be tasked with prioritization. Work will be completed as budget allows.

#### Maintenance

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

	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



Street/Neighborhood

Unpaved Roadway Paving Program

STR-2019-86

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$325,000	\$350,000	\$350,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,600,000	\$4,275,000
Design	\$40,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$390,000
<b>Total</b>	<b>\$365,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$3,900,000</b>	<b>\$4,665,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total	
					2022	2023	2024	2025	2026	2027	6 Year Total		
Street Maintenance	Local	Funded	\$365,000	\$400,000	\$400,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,900,000	\$4,665,000
<b>Total</b>			<b>\$365,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$3,900,000</b>	<b>\$4,665,000</b>

\*Status definitions

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



# Impact Fee Program

# Street, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2022	2023	2024	2025	2026	2027
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0
Grant	\$85	\$1,190	\$115	\$675	\$675	\$0
Impact Fee	\$50	\$330	\$115	\$675	\$675	\$0
Private	\$50	\$165	\$1,875	\$0	\$0	\$0
REET	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$185</b>	<b>\$1,685</b>	<b>\$2,105</b>	<b>\$1,350</b>	<b>\$1,350</b>	<b>\$0</b>

**Street/Impact Fee Projects**

**Freya Ave. / Palouse Highway Roundabout**

STR-2020-20

**Executive Summary**

Reconstruct the intersection as a roundabout.

**Project Justification**

Improve intersection capacity to accommodate continued traffic growth related to development.

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

This project will improve intersection capacity. Meets Transportation Goal F. Enhance Public Health & Safety by improving intersection capacity.

**Location**

Other Location

Intersection of Freya Avenue and Palouse Highway

**Project Status**

Active

Initiate planning in 2022.

**External Factors**

Need to secure additional funding for construction. Potential right-of-way acquisition.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Impact Fee Projects

Freya Ave. / Palouse Highway Roundabout

STR-2020-20

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000	\$1,300,000
Design	\$0	\$0	\$0	\$100,000	\$30,000	\$0	\$0	\$0	\$130,000	\$130,000
Land purchase	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$100,000</b>	<b>\$80,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,505,000</b>	<b>\$1,505,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$50,000	\$40,000	\$650,000	\$0	\$0	\$740,000	\$740,000
Impact Fee	Local	Funded	\$0	\$0	\$25,000	\$50,000	\$40,000	\$650,000	\$0	\$0	\$765,000	\$765,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$100,000</b>	<b>\$80,000</b>	<b>\$1,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,505,000</b>	<b>\$1,505,000</b>

\* Status definitions

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

## Street/Impact Fee Projects

### Garland Pathway

STR-2020-19

#### Executive Summary

Construct a shared-use path on the north side of Garland Avenue from approximately Cook Street and Shaw Middle School to Market Street.

#### Project Justification

Improve the bicycle and pedestrian route and infrastructure for the heavily traveled pathway.

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

Pedestrian priority near Shaw Middle School. Meets TR Goal B. Provide Transportation Choices by improving the pedestrian and bicycle infrastructure.

#### Location

Other Location

Garland Ave. - Cook St. to Market St.

#### Project Status

Active

Planning with the Spokane School District in process.  
Grant submitted, funding award pending.

#### External Factors

Securing additional funding for construction.

#### Maintenance

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

Street/Impact Fee Projects

Garland Pathway

STR-2020-19

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
---	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
Design	\$0	\$10,000	\$110,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$140,000
<b>Total</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$110,000</b>	<b>\$1,420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,530,000</b>	<b>\$1,540,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$5,000	\$85,000	\$1,140,000	\$0	\$0	\$0	\$0	\$1,225,000	\$1,230,000
Impact Fee	Local	Funded	\$0	\$5,000	\$25,000	\$280,000	\$0	\$0	\$0	\$0	\$305,000	\$310,000
<b>Total</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$110,000</b>	<b>\$1,420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,530,000</b>	<b>\$1,540,000</b>

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**Street/Impact Fee Projects**

**Meadow Lane Rd. / US 195 Intersection**

STR-2020-18

**Executive Summary**

Intersection improvements to address safety and capacity.

**Project Justification**

Intersection improvements are needed to address continued traffic growth along the US 195 corridor and anticipated growth in traffic from continued development in the Eagle Ridge area.

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

This is an transportation impact fee project intended for congestion mitigation. Meets TR Goals F. Enhance Public Health & Safety by addressing intersection capacity and safety issues.

**Location**

Other Location

US 195 at Meadow Lane Road

**Project Status**

Active

US 195 corridor study in process. Initial planning/design for this intersection planned for 2021-2022.

**External Factors**

Washington State Department of Transportation coordination and concurrence required.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



Street/Impact Fee Projects

Meadow Lane Rd. / US 195 Intersection

STR-2020-18

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total
			2022	2023	2024	2025	2026	2027	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,875,000	\$0	\$0	\$0	\$1,875,000	\$1,875,000
Design	\$0	\$0	\$50,000	\$165,000	\$0	\$0	\$0	\$0	\$215,000	\$215,000
Planning	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Total</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	<b>\$165,000</b>	<b>\$1,875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,090,000</b>	<b>\$2,100,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Private	Unidentified	Unfunded	\$0	\$10,000	\$50,000	\$165,000	\$1,875,000	\$0	\$0	\$0	\$2,090,000	\$2,100,000
<b>Total</b>			<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	<b>\$165,000</b>	<b>\$1,875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,090,000</b>	<b>\$2,100,000</b>

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**Street/Impact Fee Projects**

**Nevada St. / Lincoln Rd. Intersection/Signal Improvements**

STR-2020-25

**Executive Summary**

Modify the eastbound and westbound approaches to provide dedicated left turn lanes. Modify and replace the traffic signal system.

**Project Justification**

Modify the intersection to increase capacity and accommodate continued traffic growth and demand in the areas.

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

This is an impact fee project intended for congestion mitigation. Meets TR F. Enhance Public Health and Safety by enhancing intersection capacity and improving safety and efficiency for all travelers.

**Location**

Other Location

Lincoln Road at Nevada Street

**Project Status**

Active

Initiate design 2024.

**External Factors**

Ability to secure grants or outside funding will impact the timing and schedule of construction.

**Maintenance**

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

	2022	2023	2024	2025	2026	2027	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

Street/Impact Fee Projects

Nevada St. / Lincoln Rd. Intersection/Signal Improvements

STR-2020-25

Spending

Project Phase	Prior Spending	2021	Estimated Spending							Total	
			2022	2023	2024	2025	2026	2027	6 Year Total		
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000	\$0	\$1,350,000	\$1,350,000
Design	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$50,000</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$1,550,000</b>

Funding

Funding Name	Source	Status*	Prior Funding	2021	Estimated Funding							Total
					2022	2023	2024	2025	2026	2027	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$75,000	\$25,000	\$675,000	\$0	\$775,000	\$775,000
Impact Fee	Local	Funded	\$0	\$0	\$0	\$0	\$75,000	\$25,000	\$675,000	\$0	\$775,000	\$775,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$50,000</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$1,550,000</b>	<b>\$1,550,000</b>

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