



City of Spokane

2021 – 2026

**Six Year Comprehensive
Street Program**



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Date Printed: 4-24-2020

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.

RESOLUTION 2020-0043

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2021 through 2026; and

WHEREAS, the Spokane City Plan Commission, on May 27, 2020, following a public hearing, found the 2021-2026 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the 2021-2026 Six-Year Comprehensive Street Program;


WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2021-2026 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 22nd day of June, 2020.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2021-2026 Six Year Comprehensive Street Program is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended 2021-2026 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

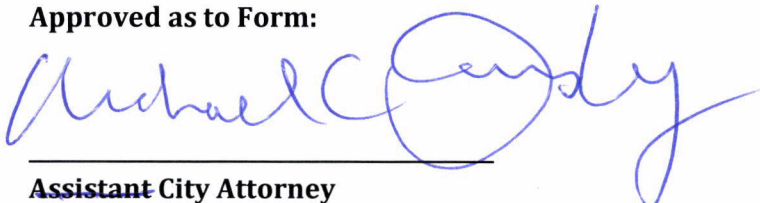
BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2021-2026 Six Year Comprehensive Street Program;

Adopted this 22nd day of June, 2020



Terri Pfister, City Clerk

Approved as to Form:



Assistant City Attorney



City Council Resolution No. 2020-042 is included in the following four pages. The resolution includes an attached addendum that lists a number of additional projects identified through community engagement with Council.

As per the attached addendum, the projects are under consideration on how best to incorporate the projects identified in the addendum.

RESOLUTION NO. 2020-0042

A resolution incorporating community requests, which have been identified by Council Members and their constituents and are enumerated in the attached addendum, into the City of Spokane's 2021-2026 Six Year Comprehensive Street Program.

WHEREAS, the City of Spokane's Six Year Comprehensive Programs are annually updated and presented to the City Plan Commission for recommendation and to the City Council for adoption; and

WHEREAS, several processes are used by staff as a "first-cut" tool for prioritization of capital street projects; and

WHEREAS, through the application of project scoring tools, street projects are selected from the highest priority rankings; and

WHEREAS, currently, however, staff only applies the "Matrix" to full street rebuild projects; and

WHEREAS, community members have a strong interest in the consideration of important arterial maintenance and repair projects that do not require a full street rebuild, or are rebuilds that do not score highly in the current matrix; and

WHEREAS, such arterial maintenance and repair projects include, but are not limited to, grind and overlay projects, bike and pedestrian projects, and safe routes to school projects; and

WHEREAS, Council Members frequently hear from constituents that they would like to see these types of maintenance and repair projects more fully included in the Comprehensive Six Year Streets Program; and

WHEREAS, Council Members recognize that there are limited funds to apply towards all desired projects and therefore they must be prioritized; and

WHEREAS, Council Members have consulted with their constituents and have included in the attached addendum a list of the projects they would like to see included or modified in the 2021 – 2026 Six Year Comprehensive Street Program with the understanding that, as is usually the case, not all funding for these projects has yet been secured.

NOW, THEREFORE, BE IT RESOLVED BY THE SPOKANE CITY COUNCIL, that the street maintenance and repair projects and modifications enumerated in the attached addendum be added to the 2021 – 2026 Six Year Comprehensive Street Program, with appropriate edits to be added by staff.

BE IT FURTHER RESOLVED THAT, in January of each year Integrated Capital Management will publish the prioritization criteria for each program within the Six Year Comprehensive Street Program, including but not limited to: Bridge Rehabilitation Program, Capital Improvement Plan, Pedestrians and Bikeways Program, Neighborhood Program, and Impact Fee Program.

AND BE IT FINALLY RESOLVED THAT, in January of each year Integrated Capital Management will publish the projects it proposes adding to the Six Year Comprehensive Street Program and the 3-5 projects in each program that fell below the cutoff for inclusion in the upcoming plan.

ADOPTED by the City Council on June 22, 2020.



City Clerk

Approved as to form:



Assistant City Attorney



ADDENDUM TO RESOLUTION NO. 2020-0042.

The following arterial street projects and funding modifications, organized by City Council District and identified by project type, are nominated by the Spokane City Council to be considered by the Streets Department for the 2021 – 2026 Six Year Comprehensive Street Program:

District 1

- E. Empire Avenue (N. Market to N. Pittsburgh)
 - Maintenance and repair
- N. Perry Street (E. Illinois to E. Wellesley)
 - Maintenance and repair
- E. Illinois Avenue (N. Market to N. Hamilton)
 - Installation of physically-designated, protected bike lane in both directions

District 2

- E. 37th Avenue (S. Perry to S. Mt. Vernon)
 - Maintenance and repair
- E. 44th Avenue (S. Regal to S. Napa)
 - Paving unpaved section between S. Napa and S. Crestline and making sure it is a seamless arterial for east-west traffic from S. Regal to S. Crestline
- W. Riverside Avenue (N. Monroe to N. Division)
 - Installation of physically-designated, protected bike lane in both directions

District 3

- W. Boone Avenue (N. Howard to N. Ruby)
 - Installation of physically-designated, protected bike lane in both directions to occur in 2022 with local arterial levy funds
- W. Garland Avenue (W. Northwest Blvd to N. Stevens)
 - Grind and overlay where needed in 2023
- W. Strong Road (N. 5-Mile to N. Austin)
 - Full rebuild of Strong Road in 2026

City-Wide

- Restore \$700,000 per year funding each year for paving unpaved streets

- Adjust funding on 195 J-Turn project to state funding from current local funding

CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2021-2026 SIX YEAR COMPREHENSIVE STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2021-2026 Six Year Comprehensive Street Program is consistent with the City of Spokane's Comprehensive Plan.

FINDINGS OF FACT:

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

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

C. Per RCW 35.77.010, the City is required to prepare and adopt a comprehensive transportation program for the ensuing six calendar years and annually thereafter is required to adopt a revised and extended comprehensive street program before July 1 of each year. The program may at any time be revised by a majority of the City Council, but only after a public hearing.

D. This six-year comprehensive transportation program must be consistent with the City's Comprehensive Plan.

E. Pursuant to Resolution 2014-0078 and Chapter 7.17 of the Spokane Municipal Code, the City Council has established a process for the City to follow prior to making revisions to the six-year comprehensive transportation program required by RCW 35.77.010. Pursuant to Resolution 2014-0078, the City Council called upon the Plan Commission to create a Transportation Subcommittee to review and prioritize projects, and SMC 07.17.010 provides that the six-year program shall be developed by City staff with the Plan Commission reviewing for consistency with the Comprehensive Plan before it is adopted and/or revised by the City Council.

F. The 2021-2026 Six Year Comprehensive Street Program has been developed pursuant to the processes set forth in Resolution 2014-0078 and Chapter 07.17 SMC.

G. The City Plan Commission Transportation Subcommittee held a workshop on April 14, 2020 to review new projects for consistency with the goals and policies of the City's Comprehensive Plan, and made a recommendation to the Plan Commission to accept the new projects into the 2021-2026 Six Year Comprehensive Street Program.

