

CITY OF SPOKANE



NOTICE

REGARDING CITY COUNCIL MEETINGS

Notice is hereby given that, pursuant to Governor Jay Inslee's Fourth Updated Proclamation 20-28.4, dated May 29, 2020, all public meetings subject to the Open Public Meetings Act, Chapter 42.30 RCW, are to be held remotely and that the in-person attendance requirement in RCW 42.30.030 has been suspended until at least through June 17, 2020. **We are awaiting further direction from the Governor as to whether there will be an extension of this date.**

Until further direction is received, it is possible the below information may still apply to the June 22, 2020, City Council meeting:

Temporarily and until further notice, the public's ability to attend City Council meetings is by remote access only. In-person attendance is not permitted at this time. The public is encouraged to tune in to the meeting as noted below. Due to the suspension of the in-person attendance requirement, no public testimony will be taken on the items under consideration. However, written public comment may be submitted via email to CityCouncil2@SpokaneCity.org.

The regularly scheduled Spokane City Council 3:30 p.m. Briefing/Administrative Sessions will be held virtually and streamed live online and airing on City Cable 5. Some members of the City Council and City staff will be attending virtually. **The public is encouraged to tune in to the meeting live on Channel 5, at <https://my.spokanecity.org/citycable5/live>, or by calling 408-418-9388 and entering the access code 966 942 097 when prompted; meeting password is 0320.**

**CITY COUNCIL MEETINGS
RULES – PUBLIC DECORUM**

Strict adherence to the following rules of decorum by the public will be observed and adhered to during City Council meetings, including open forum, public comment period on legislative items, and Council deliberations:

- 1. No Clapping!**
- 2. No Cheering!**
- 3. No Booing!**
- 4. No public outbursts!**
- 5. Three-minute time limit for comments made during open forum and public testimony on legislative items!**
- 6. No person shall be permitted to speak at the first open forum more often than once per calendar month.**

In addition, please silence your cell phones when entering the Council Chambers!

Further, keep the following City Council Rules in mind:

Rule 2.2 OPEN FORUM

- D. The open forum is a limited public forum; all matters discussed in the open forum shall relate to the affairs of the City and items not currently on the current or advance Council agendas. No person shall be permitted to speak in open forum regarding items on the current or advance agendas, pending hearing items, or initiatives or referenda in a pending election. Individuals speaking during the open forum shall address their comments to the Council President and shall not use profanity, engage in obscene speech, or make personal comment or verbal insults about any individual.
- E. To encourage wider participation in open forum and a broad array of public comment and varied points of view from residents of the City of Spokane, no person shall be permitted to speak at the first open forum more often than once per calendar month. Any person may speak at the second open forum if they have not yet spoken in that meeting's first open forum or concerning any agenda item at that day's meeting, unless the meeting is that person's first address at open forum in that month.. There is no limit on the number of regular legislative agenda items on which a member of the public may testify, such as legislative items, special consideration items, hearing items, and other items before the City Council and requiring Council action that are not adjudicatory or administrative in nature, as specified in Rules 5.3 and 5.4.

Rule 2.7 SERVICE ANIMALS AT CITY COUNCIL MEETINGS

- B. Service animals must, at all times while present in a City Council meeting, be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work or the individual's disability prevents using these devices, in which case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Rule 5.3 PARTICIPATION OF MEMBERS OF THE PUBLIC IN COUNCIL MEETINGS

- A. Members of the public may address the Council regarding items on the Council's legislative agenda, special consideration items, hearing items, and other items before the City Council requiring Council action that are not adjudicatory or administrative in nature. This rule shall not limit the public's right to speak during the open forum.
- B. No member of the public may speak without first being recognized for that purpose by the Chair. Except for named parties to an adjudicative hearing, a person may be required to sign a sign-up sheet and provide their city of residence as a condition of recognition. In order for a Council member to be recognized by the Chair for the purpose of obtaining the floor, the Council member shall either raise a hand or depress the call button on the dais until recognized by the Council President.
- C. Each person speaking at the public microphone shall verbally identify themselves by name, city of residence, and, if appropriate, representative capacity.
- D. Each speaker shall follow all written and verbal instructions so that verbal remarks are electronically recorded and documents submitted for the record are identified and marked by the Clerk.
- E. In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, no modes of expression not provided by these rules, including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language, or personal insults will be permitted.
- F. A speaker asserting a statement of fact may be asked to document and identify the sources of the factual datum being asserted.

- G. When addressing the Council, members of the public shall direct all remarks to the Council President and shall confine remarks to the matters that are specifically before the Council at that time.
- H. When any person, including members of the public, City staff, and others, are addressing the Council, Council members shall observe the same decorum and process, as the rules require among the members inter se. That is, a Council member shall not engage the person addressing the Council in colloquy, but shall speak only when granted the floor by the Council President. All persons and/or Council members shall not interrupt one another. The duty of mutual respect set forth in Rule 1.2 and the rules governing debate set forth in Robert's Rules of Order, newly revised, shall extend to all speakers before the City Council. The City Council Policy Advisor and/or City Attorney shall, with the assistance of Council staff, assist the Council President to ensure that all individuals desiring to speak shall be identified, appropriately recognized, and provided the opportunity to speak.