H. Because the six-year transportation program must be updated by July 1, it was necessary and routine for the Plan Commission to conduct a workshop on April 22, 2020, and a public hearing on May 13, 2020 (which was carried over to the Plan Commission's May 27 meeting), to obtain public comments on the 2021-2026 Six Year Comprehensive Street Program.

CONCLUSIONS:

The 2021-2026 Six Year Comprehensive Street Program is fully consistent with the City's Comprehensive Plan, as well as the Arterial Street Plan.

RECOMMENDATIONS:

A. By a vote of 7 to 0 , the Spokane City Plan Commission recommends that the City Council adopt the 2021-2026 Six Year Comprehensive Street Program as presented to the Plan Commission following preparation by City staff and review by the Transportation Subcommittee of the Plan Commission.

B. The Plan Commission acknowledges the draft resolution incorporating community requests into the City of Spokane's Six Year Comprehensive Street Program, which have been identified by Council Members and their constituents and are enumerated in the attached addendum, for inclusion in the 2021 – 2026 Six Year Comprehensive Street Program which was submitted to the Plan Commission on May 26, 2020, and recommends that the City Council request the Transportation Subcommittee of the Plan Commission to review the project list and make a recommendation to the entire Plan Commission regarding the consistency of the projects listed therein with the City's Comprehensive Plan after which the Plan Commission should conduct a public hearing and forward a recommendation to the City Council regarding the same.

DocuSigned by:



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Todd Beyreuther, President
Spokane Plan Commission

ACRONYMS

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

ACRONYMS (Continued)

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

Financial Information

Funding Sources

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

Local

Traffic Calming and Transportation Benefit District Programs:

Local project funds are derived from a number of sources. Two sources of funding include Redlight Camera revenue which is dedicated to traffic calming related projects, 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 4th, 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 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU); and Moving Ahead for Progress in the 21st 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:

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

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

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

Six-Year Program Financial Summary

(Costs in \$1,000s)

	2021	2022	2023	2024	2025	2026
<u>OPERATING REVENUES & EXPENSES</u>						
Local Funds Allocation During the Year:	12,458	13,001	13,562	14,141	14,740	15,358
Expenses: Loan Repayment	<u>(5,614)</u>	<u>(5,060)</u>	<u>(5,059)</u>	<u>(5,059)</u>	<u>(5,000)</u>	<u>(5,000)</u>
NET OPERATING REVENUE	\$6,844	\$7,941	\$8,503	\$9,082	\$9,740	\$10,358
<u>AVAILABLE FOR CAPITAL</u>						
Total Cash Balance as of Jan 1	3,602	38	388	3,978	4,722	4,564
Grant and Loan Proceeds	<u>32,474</u>	<u>15,102</u>	<u>8,723</u>	<u>11,495</u>	<u>18,358</u>	<u>23,933</u>
	36,076	15,140	9,111	15,473	23,080	28,497
AVAILABLE FOR 6-YR PROGRAM	\$42,220	\$23,080	\$17,489	\$23,992	\$32,258	\$38,855
<u>SIX-YEAR CAPITAL PROGRAM</u>						
BRIDGE REHABILITATION PROGRAM	9,100	500	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	25,914	18,657	10,266	8,065	17,334	30,819
PEDESTRIAN/BIKEWAYS PROGRAM	2,618	585	605	6,655	7,785	915
IMPACT FEE PROGRAM	2,100	500	190	2,100	125	2,650
NEIGHBORHOOD PROGRAM	2,450	2,450	2,450	2,450	2,450	3,150
6-YEAR STREET PROGRAM	\$42,182	\$22,692	\$13,511	\$19,270	\$27,694	\$37,534
CASH BALANCE: Dec 31	\$38	\$388	\$3,978	\$4,722	\$4,564	\$1,321

PATHS AND TRAILS RESERVE*	2021	2022	2023	2024	2025	2026
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	10,000	10,000	10,000	10,000	10,000	10,000
Paths/Trails allocation during the year:	12,000	12,000	12,000	12,000	12,000	12,000
Total:	22,000	22,000	22,000	22,000	22,000	22,000
Estimated expenditures during the year:	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)
Balance of Paths/Trail Funds as of Dec 31:	10,000	10,000	10,000	10,000	10,000	10,000
* Amounts may not add as shown due to rounding						

A photograph of bridge rehabilitation work is centered on the page. The photo shows a concrete bridge structure with a worker in a lift bucket performing maintenance. The scene is framed by a decorative border of blue and green triangles. The background of the entire page is a light blue grid.

Bridge Rehabilitation Program

Street, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2021	2022	2023	2024	2025	2026
BRIDGE	\$9,098	\$500	\$0	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$3	\$0	\$0	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$9,100	\$500	\$0	\$0	\$0	\$0

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$1,600,436	\$0	\$0	\$0	\$0	\$0	\$1,600,436	\$1,600,436
Design	\$10,061	\$311,689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$321,750
Total	\$10,061	\$311,689	\$1,600,436	\$0	\$0	\$0	\$0	\$0	\$1,600,436	\$1,922,186

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
BRIDGE	Federal	Funded	\$2,058	\$279,192	\$1,597,500	\$0	\$0	\$0	\$0	\$0	\$1,597,500	\$1,878,750
REET	Federal	Funded	\$8,003	\$32,497	\$2,936	\$0	\$0	\$0	\$0	\$0	\$2,936	\$43,436
Total			\$10,061	\$311,689	\$1,600,436	\$0	\$0	\$0	\$0	\$0	\$1,600,436	\$1,922,186

- *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 complete. Design is underway in 2018 via Progressive Design Build delivery format. Construction is scheduled to begin after the CSO 26.

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$4,000,000	\$7,500,000	\$500,000	\$0	\$0	\$0	\$0	\$8,000,000	\$12,000,000
Design	\$1,790,429	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,810,429
Total	\$1,790,429	\$4,020,000	\$7,500,000	\$500,000	\$0	\$0	\$0	\$0	\$8,000,000	\$13,810,429

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
BRIDGE	Federal	Funded	\$0	\$4,000,000	\$7,500,000	\$500,000	\$0	\$0	\$0	\$0	\$8,000,000	\$12,000,000
Levy	Local	Funded	\$421,429	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,429
Sec 129	Federal	Funded	\$1,369,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,369,000
Total			\$1,790,429	\$4,020,000	\$7,500,000	\$500,000	\$0	\$0	\$0	\$0	\$8,000,000	\$13,810,429

- *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

The image features a photograph of a street intersection with a crosswalk, framed by a geometric pattern of blue and green triangles. The pattern consists of a grid of triangles, with some triangles being blue and others green, creating a mosaic effect. The photograph shows a street with a crosswalk, a sidewalk, and some trees in the background. The text "Capital Improvement Program" is overlaid on the bottom right of the image.

Capital Improvement Program

Street, Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2021	2022	2023	2024	2025	2026
CMAQ	\$405	\$67	\$0	\$0	\$0	\$0
FMSIB	\$0	\$0	\$0	\$200	\$320	\$4,550
Grant	\$0	\$200	\$3,367	\$2,810	\$6,838	\$3,328
HIP	\$0	\$1,000	\$470	\$0	\$0	\$0
Impact Fee	\$10	\$50	\$0	\$0	\$0	\$0
Levy	\$6,950	\$6,615	\$3,788	\$2,185	\$5,147	\$6,147
NHS	\$130	\$0	\$0	\$0	\$0	\$0
PDA	\$50	\$40	\$900	\$0	\$0	\$0
Private	\$0	\$50	\$500	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$1,534	\$680	\$685	\$835	\$1,054	\$4,719
SEPA	\$0	\$0	\$0	\$0	\$0	\$0
SIIE-PDA-ROW	\$0	\$0	\$0	\$0	\$0	\$0
SIUE-RIVER	\$100	\$900	\$0	\$0	\$0	\$0
STA	\$7,910	\$1,235	\$0	\$0	\$0	\$0
STA Grant	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$540	\$4,210	\$2,391	\$355	\$295	\$3,200
TIB	\$0	\$1,185	\$1,865	\$180	\$680	\$6,875
UDRA	\$3,500	\$500	\$0	\$0	\$0	\$0
WSDOT	\$4,635	\$375	\$0	\$0	\$0	\$0
Total	\$25,764	\$17,107	\$13,966	\$6,565	\$14,334	\$28,819

Street/Street Capital

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

STR-2020-22

Executive Summary

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

Project Justification

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

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,700,000	\$0	\$0	\$0	\$3,700,000	\$3,700,000
Design	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$50,000	\$250,000	\$3,700,000	\$0	\$0	\$0	\$4,000,000	\$4,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$200,000	\$3,200,000	\$0	\$0	\$0	\$3,400,000	\$3,400,000
PDA	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Private	Unidentified	Unfunded	\$0	\$0	\$0	\$50,000	\$500,000	\$0	\$0	\$0	\$550,000	\$550,000
Total			\$0	\$0	\$50,000	\$250,000	\$3,700,000	\$0	\$0	\$0	\$4,000,000	\$4,000,000

- *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

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 2024; Design in 2026; Construction in 2027.

Candidate for Alternative Delivery

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	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
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$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

1st Avenue, Monroe St to Wall St

STR-2017-6

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$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

STR-2017-87

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.

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.

Other Location

First Avenue between Wall Street and Bernard Street.

Active

Project number: 2017079

Scoping to begin in 2024; Design in 2028

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

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

1st Avenue, Wall St to Bernard St

STR-2017-87

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$0	\$3,700,000	\$3,700,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$166,675	\$2,300,115	\$0	\$0	\$2,466,790	\$2,466,790
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$83,325	\$1,149,885	\$0	\$0	\$1,233,210	\$1,233,210
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$0	\$3,700,000	\$3,700,000

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

STR-2016-30

Street/Street Capital

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000	\$2,800,000
Design	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000
Total	\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$0	\$3,080,000	\$3,080,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$95,000	\$935,000	\$0	\$0	\$0	\$1,030,000	\$1,030,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$185,000	\$1,865,000	\$0	\$0	\$0	\$2,050,000	\$2,050,000
Total			\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$0	\$3,080,000	\$3,080,000

- *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

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

External Factors

Work funded largely 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,100,000	\$0	\$7,100,000	\$7,100,000
Design	\$0	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0	\$770,000	\$770,000
Planning	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000	\$7,885,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$510,000	\$4,730,000	\$0	\$5,240,000	\$5,240,000
Levy	Local	Funded	\$0	\$0	\$0	\$15,000	\$0	\$260,000	\$2,370,000	\$0	\$2,645,000	\$2,645,000
Total			\$0	\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000	\$7,885,000

- *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

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. Dollars shown here-in are transferred to the Street Maintenance program.

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$550,000	\$500,000	\$1,500,000	\$2,000,000	\$3,000,000	\$2,000,000	\$9,550,000	\$9,550,000
Total	\$0	\$0	\$550,000	\$500,000	\$1,500,000	\$2,000,000	\$3,000,000	\$2,000,000	\$9,550,000	\$9,550,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$550,000	\$500,000	\$1,500,000	\$2,000,000	\$3,000,000	\$2,000,000	\$9,550,000	\$9,550,000
Total			\$0	\$0	\$550,000	\$500,000	\$1,500,000	\$2,000,000	\$3,000,000	\$2,000,000	\$9,550,000	\$9,550,000

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

STR-2016-31

Street/Street Capital

Fort George Wright, Government Way to River

STR-2016-31

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000	\$4,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$540,000	\$560,000	\$0	\$1,100,000	\$1,100,000
Planning	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000	\$5,620,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$20,000	\$180,000	\$190,000	\$1,500,000	\$1,890,000	\$1,890,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$180,000	\$185,000	\$1,500,000	\$1,865,000	\$1,865,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$180,000	\$185,000	\$1,500,000	\$1,865,000	\$1,865,000
Total			\$0	\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000	\$5,620,000

- *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

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 Design in 2024; Construction to begin in 2025

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,500,000	\$6,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$380,000	\$0	\$680,000	\$680,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$480,000	\$6,500,000	\$7,280,000	\$7,280,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$200,000	\$320,000	\$4,330,000	\$4,850,000	\$4,850,000
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$100,000	\$160,000	\$2,170,000	\$2,430,000	\$2,430,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$480,000	\$6,500,000	\$7,280,000	\$7,280,000

- *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

Geiger Road from Medical Lake Interchange to Grove Road Int

STR-2019-23

Executive Summary

Street and utility reconstruction of the Geiger Road as part of a multi-jurisdictional project. Phase 1 construction is happening in 2019 and Phase 2 is scheduled to begin in 2020.

Project Justification

Integrated multi-jurisdictional coordination to facilitate further economic development opportunities.

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

Meets Transportation goal G. Maximize Public Benefits and Fiscal Responsibility With Integration by working with Spokane County and WSDOT to deliver street and utility upgrades to promote economic opportunity.

Location

Other Location

Geiger Road from Medical Lake interchange to Grove Road Interchange

Project Status

Active

Project Number: 2019067 Phase 1 construction in 2019 and Phase 2 in 2020. Spokane County is lead on the project.

External Factors

Maintenance

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

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

Maintenance Comments

Street/Street Capital

Geiger Road from Medical Lake Interchange to Grove Road Int

STR-2019-23

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$700,000
Total	\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$700,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$700,000
Total			\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$700,000

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

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.