Rule 5.4 PUBLIC TESTIMONY REGARDING LEGISLATIVE AGENDA ITEMS – TIME LIMITS

- A. The City Council shall take public testimony on all matters included on its legislative agenda, with those exceptions stated in Rule 5.4(B). Public testimony shall be limited to the final Council action. Public testimony shall be limited to three (3) minutes per speaker, unless, at their discretion, the Chair determines that, because of the number of speakers signed up to testify, less time will be needed for each speaker in order to accommodate all speakers. The Chair may allow additional time if the speaker is asked to respond to questions from the Council.
- B. No public testimony shall be taken on items on the Council's consent agenda, amendments to legislative agenda items, or procedural, parliamentary, or administrative matters of the Council, including amendments to these Rules.
- C. For legislative or hearing items that may affect an identifiable individual, association, or group, the following procedure may be implemented:
 - 1. Following an assessment by the Chair of factors such as complexity of the issue(s), the apparent number of people indicating a desire to testify, representation by designated spokespersons, etc., the Chair shall, in the absence of objection by the majority of the Council present, impose the following procedural time limitations for taking public testimony regarding legislative matters:
 - a. There shall be up to fifteen (15) minutes for staff, board, or commission presentation of background information, if any.
 - b. The designated representative of the proponents of the issue shall speak first and may include within their presentation the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. Up to thirty (30) minutes shall be granted for the proponent's presentation. If there be more than one designated representative, they shall allocate the allotted time between or among themselves.
 - c. Following the presentation of the proponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the proponents who wishes to speak on behalf of the proponent's position.
 - d. The designated representative, if any, of the opponents of the issue shall speak following the presentation of the testimony of expert witnesses, visual displays, and any other reasonable methods of presenting the case. The designated representative(s) of the opponents shall have the same amount of time which was allotted to the proponents.
 - e. Following the presentation by the opponents of the issue, three (3) minutes shall be granted for any other person not associated with the designated representative of the opponents who wishes to speak on behalf of the opponents' position.
 - f. Up to ten (10) minutes of rebuttal time shall be granted to the designated
 - 2. In the event the party or parties representing one side of an issue has a designated representative and the other side does not, the Chair shall publicly ask the unrepresented side if they wish to designate one or more persons to utilize the time allotted for the designated representative. If no such designation is made, each person wishing to speak on behalf of the unrepresented side shall be granted three (3) minutes to present their position, and no additional compensating time shall be allowed due to the fact that the side has no designated representative.
 - 3. In the event there appears to be more than two groups wishing to advocate their distinct positions on a specific issue, the Chair may grant the same procedural and time allowances to each group or groups, as stated previously.
- D. The time taken for staff or Council member questions and responses there to shall be in addition to the time allotted for any individual or designated representative's testimony.

THE CITY OF SPOKANE



ADVANCE COUNCIL AGENDA

MEETING OF MONDAY, JUNE 22, 2020

MISSION STATEMENT

**TO DELIVER EFFICIENT AND EFFECTIVE SERVICES
THAT FACILITATE ECONOMIC OPPORTUNITY
AND ENHANCE QUALITY OF LIFE.**

MAYOR NADINE WOODWARD

COUNCIL PRESIDENT BREEAN BEGGS

COUNCIL MEMBER KATE BURKE

COUNCIL MEMBER LORI KINNEAR

COUNCIL MEMBER KAREN STRATTON

COUNCIL MEMBER MICHAEL CATHCART

COUNCIL MEMBER CANDACE MUMM

COUNCIL MEMBER BETSY WILKERSON

**CITY COUNCIL CHAMBERS
CITY HALL**

**808 W. SPOKANE FALLS BLVD.
SPOKANE, WA 99201**

CITY COUNCIL BRIEFING SESSION

Council will adopt the Administrative Session Consent Agenda after they have had appropriate discussion. Items may be moved to the 6:00 p.m. Legislative Session for formal consideration by the Council at the request of any Council Member.

SPOKANE CITY COUNCIL BRIEFING SESSIONS (BEGINNING AT 3:30 P.M. EACH MONDAY) AND LEGISLATIVE SESSIONS (BEGINNING AT 6:00 P.M. EACH MONDAY) ARE BROADCAST LIVE ON CITY CABLE CHANNEL FIVE AND STREAMED LIVE ON THE CHANNEL FIVE WEBSITE. THE SESSIONS ARE REPLAYED ON CHANNEL FIVE ON THURSDAYS AT 6:00 P.M. AND FRIDAYS AT 10:00 A.M.

The Briefing Session is open to the public, but will be a workshop meeting. Discussion will be limited to Council Members and appropriate Staff and Counsel. There will be an opportunity for the expression of public views during the Open Forum at the beginning and the conclusion of the Legislative Agenda on any issue not relating to the Current or Advance Agendas, pending hearing items, or initiatives or referenda in a pending election.

ADDRESSING THE COUNCIL

- No member of the public may speak without first being recognized for that purpose by the Chair. Except for named parties to an adjudicative hearing, a person may be required to sign a sign-up sheet and provide their city of residence as a condition of recognition.
- Each person speaking at the public microphone shall verbally identify themselves by name, city of residency and, if appropriate, representative capacity.
- If you are submitting letters or documents to the Council Members, please provide a minimum of ten copies via the City Clerk. The City Clerk is responsible for officially filing and distributing your submittal.
- In order that evidence and expressions of opinion be included in the record and that decorum befitting a deliberative process be maintained, no modes of expression including but not limited to demonstrations, banners, signs, applause, profanity, vulgar language or personal insults will be permitted.
- A speaker asserting a statement of fact may be asked to document and identify the source of the factual datum being asserted.

SPEAKING TIME LIMITS: Unless deemed otherwise by the Chair, each person addressing the Council shall be limited to a three-minute speaking time.

CITY COUNCIL AGENDA: The City Council Advance and Current Agendas may be obtained prior to Council Meetings from the Office of the City Clerk during regular business hours (8 a.m. - 5 p.m.). The Agenda may also be accessed on the City website at www.spokanecity.org. Agenda items are available for public review in the Office of the City Clerk during regular business hours.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

If you have questions, please call the Agenda Hotline at 625-6350.

BRIEFING SESSION

(3:30 p.m.)