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

Maintenance Comments

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$3,815,000	\$4,388,000
Total	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$3,815,000	\$4,388,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
REET	Local	Funded	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$3,815,000	\$4,388,000
Total			\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$684,000	\$3,815,000	\$4,388,000

*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

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
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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$650,000	\$1,050,000	\$1,050,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$650,000	\$1,050,000	\$1,050,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$265,000	\$430,000	\$695,000	\$695,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$220,000	\$355,000	\$355,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$650,000	\$1,050,000	\$1,050,000

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total			\$0	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000

- *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

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 CCL 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Design	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000
Total	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$670,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
STA	Local	Funded	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$670,000
Total			\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$670,000

- *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

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 Central 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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$80,000
Planning	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$0	\$0	\$75,000	\$0	\$330,000	\$5,000,000	\$5,405,000	\$5,405,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$75,000	\$0	\$110,000	\$1,600,000	\$1,785,000	\$1,785,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$1,700,000	\$1,810,000	\$1,810,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$1,700,000	\$1,810,000	\$1,810,000
Total			\$0	\$0	\$0	\$0	\$75,000	\$0	\$330,000	\$5,000,000	\$5,405,000	\$5,405,000

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$5,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$50,000	\$500,000	\$0	\$550,000	\$550,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$75,000
Planning	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$0	\$20,000	\$50,000	\$575,000	\$5,500,000	\$6,145,000	\$6,145,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
REET	Local	Funded	\$0	\$0	\$0	\$0	\$20,000	\$50,000	\$190,000	\$1,825,000	\$2,085,000	\$2,085,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$385,000	\$3,675,000	\$4,060,000	\$4,060,000
Total			\$0	\$0	\$0	\$0	\$20,000	\$50,000	\$575,000	\$5,500,000	\$6,145,000	\$6,145,000

- *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

Maple Street, Riverside Ave to Pacific Ave

Executive Summary

Project Justification

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

Location

Maple Street between Riverside Avenue and Pacific Avenue

Project Status

Project number: 2016094

Design and Construction by STA as part of CCL

External Factors

Maintenance

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

Maintenance Comments

Street/Street Capital

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$720,000	\$0	\$0	\$0	\$0	\$0	\$720,000	\$720,000
Design	\$1,055	\$58,945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
Total	\$1,055	\$58,945	\$720,000	\$0	\$0	\$0	\$0	\$0	\$720,000	\$780,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
STA	Private	Unfunded	\$1,055	\$58,945	\$720,000	\$0	\$0	\$0	\$0	\$0	\$720,000	\$780,000
Total			\$1,055	\$58,945	\$720,000	\$0	\$0	\$0	\$0	\$0	\$720,000	\$780,000

- *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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$575,700	\$100,000	\$0	\$0	\$0	\$0	\$675,700	\$675,700
Design	\$0	\$90,000	\$13,000	\$0	\$0	\$0	\$0	\$0	\$13,000	\$103,000
Land purchase	\$0	\$39,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$59,000
Total	\$0	\$129,000	\$608,700	\$100,000	\$0	\$0	\$0	\$0	\$708,700	\$837,700

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$0	\$85,000	\$405,000	\$67,000	\$0	\$0	\$0	\$0	\$472,000	\$557,000
REET	Local	Funded	\$0	\$44,000	\$203,700	\$33,000	\$0	\$0	\$0	\$0	\$236,700	\$280,700
Total			\$0	\$129,000	\$608,700	\$100,000	\$0	\$0	\$0	\$0	\$708,700	\$837,700

- *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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$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	\$240,000	\$280,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
REET	Local	Funded	\$0	\$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	\$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

Napa Street, Sprague Ave to 2nd Ave

Street/Street Capital

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	\$1,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$140,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000	\$1,540,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$93,000	\$933,000	\$1,026,000	\$1,026,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$467,000	\$514,000	\$514,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000	\$1,540,000

*Status definitions

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

Executive Summary

Relocate fiber along the realigned 2nd Ave and 3rd Ave from Thor to Freya including cabinets and structures as needed to support the NSC 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 NSC.

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 NSC 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000	\$575,000
Design	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Planning	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
Total	\$0	\$57,000	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000	\$632,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
WSDOT	State	Funded	\$0	\$57,000	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000	\$632,000
Total			\$0	\$57,000	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000	\$632,000

- *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

Executive Summary

Relocate the traffic signal pole located on the SE corner of Ermine 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 & Greene

Project Status

Active

Project is in the design phase

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$160,000
Design	\$0	\$21,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,500
Planning	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Total	\$0	\$26,500	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$186,500

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
WSDOT	State	Funded	\$0	\$26,500	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$186,500
Total			\$0	\$26,500	\$160,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$186,500

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

Executive Summary

Provide design to WSDOT for rebuild of Ralph St including traffic calming treatments and roadside swales from Carlisle to Euclid and along Carlisle from Greene to Ralph.

Project Justification

Ralph St will be rebuilt as a result of NSC construction. This project allows the City of Spokane 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 St, Upriver Drive to Euclid Ave

Project Status

Active

This project is currently in the planning stage. Project 2020060

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Design	\$0	\$190,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190,000
Planning	\$0	\$19,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000
Total	\$0	\$209,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$239,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
WSDOT	State	Unfunded	\$0	\$209,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$239,000
Total			\$0	\$209,000	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000	\$239,000

*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

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 Preliminary design is underway. Project construction 2021 or 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$3,800,000	\$345,000	\$0	\$0	\$0	\$0	\$4,145,000	\$4,145,000
Design	\$38,169	\$112,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$250,169
Land purchase	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Total	\$38,169	\$137,000	\$3,900,000	\$345,000	\$0	\$0	\$0	\$0	\$4,245,000	\$4,420,169

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
WSDOT	State	Funded	\$38,169	\$112,000	\$3,900,000	\$345,000	\$0	\$0	\$0	\$0	\$4,245,000	\$4,395,169
Total			\$38,169	\$137,000	\$3,900,000	\$345,000	\$0	\$0	\$0	\$0	\$4,245,000	\$4,420,169

- *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

Post Street and Summit Ave Connections to Post Street Bridge

STR-2018-21

Executive Summary

Adjust the street and sidewalk to fulfill the intents of the planned uses for trail and sidewalk connections to Riverfront Park and Downtown Spokane. This project is a component of the Post Street Bridge project intended to repair and replace both ends of the bridge utilized by the bridge project.

Project Justification

Recent changes to the park and bridge route pedestrian and bicycle traffic to the area, and Post Street needs to be updated to accommodate the high usage levels expected.

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 F. Enhance Public Health & Safety by connecting the new Post Street bridge to the park and facilitating active modes of transportation.

Location

Other Location

Post Street from Spokane Falls Blvd to the Post St Bridge

Project Status

Active

Project number: 2018098

External Factors

Timing will coordinate with Riverfront Park, Post Bridge, and Spokane Falls Blvd 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.

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

Maintenance Comments

Street/Street Capital

Post Street and Summit Ave Connections to Post Street Bridge

STR-2018-21

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
SIUE-RIVER	Local	Funded	\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

- *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

Executive Summary

Pavement surface rehabilitation 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. Construction may be two phases split at 11th Avenue.

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Design	\$0	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$125,000
Total	\$0	\$0	\$125,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,625,000	\$1,625,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$125,000	\$500,000	\$0	\$0	\$0	\$0	\$625,000	\$625,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$125,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,625,000	\$1,625,000

- *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

STR-2020-29

Street/Street Capital

Riverside Ave, Monroe St to Division St

STR-2020-29

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$8,750,000	\$2,000,000	\$0	\$0	\$0	\$0	\$10,750,000	\$10,750,000
Design	\$0	\$1,100,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000	\$1,270,000
Land purchase	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$100,000
Planning	\$17,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,271
Total	\$17,271	\$1,150,000	\$8,970,000	\$2,000,000	\$0	\$0	\$0	\$0	\$10,970,000	\$12,137,271

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$17,271	\$477,700	\$3,460,000	\$765,000	\$0	\$0	\$0	\$0	\$4,225,000	\$4,719,971
STA	Federal	Funded	\$0	\$389,600	\$3,190,000	\$520,000	\$0	\$0	\$0	\$0	\$6,745,000	\$7,134,600
Total			\$17,271	\$1,150,000	\$8,970,000	\$2,000,000	\$0	\$0	\$0	\$0	\$10,970,000	\$12,137,271

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$3,500,000	\$7,500,000	\$7,500,000
Design	\$0	\$0	\$50,000	\$200,000	\$350,000	\$150,000	\$0	\$0	\$750,000	\$750,000
Land purchase	\$0	\$0	\$0	\$50,000	\$150,000	\$50,000	\$0	\$0	\$250,000	\$250,000
Planning	\$17,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,271
Total	\$17,271	\$0	\$50,000	\$250,000	\$500,000	\$200,000	\$4,000,000	\$3,500,000	\$8,500,000	\$8,517,271

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,000	\$1,500,000	\$3,250,000	\$3,250,000
Levy	Local	Funded	\$17,271	\$0	\$10,000	\$40,000	\$75,000	\$25,000	\$2,250,000	\$2,000,000	\$4,400,000	\$4,417,271
STBG	Federal	Funded	\$0	\$0	\$40,000	\$210,000	\$425,000	\$175,000	\$0	\$0	\$850,000	\$850,000
Total			\$17,271	\$0	\$50,000	\$250,000	\$500,000	\$200,000	\$4,000,000	\$3,500,000	\$8,500,000	\$8,517,271

- *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

Executive Summary

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

Project Justification

Improve intersection capacity and mobility along the 5th Ave. and Sherman St. 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 2021, design 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	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
Total	\$0	\$0	\$10,000	\$90,000	\$900,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Impact Fee	Local	Funded	\$0	\$0	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$60,000	\$60,000
PDA	Unidentified	Unfunded	\$0	\$0	\$0	\$40,000	\$900,000	\$0	\$0	\$0	\$940,000	\$940,000
Total			\$0	\$0	\$10,000	\$90,000	\$900,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000	\$700,000
Planning	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$0	\$70,000	\$70,000
Total	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$700,000	\$770,000	\$770,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$465,000	\$465,000	\$465,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$235,000	\$305,000	\$305,000
Total			\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$700,000	\$770,000	\$770,000

- *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

Spokane Pavement Preservation - North

Executive Summary

Project Justification

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

Location

Miscellaneous street segments including Wellesley, Sprague, Nevada, Mission, Maple, and Ash

Project Status

Project number: 2017148

Design in 2018; Construction 2018 - 2020

External Factors

Maintenance

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

Maintenance Comments

Street/Street Capital

Spokane Pavement Preservation - North

STR-2018-5

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$2,553,504	\$2,250,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$4,953,504
Design	\$210,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,812
Total	\$2,764,316	\$2,250,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$5,164,316

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$1,000,428	\$300,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$1,320,428
NHS	Federal	Funded	\$1,763,888	\$1,950,000	\$130,000	\$0	\$0	\$0	\$0	\$0	\$130,000	\$3,843,888
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$2,764,316	\$2,250,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$5,164,316

*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

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 to begin in 2019 including the section between Scott and Grant. Phase 2b reaching to Bernard to be completed in 2021.

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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$2,744,483	\$290,000	\$3,525,000	\$500,000	\$0	\$0	\$0	\$0	\$4,025,000	\$7,059,483
Design	\$700,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Total	\$3,444,483	\$340,000	\$3,525,000	\$500,000	\$0	\$0	\$0	\$0	\$4,025,000	\$7,809,483

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$3,004,983	\$340,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$3,369,983
STBG	Federal	Funded	\$439,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$439,500
UDRA	Local	Unfunded	\$0	\$0	\$3,500,000	\$500,000	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Total			\$3,444,483	\$340,000	\$3,525,000	\$500,000	\$0	\$0	\$0	\$0	\$4,025,000	\$7,809,483

- *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

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.

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: 2018084

External Factors

Grant funds will be required to move into 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$5,450,000	\$2,785,605	\$0	\$0	\$0	\$8,235,605	\$8,235,605
Design	\$0	\$393,500	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000	\$913,500
Land purchase	\$0	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$50,000
Total	\$0	\$403,500	\$560,000	\$5,450,000	\$2,785,605	\$0	\$0	\$0	\$8,795,605	\$9,199,105

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
HIP	Federal	Funded	\$0	\$0	\$0	\$1,000,000	\$469,556	\$0	\$0	\$0	\$1,469,556	\$1,469,556
LEVY	Local	Funded	\$0	\$40,000	\$60,000	\$450,000	\$350,000	\$0	\$0	\$0	\$860,000	\$900,000
STBG	Federal	Funded	\$0	\$363,500	\$500,000	\$4,000,000	\$1,966,049	\$0	\$0	\$0	\$6,466,049	\$6,829,549
Total			\$0	\$403,500	\$560,000	\$5,450,000	\$2,785,605	\$0	\$0	\$0	\$8,795,605	\$9,199,105

- *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

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

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.

	2021	2022	2023	2024	2025	2026	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$6,000

Maintenance Comments

Street/Street Capital

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Design	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000
Total	\$0	\$600,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,600,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$600,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,600,000
Total			\$0	\$600,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,600,000

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

Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Storm facilities will be updated as needed. This project will also build upon and complement the Spokane Transit Central City Line improvements.

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
Wall Street between 1st Avenue and Main Avenue.

Project Status

Active
Project number: 2017089
2021. Full reconstruction will happen at a later time. Project will be implemented as maintenance ahead of CCL in

External Factors

Grant funds will be required to move into the construction phase. Also, STA is incorporating a portion of this project into their CCL implementation.

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

Wall St, 1st Ave to Riverside Ave

STR-2017-14

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$1,780,000	\$1,780,000
Design	\$0	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$170,000
Total	\$0	\$170,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$1,780,000	\$1,950,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
REET	Local	Funded	\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$770,000
STA	Identified	Unfunded	\$0	\$100,000	\$1,080,000	\$0	\$0	\$0	\$0	\$0	\$1,080,000	\$1,180,000
Total			\$0	\$170,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0	\$1,780,000	\$1,950,000

- *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

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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230,000	\$230,000	\$230,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000	\$330,000	\$330,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000	\$220,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$110,000	\$110,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330,000	\$330,000	\$330,000

- *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

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. APS updates to signals 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 C. Accommodate Access to Daily Needs and Priority Destinations by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

Location

Other Location
Wellesley Avenue between Division Street and Nevada Street

Project Status

Active
Project number: 2018091

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.