(Council Chambers Lower Level of City Hall)

(No Public Testimony Taken)

Roll Call of Council

Council Reports

Staff Reports

Committee Reports

Advance Agenda Review

Current Agenda Review

ADMINISTRATIVE SESSION

CONSENT AGENDA

REPORTS, CONTRACTS AND CLAIMS

RECOMMENDATION

- | | | |
|---|---------|---------------|
| 1. Contract Amendment/Extension with Professional Account Management, LLC, a subsidiary of Duncan Solutions, Inc. (Milwaukee, WI) for parking citation processing software for Parking Services—\$150,000.
Michael Sloon | Approve | OPR 2013-0504 |
| 2. Agreement with Permitium, LLC (Pineville, NC) to operate a web-based system to apply and schedule fingerprinting for Concealed Pistol License (CPL) applications and renewals.
Jennifer Hammond | Approve | OPR 2020-0526 |
| 3. Intergovernmental Agreement update with Spokane County to satisfy the State of Washington mandate to implement a Commute Trip Reduction Program for all major employers to promote a reduction in miles traveled by commuting employees.
Colin Quinn-Hurst | Approve | OPR 2020-0527 |
| 4. Agreement to award Goodwill Industries of the Inland Northwest as the sole funded operator of the Housing and Essential Needs Program from July 1, 2020, through June 30, 2024—\$2,104,564.
Timothy Sigler | Approve | OPR 2019-0649 |

- # EXECUTIVE SESSION

(Executive Session may be held or reconvened during the 6:00 p.m. Legislative Session)

CITY COUNCIL SESSION

(May be held or reconvened following the 3:30 p.m. Administrative Session)
(Council Briefing Center)

This session may be held for the purpose of City Council meeting with Mayoral nominees to Boards and/or Commissions. The session is open to the public.

LEGISLATIVE SESSION

(6:00 P.M.)

(Council Reconvenes in Council Chamber)

NOTE: We are awaiting further direction as to whether there will be an extension of the June 17, 2020, date regarding the current suspension of the in-person attendance requirement. It is possible the City Council may move all legislative agenda items to their regularly scheduled 3:30 p.m. Briefing/Administrative sessions.

WORDS OF INSPIRATION

PLEDGE OF ALLEGIANCE

ROLL CALL OF COUNCIL

ANNOUNCEMENTS

(Announcements regarding Changes to the City Council Agenda)

BOARDS AND COMMISSIONS APPOINTMENTS

(Includes Announcements of Boards and Commissions Vacancies)

APPOINTMENTS

RECOMMENDATION

Spokane Regional Clean Air Agency Board: One
Appointment

Confirm

CPR 1981-0040

ADMINISTRATIVE REPORT

COUNCIL COMMITTEE REPORTS

(Committee Reports for Finance, Neighborhoods, Public Safety, Public Works, and Planning/Community and Economic Development Committees and other Boards and Commissions)

OPEN FORUM

May not be held pending extension of June 17, 2020, date.

This is an opportunity for citizens to discuss items of interest not relating to the Current or Advance Agendas, pending hearing items, or initiatives or referenda in a pending election. This Forum shall be for a period of time not to exceed thirty (30) minutes. After all the matters on the Agenda have been acted on, unless it is 10:00 p.m. or later, the open forum shall continue for a period of time not to exceed fifteen (15) minutes. Each speaker will be limited to three minutes, unless otherwise deemed

by the Chair. If you wish to speak at the forum, please sign up on the sign-up sheet located in the Chase Gallery.

Note: No person shall be permitted to speak at the first Open Forum more often than once per calendar month. Any person may speak at the second open forum if they have not yet spoken in that meeting's first open forum or concerning any agenda item at that day's meeting, unless the meeting is that person's first open forum in that meeting. (Council Rule 2.2.E)

LEGISLATIVE AGENDA

SPECIAL BUDGET ORDINANCES

(Require Five Affirmative, Recorded Roll Call Votes)

Ordinances amending Ordinance No. C35857 passed by the City Council December 16, 2019, and entitled, "An Ordinance adopting the Annual Budget of the City of Spokane for 2020, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2020, and providing it shall take effect immediately upon passage," and declaring an emergency and appropriating funds in:

ORD C35913 VOYA Defined Contribution Administrative Fund
FROM: Employment Benefit Admin Fees, \$36,000;
TO: VOYA Deferred Contribution Administrative Fund - Advisory
Technical Service, same amount.

(This action allows for the creation of an additional budget department.)
(Council Sponsor: Council Member Cathcart)

Phillip Tencick

ORD C35915 Street Fund
FROM: Bridge Maintainer II (Sal Sav), \$25,509;
TO: Signals & Lighting – various accounts, same amount.

(This action allows implementation of classification and pay adjustments in accordance with approved union agreements and City policies. (Council Sponsor: Council Member Mumm)

Meghann Steinolfson

NO EMERGENCY ORDINANCES

RESOLUTIONS & FINAL READING ORDINANCES

(Require Four Affirmative, Recorded Roll Call Votes)

RES 2020-0040 Approving the Spokane Employees' Retirement System (SERS) Board's change in the employee and employer contribution rates in accordance with Spokane Municipal Code 4.14.070. (Council Sponsor: Council Member Cathcart)
Phillip Tencick

- RES 2020-0041** Establishing City policy and process for determining how the City should use its allocation of CARES Act dollars received from the State of Washington. (Council Sponsor: Council President Beggs)
Council President Beggs
- RES 2020-0042** Incorporating community requests, which have been identified by Council Members and their constituents and are enumerated in the attached addendum (on file in City Clerk's Office), into the City of Spokane's 2021-2026 Six Year Comprehensive Street Program. (Relates to Hearing Item H1.) (Council Sponsor: Council President Beggs)
Council President Beggs
- RES 2020-0043** (To be considered under Hearing Item H1.)
- ORD C35908** Establishing official City policy relating to homelessness response efforts; enacting a new section 18.05.030 to the Spokane Municipal Code. (Deferred from June 1, 2020, Agenda) (Council Sponsor: Council President Beggs)
Council President Beggs