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

Maintenance Comments

Spending

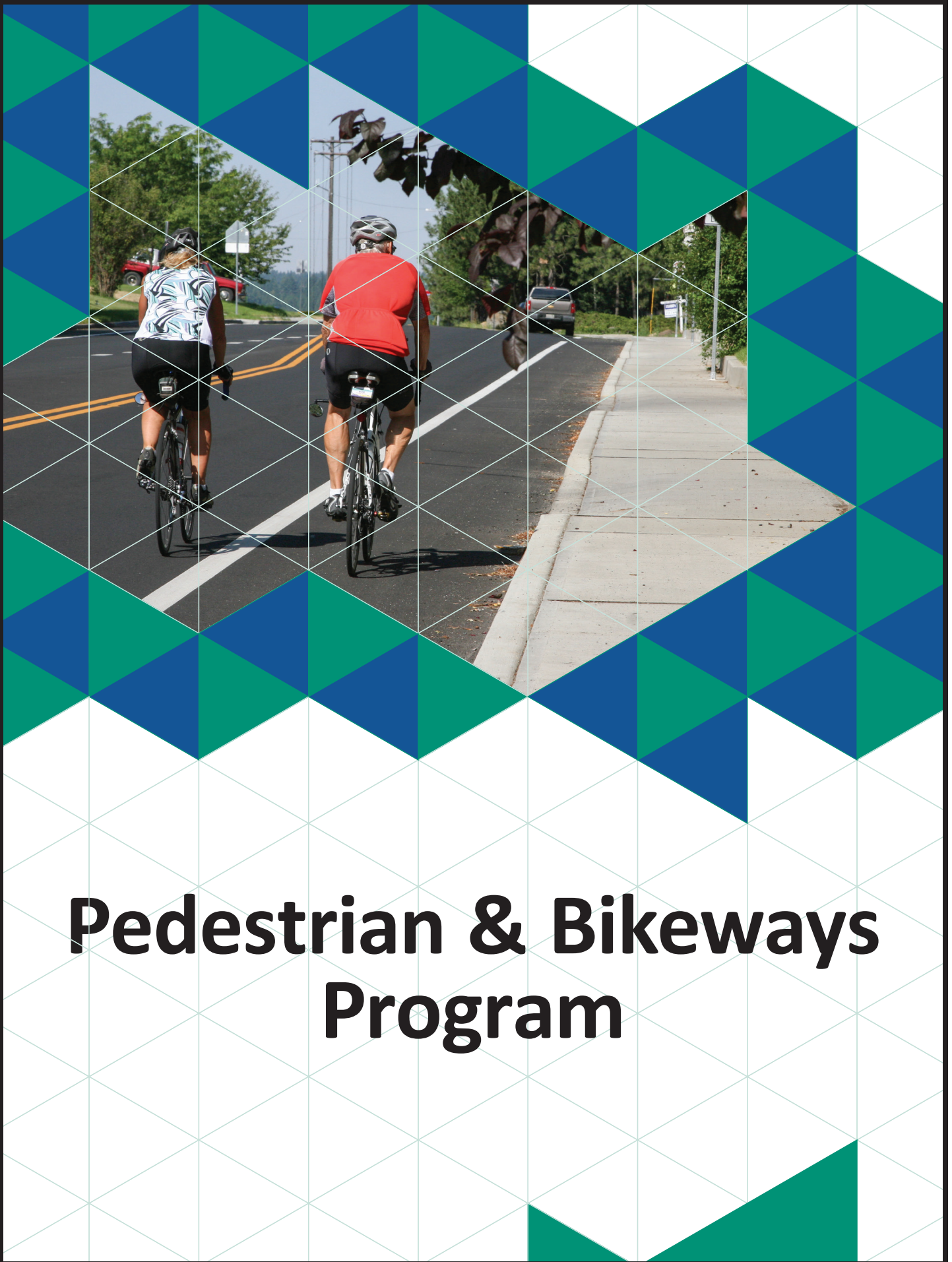
Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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



Pedestrian & Bikeways Program

Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2021	2022	2023	2024	2025	2026
CMAQ	\$867	\$165	\$0	\$0	\$0	\$0
Grant	\$0	\$0	\$0	\$0	\$100	\$0
Levy	\$927	\$285	\$305	\$3,245	\$125	\$25
Parks Grant	\$0	\$0	\$0	\$300	\$2,700	\$0
PED-BIKE	\$267	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$125	\$125
RCO	\$0	\$0	\$0	\$300	\$2,700	\$0
Redlight	\$0	\$0	\$0	\$0	\$300	\$610
REET	\$24	\$10	\$10	\$10	\$10	\$10
SIUE-RIVER	\$0	\$0	\$0	\$0	\$1,250	\$0
STBG-SA	\$28	\$0	\$165	\$2,675	\$475	\$145
TAP	\$66	\$0	\$0	\$0	\$0	\$0
TBD	\$34	\$0	\$0	\$0	\$0	\$0
TIB	\$370	\$0	\$0	\$0	\$0	\$0
Total	\$2,708	\$585	\$605	\$6,655	\$7,785	\$915

Executive Summary

Install HAWK signals at the Ben Burr crossings of 2nd and 3rd Avenues (the Perry St alignment).

Project Justification

Safety of the trail crossing has been proven to be lacking, given the higher, uninterrupted traffic speeds of 2nd and 3rd Avenues in this vicinity.

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

Meets TR Goal F. Enhance Public Health & Safety by improving the conditions of the trail crossings of Arterial Streets.

Location

Other Location

Ben Burr Trail crossings of 2nd Avenue and 3rd Avenue adjacent to Perry Street.

Project Status

Active

Design 2019 for Construction in 2020

Project Number: 2019106

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.

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

Maintenance Comments

Street/Pedestrian and Bikeways

Ben Burr Crossings of 2nd and 3rd Ave

STR-2019-19

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$748,136	\$295,000	\$0	\$0	\$0	\$0	\$0	\$295,000	\$1,043,136
Design	\$6,915	\$77,893	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$84,808
Land purchase	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
Total	\$6,915	\$846,029	\$295,000	\$0	\$0	\$0	\$0	\$0	\$295,000	\$1,147,944

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
PED-BIKE	State	Funded	\$5,684	\$760,466	\$267,000	\$0	\$0	\$0	\$0	\$0	\$267,000	\$1,033,150
STBG-SA	Federal	Funded	\$1,231	\$85,563	\$28,000	\$0	\$0	\$0	\$0	\$0	\$28,000	\$114,794
Total			\$6,915	\$846,029	\$295,000	\$0	\$0	\$0	\$0	\$0	\$295,000	\$1,147,944

- *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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
REET	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

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

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 applications being sought.

External Factors

This project will fall after phase 1 which will install surface improvements.