FIRST READING ORDINANCES

(No Public Testimony Will Be Taken)

- ORD C35914** Relating to the eligibility of City employees to remain in SERS when transitioned to SREC and PFD; amending SMC sections 03.05.020, 03.05.030, 03.05.040, 03.05.070, 03.05.080, and 03.05.090 of the Spokane Municipal Code. (Council Sponsor: Council Member Cathcart)
Phillip Tencick

FURTHER ACTION DEFERRED

NO SPECIAL CONSIDERATIONS

HEARINGS

(If there are items listed you wish to speak on, please sign your name on the sign-up sheets in the Chase Gallery.)

RECOMMENDATION

- | | | |
|--|---------------------|-----------------------------|
| <p>H1. Hearing on Resolution 2020-0043 adopting the 2021-2026 Six-Year Comprehensive Street Program. (Relates to RES 2020-0042) (Council Sponsor: Council President Beggs)
Kevin Picanco</p> | <p>Adopt</p> | <p>RES 2020-0043</p> |
|--|---------------------|-----------------------------|
-

Motion to Approve Advance Agenda for June 22, 2020
(per Council Rule 2.1.2)

OPEN FORUM (CONTINUED)

May not be held pending extension of June 17, 2020, date.

This is an opportunity for citizens to discuss items of interest not relating to the Current or Advance Agendas, pending hearing items, or initiatives or referenda in a pending election. After all the matters on the Agenda have been acted on, unless it is 10:00 p.m. or later, the open forum shall continue for a period of time not to exceed fifteen (15) minutes. Each speaker will be limited to three minutes, unless otherwise deemed by the Chair. If you wish to speak at the forum, please sign up on the sign-up sheet located in the Chase Gallery.

Note: Any person may speak at the second open forum if they have not yet spoken in that meeting's first open forum or concerning any agenda item at that day's meeting, unless the meeting is that person's first address at open forum in that month. (Counsel Rule 2.2.E)

ADJOURNMENT

The June 22, 2020, Regular Legislative Session of the City Council is adjourned to June 29, 2020.

NOTES

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

OPR 2013-0504

Renews #**Submitting Dept**

INNOVATION & TECHNOLOGY

Contact Name/Phone

MICHAEL 625-6468

Contact E-Mail

MSLOON@SPOKANECITY.ORG

Agenda Item Type

Contract Item

Agenda Item Name

5300 PROF ACCOUNT MGMT LLC AGENDA 2020

Cross Ref #**Project #****Bid #****Requisition #**

CR21744

Agenda Wording

Contract extension and amendment with Professional Account Management, LLC. a subsidiary of Duncan Solutions, Inc. ("PAM") from Milwaukee, WI for parking citation processing software for Parking Services.

Summary (Background)

Professional Account Management, LLC a subsidiary of Duncan Solutions, Inc ("PAM") supports the City's Citation Management Software system for Parking Services. The contract was put in place in 2013 for a five-year term. The extension of this contract for our Citation System provides, in real time, citation processing, online payments, online permit sales, data mapping, tracking of parking staff for safety, and a wide range of reporting and data tools.

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Expense \$ 150,000

1460-21200-21710-54201

Select \$

#

Select \$

#

Select \$

#

Approvals**Council Notifications****Dept Head**

SLOON, MICHAEL

Study Session\Other

6/8/2020 Urban

Division Director

SLOON, MICHAEL

Council Sponsor**Finance**

WALLACE, TONYA

Distribution List**Legal**

ODLE, MARI

Accounting - ywang@spokanecity.org

For the Mayor

ORMSBY, MICHAEL

Contract Accounting - aduffey@spokanecity.org

Additional Approvals

Legal - modle@spokanecity.org

Purchasing

WAHL, CONNIE

Purchasing - cwahl@spokanecity.org

IT - itadmin@spokanecity.org

Tax & Licenses

dvierack@DuncanSolutions.com

Briefing Paper

Urban Experience Committee

Division & Department:	Innovation and Technology Services Division
Subject:	Professional Account Management, LLC, a Duncan Subsidiary (PAM), Citation Management Software System Contract Amendment and Renewal
Date:	June 8, 2020
Author (email & phone):	Michael Sloon, msloon@spokanecity.org, 625-6468
City Council Sponsor:	
Executive Sponsor:	Eric Finch and Michael Sloon
Committee(s) Impacted:	Urban Experience Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	ITSD –Amendment and renewal of Citation Management Software System Utilizing Budget Account # 1460 21200 21710 54201
Strategic Initiative:	Sustainable Resources
Deadline:	July 18, 2020
Outcome: (deliverables, delivery duties, milestones to meet)	Ongoing support.
Background/History: Professional Account Management, LLC a subsidiary of Duncan Solutions, Inc (“PAM”) supports the City’s Citation Management Software system for Parking Services. The contract was put in place in 2013 for a five-year term. The extension of this contract for our Citation System provides, in real time, citation processing, online payments, online permit sales, data mapping, tracking of parking staff for safety, and a wide range of reporting and data tools. Software and Hardware support is included in this contract. The 2019 contracted amount was \$150,000.00.	
Executive Summary: <ul style="list-style-type: none"> Contract with Professional Account Management, LLC Requesting \$150,000.00 including tax for the renewal of this contract. Term is July 19, 2020 – July 18, 2021 	
Budget Impact: Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Annual/Reoccurring expenditure? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify changes required: Known challenges/barriers:	



City of Spokane
CONTRACT AMENDMENT / EXTENSION
Title: PARKING CITATION
PROCESSING SOFTWARE

This Contract Amendment / Extension is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **PROFESSIONAL ACCOUNT MANAGEMENT, LLC.**, a subsidiary of **DUNCAN SOLUTIONS, INC.**, whose address is 633 West Wisconsin Avenue, Suite 1600, Milwaukee, WI 53203 as ("PAM"), individually hereafter referenced as a "party", and together as the "parties".

WHEREAS, the parties entered into a Contract wherein PAM agreed to provide a Citation Processing System for the City; and

WHEREAS, a change in the original contract and/or revision of the Work has been requested, and the Contract time for performance needs to be extended, thus the original Contract needs to be formally Amended and Extended by this written document; and

-- NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:

1. CONTRACT DOCUMENTS.

The Contract, dated July 19, 2013 and August 19, 2013, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

2. EFFECTIVE DATE.

This Contract Amendment / Extension shall become effective on July 19, 2020 and shall end on July 18, 2021.

3. AMENDMENT.

The original Contract is amended to include the following:

CITY DATA: Contractor will use City Data only for the purpose of fulfilling its duties under this Agreement and for the City's sole benefit and will not share City Data with or disclose it to any Third Party without the prior written consent of the City or as otherwise required by law. By way of illustration and not of limitation, Contractor will not use City Data for

Contractor's own benefit and, in particular, will not engage in "data mining" of City Data or communications, whether through automated or human means, except as specifically and expressly required by law or authorized in writing by the City.

Contractor will provide access to City Data only to those Contractor employees, contractors and Subcontractors ("Contractor Staff") who need to access City Data to fulfill Contractor's obligations under this Agreement. Contractor will ensure that, prior to being granted access to City Data, Contractor Staff who perform work under this Agreement have all undergone and passed criminal background screenings; have successfully completed annual instruction of a nature sufficient to enable them to effectively comply with all data protection provisions of this Agreement; and possess all qualifications appropriate to the nature of the employees' duties and the sensitivity of City Data they will be handling.

DATA TRANSFER UPON TERMINATION OR EXPIRATION: Upon expiration or earlier termination of this Agreement or any Services provided in this Agreement, Contractor shall accomplish a complete transition of the Services from Contractor to the City or any replacement provider designated solely by the City without any interruption of or adverse impact on the Services or any other services provided by third parties in this Agreement. Contractor shall cooperate fully with the City or such replacement provider and promptly take all steps required to assist in effecting a complete transition of the Services designated by the City. All services related to such transition shall be performed at no additional cost beyond what would be paid for the Services in this Agreement. Contractor shall extend the Agreement monthly if additional time is required beyond the termination of the Agreement, if necessary, to effectuate the transition and the City shall pay a proration of the subscription fee.

Upon the expiration or termination of this Agreement, Contractor shall return City Data provided to Contractor in a common and readily usable format if requested by the City or destroy City Data and certify to the City that it has done so, as directed by the City. If Contractor is prevented by law or regulation from returning or destroying Confidential Information, Contractor warrants it will guarantee the confidentiality of, and cease to use, such Confidential Information. To the extent that Contractor is requested to perform any services beyond the return of the City's Data in connection with termination assistance, the same shall be performed pursuant to a written statement of work under this Agreement and paid for by the City, applying Contractor's then-current rates for daily/hourly work, as the case may be.

4. COMPENSATION.

The City shall pay an additional amount not to exceed **ONE HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS (\$150,000.00)**, including tax, as full compensation for everything furnished and done under this Contract Amendment/Extension.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this

Contract Amendment / Extension by having legally-binding representatives affix their signatures below.

**PROFESSIONAL ACCOUNT.
MANAGEMENT, LLC, a subsidiary of
DUNCAN SOLUTIONS INC.**

CITY OF SPOKANE

By _____
Signature Date

By _____
Signature Date

Type or Print Name

Type or Print Name

Title

Title

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

20-085

Washington State Department of Revenue

[Services](#)
[Business Lookup](#)
[PROFESSIONAL ACCOUNT MANAGEMENT, LLC](#)

License Information:

[New search](#)
[Back to results](#)

Entity name: PROFESSIONAL ACCOUNT MANAGEMENT, LLC

Business name: PROFESSIONAL ACCOUNT MANAGEMENT, LLC

Entity type: [Limited Liability Company](#)

UBI #: 602-040-674

Business ID: 001

Location ID: 0001

Location: Active

Location address: 633 W WISCONSIN AVE STE 1600
MILWAUKEE WI 53203-1920

Mailing address: 633 W WISCONSIN AVE STE 1600
MILWAUKEE WI 53203-1920

Excise tax and reseller permit status: [Click here](#)

Secretary of State status: [Click here](#)

Endorsements

Endorsements held at this location	License #	Count	Details	Status	Expiration date	First issuance
Collection Agency Branch				Active	Apr-30-2021	Sep-06-2016
Edmonds General Business - Non-Resident				Active	Dec-31-2020	Dec-06-2019
Spokane General Business - Non-Resident				Active	Apr-30-2021	Aug-09-2018

Governing People May include governing people not registered with Secretary of State

Governing people	Title
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DUNCAN SOLUTIONS, INC.

[View Additional Locations](#)

The Business Lookup information is updated nightly. Search date and time: 5/7/2020 3:13:15 PM

Working together to fund Washington's future

Expenditure Control Form



1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date: 6/1/2020

Type of expenditure: Goods ☐ Services ☒

Department: ITSD

Approving Supervisor: MIKE SLOON

Amount of Proposed Expenditure: 150,000 INCLUDING TAX

Funding Source: 1460 21200 21710 54201

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

This expenditure is required annually per our contract with Duncan.

What are the impacts if expenses are deferred?