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/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$320,000	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$290,000	\$290,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000

- *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

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

Street/Pedestrian and Bikeways

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

STR-2017-17

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$2,000,000	\$948,667	\$0	\$0	\$0	\$0	\$0	\$948,667	\$2,948,667
Design	\$135,095	\$93,416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$228,511
Land purchase	\$0	\$75,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,580
Total	\$135,095	\$2,168,996	\$948,667	\$0	\$0	\$0	\$0	\$0	\$948,667	\$3,252,758

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$46,073	\$1,814,260	\$821,667	\$0	\$0	\$0	\$0	\$0	\$821,667	\$2,682,000
Levy	Local	Funded	\$89,022	\$354,736	\$127,000	\$0	\$0	\$0	\$0	\$0	\$127,000	\$570,758
Total			\$135,095	\$2,168,996	\$948,667	\$0	\$0	\$0	\$0	\$0	\$948,667	\$3,252,758

- *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

Cincinnati Greenway

STR-2016-12

Executive Summary

Perform Greenway street enhancements to include new sidewalks where none exist, ADA compliance, distinctive Greenway information/directional signage, bike facilities, specific traffic signage and traffic calming elements. Also, crossing enhancements will be necessary at major intersections.

Project Justification

This project will be Spokane's first Greenway street, intended to promote healthy and safe non-motorized transportation options to access a variety of key destination points. This greenway corridor was selected and prioritized by a citizen advisory committee brought together specifically for that purpose in 2012.

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

Meets TR Goals A and B by creating a sense of place that is unique to a greenway, which prioritizes active modes of transportation.

Location

Other Location

Cincinnati Street from Spokane Falls Blvd to Euclid Ave

Project Status

Active

Project number: 2016081 Design to begin in 2018. Construction planned to begin in 2019.

External Factors

Adjacent street work on Hamilton Street will need to be sequenced carefully as both projects are scheduled to begin in 2019. This work also need to coordinate with STA's Central City Line work that will take place south of Mission Avenue.

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	\$11,500	\$11,500	\$0	\$0	\$0	\$0	\$69,000

Maintenance Comments

Street/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$775,000	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$833,000
Design	\$102,081	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,081
Total	\$102,081	\$775,000	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$935,081

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$29,262	\$430,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$469,262
REET	Local	Funded	\$0	\$90,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$14,000	\$104,000
TBD	Local	Funded	\$72,819	\$255,000	\$34,000	\$0	\$0	\$0	\$0	\$0	\$34,000	\$361,819
Total			\$102,081	\$775,000	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$935,081

*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

Fish Lake Trail - Phase 3b

Executive Summary

Project Justification

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

Location

Fish Lake Trail, Queen Lucas Lake to Fish Lake

Project Status

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

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	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	\$0	\$350,000	\$0	\$0	\$350,000	\$350,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$0	\$6,000,000	\$6,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$0	\$3,000,000	\$3,000,000
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$0	\$3,000,000	\$3,000,000
Total			\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$0	\$6,000,000	\$6,000,000

- *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

Fish Lake Trail to Centennial Trail Connection

Executive Summary

Project Justification

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

Location

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

Project Status

Project number: 2016089

Study scheduled for 2019.

External Factors

Maintenance

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Design	\$0	\$0	\$90,000	\$0	\$0	\$0	\$150,000	\$0	\$240,000	\$240,000
Planning	\$0	\$150,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$160,000
Total	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$150,000	\$0	\$250,000	\$400,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Levy	Local	Funded	\$0	\$50,000	\$33,750	\$0	\$0	\$0	\$50,000	\$0	\$83,750	\$133,750
TAP	Federal	Funded	\$0	\$100,000	\$66,250	\$0	\$0	\$0	\$0	\$0	\$66,250	\$166,250
Total			\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$150,000	\$0	\$250,000	\$400,000

- *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

Millwood Trail, from SCC to Felts Field

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

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.

Other Location

From Spokane Community College to Felts Field.

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.

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

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/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$170,000	\$520,000	\$520,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
Total	\$144,340	\$0	\$0	\$0	\$0	\$100,000	\$550,000	\$170,000	\$820,000	\$964,340

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$0	\$100,000	\$75,000	\$25,000	\$200,000	\$227,282
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$475,000	\$145,000	\$620,000	\$620,000
Total			\$144,340	\$0	\$0	\$0	\$0	\$100,000	\$550,000	\$170,000	\$820,000	\$964,340

- *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

Executive Summary

A study of the type and placement requirements to connect a trail along the north bank of the river. A look into geotechnical, structural, and environmental requirements.

Project Justification

Connectivity of park and neighborhood assets is desirable.

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 F. Enhance Public Health & Safety, by creating active transportation connections that the community can enjoy and take pride in while experiencing the natural assets of our City.

Location

Other Location

North bank of the Spokane River between the Post Bridge and the Suspension Pedestrian Bridge

Project Status

Active

Project number: 2018094

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.

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

Maintenance Comments

Street/Pedestrian and Bikeways

North Gorge Trail STUDY - Post Bridge to Suspension Bridge

STR-2018-14

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000
Total			\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000

- *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/Pedestrian and Bikeways

North River Dr. Sidewalk - East of Washington St.

STR-2020-26

Executive Summary

Sidewalk infill from Washington St. to 900 feet east of Washington. 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 Dr., Washington St. to 900 feet east of Washington

Project Status

Active

Project Number: 2019179 Design 2020; 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$1,121,032	\$0	\$0	\$0	\$0	\$0	\$1,121,032	\$1,121,032
Design	\$0	\$91,141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$91,141
Land purchase	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
Total	\$0	\$151,141	\$1,121,032	\$0	\$0	\$0	\$0	\$0	\$1,121,032	\$1,272,173

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$121,066	\$751,107	\$0	\$0	\$0	\$0	\$0	\$751,107	\$872,173
TIB	State	Funded	\$0	\$30,075	\$369,925	\$0	\$0	\$0	\$0	\$0	\$369,925	\$400,000
Total			\$0	\$151,141	\$1,121,032	\$0	\$0	\$0	\$0	\$0	\$1,121,032	\$1,272,173

- *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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$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	\$750,000	\$875,000
Total	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	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
Total			\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

- *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/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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	\$1,250,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	\$1,250,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
SIUE-RIVER	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	\$1,250,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$0	\$1,250,000	\$1,250,000

- *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

Executive Summary

Implement feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge. Implementation will depend on funding, but is tentatively scheduled for 2023.

Project Justification

The University Gateway Bridge provides new opportunities for bicycle travel to safely traverse from southeast Spokane into the University District and Downtown. However, further development of the bike network reaching the bridge from the neighborhood is needed to lower the stress of traversing through this part of town.

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

Meets Transportation Goals B. Provide Transportation Choices, C. Accommodate Access to Daily Needs and Priority Destinations, and F. Enhance Public Health & Safety by finding safe and effective pathways to connect to goods and services by active modes of transportation.

Location

Other Location

South University District and East Sprague area from Division Street to Perry Street and 2nd Avenue to MLK JR Way.

Project Status

Active

This project will follow the results of the similarly named Feasibility Study to implement the resulting recommendations.

External Factors

With the University Gateway Bridge now open to bicycle use, travel patterns are trackable.