The City will not have support for it's Citation Management Software system for Parking Services.

What alternative resources have been considered?

There are no other alternatives.

Description of the goods or service and any additional information?

Duncan supports the City's Parking Citation Management Software System, which is utilized by Parking Services.

Person Submitting Form/Contact: CARLOS PLASCENCIA

FINANCE SIGNATURE:

DocuSigned by:

Tanya Wallace

CBC812B631244E9...

CITY ADMINISTRATOR SIGNATURE:

DocuSigned by:

[Signature]

9C36E3376992442...

USER LICENSE AGREEMENT FOR ONLINE WEAPONS PERMIT APPLICATION

This user license agreement for an online weapons permit application (the “User License Agreement”) is between the Spokane Police Department (hereinafter referred to as “SPD”), whose address is 1100 W. Mallon Ave, Spokane, Washington, 99260 and Permitium, LLC (hereinafter referred to as “Permitium”), a corporation whose principal place of business is located at 10617 Southern Loop Blvd. Pineville, NC 28134.

The parties do mutually agree as follows:

- 1. Basic Obligations of Permitium.** Permitium agrees to provide the application, software, related software-as-a-service (SaaS), and professional services described in the attached Statement of Work (attached hereto as Exhibit 1) in accordance with the terms and conditions of this User License Agreement.
- 2. Term and Termination.** Contract will be effective upon the signing of this document by both parties and shall continue through May 31, 2021. This Agreement shall automatically renew for successive one (1) year terms unless either Party provides the other Party with sixty (60) days written notice prior to the end of the Term.
 - 2.1. Termination for Cause.** At any time, SPD may terminate this User License Agreement immediately and without prior notice if Permitium is unable to meet goals and timetables or if SPD is dissatisfied with the quality of services provided.
 - 2.2. Survival.** The following provisions will survive any termination or expiration of this Agreement: Section 7 (“SPD Data”), Section 8 (“Confidential Information”), Section 9 (“Security”), Section 11 (“Indemnification”), and this Section 2.2 (“Survival”).
- 3. Fee Collection and Payment.** Permitium will collect online payments and agrees to deliver to SPD a monthly statement by the 25th of each month which will itemized for every transaction submitted the previous month along with a check or ACH for the total amount collected less credit card fees listed on Exhibit 1.
- 4. Insurance.** Permitium agrees to maintain a minimum of \$6,000,000 in general liability and other appropriate insurance, as well as Workers Compensation in the required statutory amount, for all employees participating in the provision of services under this User License Agreement. Certificates of such insurance shall be furnished by the Permitium to the SPD and shall contain the provision that the SPD is given ten (10) days’ written notice of any intent to cancel or terminate by either the Permitium or the insuring company. Failure to furnish such insurance certificates or maintain such insurance shall be deemed a material breach and grounds for immediate termination of this User License Agreement. All Permitium liabilities as defined within this User License Agreement will be capped at the greater of the compensation received by Permitium, or the \$6,000,000 limit of general

liability policy.

5. **Taxes.** Permitium shall pay all federal, state and FICA taxes for all of its employees participating in the provision of services under this User License Agreement.
6. **Monitoring and Auditing.** Permitium shall cooperate with SPD, or with any other person or agency acting at the direction of SPD, in their efforts to monitor, audit, or investigate activities related to this User License Agreement. Permitium shall provide any auditors retained by SPD with access to any records and files related to the provision of services under this User License Agreement upon reasonable notice. SPD agrees that its auditors will maintain the confidentiality of any trade secrets of Permitium that may be accessed during an audit conducted under this User License Agreement.
7. **SPD Data.** SPD Data is and shall remain the sole and exclusive property of SPD and all right, title, and interest in the same is reserved by SPD. Permitium shall, within thirty (30) business days of SPD's request, provide SPD, without charge and without any conditions or contingencies whatsoever, an extract of the Applicant and SPD Data in a standard format (text, pdf, etc...).

8. Confidential Information.

8.1 Definition of Confidential Information. For the purposes of this Agreement, "Confidential Information" means:

(a) with respect to PERMITIUM, the SaaS Services, and any and all source code relating thereto, as well as Documentation and non-public information or material regarding PERMITIUM'S legal or business affairs, financing, customers, properties or data, and

(b) with respect to SPD, any non-public information or material regarding SPD's legal or business affairs, financing, customers, properties or data. Notwithstanding any of the foregoing, Confidential Information does not include information which:

(i) is or becomes public knowledge without any action or involvement of PERMITIUM, the party to which the Confidential Information is disclosed;

(ii) is documented as being known to PERMITIUM prior to its disclosure by the SPD;

(iii) is independently developed by PERMITIUM without reference or access to the Confidential Information of SPD and is so documented; or (iv) is obtained by PERMITIUM without restrictions on use or disclosure from a third person who did not receive it, directly or indirectly, from SPD.

8.2 Use and Disclosure of Confidential Information. PERMITIUM will, with respect to any Confidential Information disclosed by SPD before or after the Effective Date:

- (i) use such Confidential Information only in connection with the PERMITIUM'S performance of this Agreement;
- (ii) subject to Section 8.5 below, restrict disclosure of such Confidential Information within PERMITIUM'S organization to only those of PERMITIUM'S employees and independent contractors who have a need to know such Confidential Information in connection with PERMITIUM'S performance of this Agreement and
- (iii) except as provided herein, not disclose such Confidential Information to any third party unless authorized in writing by SPD to do so.

8.3 Protection of Confidential Information. PERMITIUM will protect the confidentiality of any Confidential Information disclosed by SPD or its customers using at least the degree of care that it uses to protect its own confidential information (but no less than a reasonable degree of care).

8.4 Employee and Independent Contractor Compliance. PERMITIUM will, prior to providing any employee or independent contractor access to any Confidential Information of SPD or its customers, inform such employee or independent contractor of the confidential nature of such Confidential Information and require such employee or independent contractor to comply with PERMITIUM'S obligations hereunder with respect to such Confidential Information.

8.5 Compelled Disclosure. A disclosure by one party of Confidential Information of the other party to the extent required by applicable law will not be considered a breach of this Agreement, provided the party so compelled promptly provides the other party with prior notice of such compelled disclosure (to the extent legally permitted) and provides reasonable assistance, at the other party's cost, if the other party wishes to contest the disclosure.

8.6 Hosting Provider. SPD understands and agrees that Permitium utilizes third-party vendors (each, a "Hosting Provider") to host the SaaS Services. As of the Effective Date of this Agreement, Permitium utilizes Amazon Web Services (AWS) as its Hosting Provider for the SaaS Services.

9. Security. Permitium represents and warrants that all documents and information provided to Permitium by or behalf of the SPD, including but not limited to Confidential Records, shall be stored and maintained by Permitium with the utmost care and in conformity with standards generally accepted in Permitium's industry for the types of records being stored and maintained. Permitium further represents and warrants that any access to the SPD's records by authorized persons pursuant to this User License Agreement shall be safe, secure, and password-protected, and that no person shall be permitted to obtain unauthorized access to any of the SPD's records. Without limiting the foregoing, Permitium specifically warrants that:

- 9.1. All servers, computers, and computer equipment used to provide services pursuant to this User License Agreement shall be maintained in good working order in compliance with generally accepted industry standards in light of the confidential nature of the documents in question and shall be located in a safe, controlled, and environmentally stable environment (including moisture and temperature controls) and adequately protected against fires, hurricanes, flooding, or similar occurrences;
 - 9.2. Facilities where services are provided shall be secure and access shall be limited to employees trained in security protocols with a legitimate business need to access such facilities (with access removed immediately upon termination of employment) and shall be protected from unauthorized access by commercially reasonable security systems;
 - 9.3. All websites, FTPs, and any other online electronic system used to provide services pursuant to this User License Agreement shall be protected from security breaches by commercially reasonable firewalls and other intrusion detections systems and antivirus software, which shall be kept updated at all times. Access shall be limited to those agents and employees of Permitium assigned to the project and any individuals identified in writing by the SPD or SPD's Designee as authorized to obtain access.
 - 9.4. Permitium have technical controls in place that ensure the security, availability and confidentiality of SPD data.
 - 9.5. All information provided to Permitium pursuant to this User License Agreement shall be encrypted while in transit over an open network, and encrypted while at rest.
 - 9.6. Permitium shall abide by the terms specified in the Data Processing Addendum (Exhibit 2).
 - 9.7. Permitium shall abide by the terms specified in the PCI Compliance Addendum (Exhibit 3).
 - 9.8. Permitium shall abide by the terms specified in the FBI Criminal Justice Information Services Security (Exhibit 4). Permitium employees and subcontractors who have access to CJI within SPD data shall be fingerprinted and background-checked in Washington State pursuant to Washington State Patrol and FBI standards.
- 10. Standard of Care.** Notwithstanding anything in this User License Agreement to the contrary, Permitium represents and warrants that the services provided by Permitium shall be performed by qualified and skilled individuals in a timely and professional manner with the utmost care and in conformity with standards generally accepted in Permitium' industry

for the types of services and records governed by this User License Agreement.

- 11. Indemnification.** Permitium shall indemnify in accordance with the limits set in section 4, defend and hold harmless the SPD, its agents, and employees, from and against all claims, actions, demands, costs, damages, losses and/or expenses of any kind whatsoever, in whole or in part in accordance with the limits set in section 5, resulting from or connected with any acts under this User License Agreement or from the omission or commission of any act, lawful or unlawful, by Permitium, its agents and/or employees, including but not limited to court costs and attorney's fees incurred by the SPD in connection with the defense of said matters. This provision shall survive the expiration or termination of this Agreement and remain in full force and effect after such expiration or termination. Notwithstanding the foregoing the amount of indemnification will be limited to the amount of insurance requirements as set forth within section 4.
- 12. Relationship of Parties.** Permitium shall be an independent User License Agreement of the SPD, and nothing herein shall be construed as creating a partnership or joint venture; nor shall any employee of Permitium be construed as an employee, agent or principal of the SPD.
- 13. Compliance with Applicable Laws.** Permitium shall comply with all applicable laws and regulations in providing services under this User License Agreement. Without limiting the foregoing, Permitium specifically represents that it is aware of and in compliance with the Immigration Reform and Control Act and that it will collect properly verified I-9 forms from each employee providing services under this User License Agreement. Permitium shall not employ any individuals to provide services to the SPD who are not authorized by federal law to work in the United States.
- 14. Applicable SPD Policies.** Permitium specifically acknowledges that it will comply with all applicable SPD policies, all of which are publicly available on the SPD's website.
- 15. Assignment.** Permitium agrees to notify the SPD in the event the Contract is assigned to a 3rd party within 5 business days of the assignment.
- 16. User License Agreement Modifications.** This User License Agreement may be amended only by written amendments duly executed by and between the SPD and Permitium.
- 17. Washington Law.** Washington law will govern the interpretation and construction of the User License Agreement. Any litigation arising out of this User License Agreement shall be filed, if at all, in a court or administrative tribunal located in the State of Washington.
- 18. Entire Agreement.** This User License Agreement constitutes and expresses the entire agreement and understanding between the parties concerning the subject matter of this User License Agreement and supersedes all prior and contemporaneous discussions, promises, representations, agreements and understandings relative to the subject matter of this User License Agreement.