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/Pedestrian and Bikeways

South University Gateway Bicycle E-W Linkage

STR-2019-35

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,720,000	\$0	\$0	\$2,720,000	\$2,720,000
Design	\$0	\$0	\$0	\$100,000	\$80,000	\$0	\$0	\$0	\$180,000	\$180,000
Land purchase	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000
Total			\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000

- *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/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

Design 2020

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,100,000	\$0	\$0	\$3,100,000	\$3,100,000
Design	\$0	\$125,000	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000	\$375,000
Land purchase	\$0	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$190,000	\$190,000
Total	\$0	\$125,000	\$50,000	\$200,000	\$190,000	\$3,100,000	\$0	\$0	\$3,540,000	\$3,665,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$0	\$100,000	\$35,000	\$165,000	\$0	\$0	\$0	\$0	\$200,000	\$300,000
Levy	Local	Funded	\$0	\$25,000	\$15,000	\$35,000	\$25,000	\$425,000	\$0	\$0	\$500,000	\$525,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$165,000	\$2,675,000	\$0	\$0	\$2,840,000	\$2,840,000
Total			\$0	\$125,000	\$50,000	\$200,000	\$190,000	\$3,100,000	\$0	\$0	\$3,540,000	\$3,665,000

- *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

An aerial photograph of a city street, likely in San Francisco, showing a mix of residential and commercial buildings, cars, and a hillside in the background. The image is framed by a large, stylized geometric pattern composed of blue and green triangles, resembling a snowflake or a star. The pattern is set against a light gray background with a faint grid of thin lines.

Neighborhood Program

Street, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2021	2022	2023	2024	2025	2026
Redlight	\$450	\$450	\$450	\$450	\$450	\$450
Speed Zone	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Street Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450	\$2,450

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.

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

Maintenance Comments

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$11,400,000	\$13,300,000
Design	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$700,000
Total	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Speed Zone	Local	Funded	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000
Total			\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000

*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

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$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	\$300,000	\$350,000
Total	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Redlight	Local	Funded	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000
Total			\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000

*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

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. Funding of future years of program on-hold pending I-976 appeal that impacts TBD funding.

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

Project Status
Active ***Status pending - See funding note on following page.***

Construction in 2020, potential carryover of expenditures to 2021 for project closeout. 2020 locations: District 1- Napa from Francis to Decatur; District 2- Altamont from 49th to 46th

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	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0

Maintenance Comments

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$325,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$360,000
Design	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Total	\$0	\$365,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$400,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Street Maintenance	Local	Funded	\$0	\$365,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$400,000
Total			\$0	\$365,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$400,000

*Status definitions

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

***** Funding Note: See page viii and Council Resolution 2020-042 on page ix. *****



Impact Fee Program

Street, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2021	2022	2023	2024	2025	2026
CMAQ	\$1,275	\$0	\$0	\$0	\$0	\$0
Grant	\$0	\$415	\$0	\$1,500	\$0	\$2,050
Impact Fee	\$465	\$85	\$190	\$600	\$125	\$600
REET	\$360	\$0	\$0	\$0	\$0	\$0
Total	\$2,100	\$500	\$190	\$2,100	\$125	\$2,650

Street/Impact Fee Projects

Freya Ave. / Palouse Hwy 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/design in 2021.

External Factors

Need to secure additional funding for construction. Potential ROW 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.

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

Maintenance Comments

Street/Impact Fee Projects

Freya Ave. / Palouse Hwy Roundabout

STR-2020-20

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000	\$1,300,000
Design	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$75,000	\$0	\$125,000	\$125,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$25,000	\$0	\$25,000	\$75,000	\$75,000	\$1,300,000	\$1,500,000	\$1,500,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$900,000
Impact Fee	Local	Funded	\$0	\$0	\$25,000	\$0	\$25,000	\$75,000	\$75,000	\$400,000	\$600,000	\$600,000
Total			\$0	\$0	\$25,000	\$0	\$25,000	\$75,000	\$75,000	\$1,300,000	\$1,500,000	\$1,500,000

- *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/Impact Fee Projects

Garland Pathway

STR-2020-19

Executive Summary

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

Project Justification

Improve the bike & pedestrian route and infrastructure for the heavily traveled route.

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 Spokane Schools in process.

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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$450,000	\$450,000
Design	\$0	\$0	\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$65,000
Total	\$0	\$0	\$65,000	\$450,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$415,000	\$0	\$0	\$0	\$0	\$415,000	\$415,000
Impact Fee	Local	Funded	\$0	\$0	\$65,000	\$35,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total			\$0	\$0	\$65,000	\$450,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000

*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

Hamilton St. Corridor Enhancement Project

Executive Summary

Project Justification

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

Location

Hamilton St from Desmet Ave to North Foothills Drive

Project Status

Project number: 2010056

Currently in design for construction start in 2019-2021.

External Factors

Maintenance

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

Maintenance Comments

Street/Impact Fee Projects

Hamilton St. Corridor Enhancement Project

STR-2013-109

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$2,118,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$4,118,000
Design	\$512,098	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$532,098
Land purchase	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134
Total	\$512,232	\$2,138,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$4,650,232

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
CMAQ	Federal	Funded	\$172,009	\$1,337,000	\$1,275,000	\$0	\$0	\$0	\$0	\$0	\$1,275,000	\$2,784,009
Impact Fee	Local	Funded	\$170,112	\$401,000	\$365,000	\$0	\$0	\$0	\$0	\$0	\$365,000	\$936,112
REET	Local	Funded	\$170,111	\$400,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$930,111
Total			\$512,232	\$2,138,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$4,650,232

- *Status definitions
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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 Rd.

Project Status

Active ***Status pending - See funding note on following page***

US 195 corridor study in process. Initial planning/design for this intersection planned for 2021/22.

External Factors

WSDOT 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.

	2021	2022	2023	2024	2025	2026	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	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,875,000	\$0	\$0	\$1,875,000	\$1,875,000
Design	\$0	\$0	\$0	\$50,000	\$165,000	\$0	\$0	\$0	\$215,000	\$215,000
Planning	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$10,000	\$50,000	\$165,000	\$1,875,000	\$0	\$0	\$2,100,000	\$2,100,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000
Impact Fee	Local	Funded	\$0	\$0	\$10,000	\$50,000	\$165,000	\$375,000	\$0	\$0	\$600,000	\$600,000
Total			\$0	\$0	\$10,000	\$50,000	\$165,000	\$1,875,000	\$0	\$0	\$2,100,000	\$2,100,000

*Status definitions

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***** Funding Note: See page viii and council resolution 2020-042 on page ix. *****

Street/Impact Fee Projects

Nevada / 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 & Safety by enhancing intersection capacity and improving safety and efficiency for all travelers.

Location

Other Location

Lincoln Rd. at Nevada St.

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.

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

Maintenance Comments

Street/Impact Fee Projects

Nevada / Lincoln Rd. Intersection/Signal Improvements

STR-2020-25

Spending

Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000	\$1,350,000	\$1,350,000
Design	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$0	\$0	\$150,000	\$50,000	\$1,350,000	\$1,550,000	\$1,550,000

Funding

Funding Name	Source	Status*	Prior Funding	2020	Estimated Funding							Total
					2021	2022	2023	2024	2025	2026	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000	\$1,150,000	\$1,150,000
Impact Fee	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$150,000	\$50,000	\$200,000	\$400,000	\$400,000
Total			\$0	\$0	\$0	\$0	\$0	\$150,000	\$50,000	\$1,350,000	\$1,550,000	\$1,550,000

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