19. Severability. If any provision of this User License Agreement shall be declared invalid or unenforceable, the remainder of the User License Agreement shall continue in full force and effect.

20. Non-Solicitation. The Receiving Party agrees that, during the term of this Agreement, and for a two-year period following the expiration of this Agreement, the Receiving Party shall not solicit any employees of SPD to become employees of the Receiving Party or its affiliated entities.

21. Notices. Any notice or other communication provided for herein as given to a party hereto shall be in writing, shall refer to this Agreement by parties and date, and shall be delivered by registered mail, return receipt required, postage prepaid to the person listed below or his successor.

If to: Permitium
Permitium, LLC
10617 Southern Loop Blvd.
Pineville, NC 28134
Attn: Matt Solomon

If to SPD:
Spokane Police Department
Attn: Crystal Griffiths
1100 W Mallon Ave
Spokane, WA 99260

22. Authority of Signatories. The persons executing this User License Agreement hereby represent and warrant that they have full authority and representative capacity to execute the User License Agreement in the capacities indicated below and this User License Agreement constitutes the binding obligation of the parties on whose behalf they signed.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year indicated above.

Spokane Police Department

PERMITIUM, LLC

~~Printed~~ Signed Name: _____
Signed Name: _____

~~Printed~~

NameSigned: _____
NameSigned: _____

ITS: _____
Managing Partner _____

ITS:

DATE: _____

DATE:

CITY OF SPOKANE

By _____
Signature _____ Date _____

Name

Title

Attest: _____ Approved as to form: _____

City Clerk Assistant City Attorney

STATEMENT OF WORK – EXHIBIT 1

Implementation Plan

- Configure the initial instance of the new **Permitium** solution based on the Sheriff's current pistol permit process and **Permitium's** demonstration site
- Refine the new **Permitium** solution through an iterative process based on input received from the Sheriff's staff during the testing phase
- Test the **Permitium** solution, revise as needed and prepare it for production
- Provide training for the Sheriff's staff as needed
- Provide ongoing support, hosting and management of the **Permitium** Solution

Implementation Team

Permitium	Support Team		855-712-PERM	support@permitium.com
SPD	Executive Sponsor			
	Project Manager			

Data and Security

All data collected in the Sheriff's instance of **PermitDirector** is the property of the SPD. **Permitium** does not own and will not distribute data without the written consent of the SPD. All passwords placed within the system are encrypted and not accessible by the **Permitium** staff.

Cost of Service

Cost for **PermitDirector** software, implementation services or support – Permitium will charge

☒ \$4.00 passed on as a convenience fee back to the applicant for each application submitted.

☒ Concealed Weapon Applications

☐ Other Fingerprint Applications

Credit card company fees are passed through to the applicant by **Permitium** based on our contract rate. The current rate is \$.30 per transaction plus 2.9% of the total transaction. Cash transactions can be paid at no additional cost at counter.

If SPD elects to offer some or all services for free, transaction convenience fees still apply.

DATA PROCESSING ADDENDUM – EXHIBIT 2

1. **Definitions.** For purposes of this this Data Processing Addendum (“**DPA**”), “**Subprocessor**” means a Permitium Affiliate or other third party engaged by Permitium for the purpose of hosting, storing or otherwise processing SPD Data as authorized by the Agreement or otherwise in writing by SPD. Terms not otherwise defined in this DPA have the meaning set out in this Agreement.
2. **SPD Data.** The obligations in this Exhibit apply to SPD Data in the custody or control of Permitium and its Subprocessors. They do not apply to SPD Data in the custody or control of any other party, including SPD Data under SPD’s custody or control outside of the Services or SPD Data maintained by a Third-Party Provider or transmitted or accessed on or through a Third-Party Application.
3. **Disclosure.** Permitium will not disclose SPD Data to any third party except: (i) to Authorized Users; (ii) as permitted under the Agreement; (iii) to its Subprocessors, provided that each Subprocessor agrees to protect SPD Data in a manner substantially in accordance with this DPA; or as provided by this DPA with respect to any Disclosure Request. Notwithstanding the foregoing or anything in this DPA to the contrary, SPD acknowledges and agrees that (a) Permitium utilizes major providers of cloud-based services for processing certain SPD Data through the Services (each, a “**Cloud Provider**”) (including, as of the Effective Date of the Agreement, Amazon Web Services for hosting), (b) each Cloud Provider has its own data protection practices that are applicable to its delivery of services to its customers, and (c) Cloud Providers will not agree to separate data protection practices on a customer-by-customer basis; therefore, Cloud Providers will not be required to comply with the obligations in this DPA to the extent that they are inconsistent with each Cloud Provider’s own data protection practices, but Permitium will use reasonable efforts to assess that each Cloud Provider complies with its own data protection practices, which may include periodic examination of SOC 2 reports or comparable reports made available by Cloud Provider.
4. **Information Security Program.** Permitium will implement and maintain a written information security program that contains reasonable administrative, technical and physical safeguards intended to protect SPD Data from unauthorized access, disclosure, use, modification, loss or destruction.
5. **Access.** Permitium will maintain appropriate access controls to SPD Data, including limiting access to SPD Data only to personnel who require such access in order for Permitium to provide Services to SPD or to otherwise exercise Permitium’s rights or perform Permitium’s obligations under the Agreement. Permitium will require its personnel to protect SPD Data in accordance with the requirements of this DPA and will provide its personnel with appropriate information security training.

6. **Information Security.**

- a. Permitium maintains its information security program and applicable safeguards at all Permitium sites at which an information system that stores or otherwise processes SPD Data is located.
- b. Permitium maintains network security using commercially available equipment and industry standard techniques, including firewalls, router access control lists, intrusion detection and/or prevention systems, penetration testing, vulnerability scanning, and patch management tools.
- c. Permitium will encrypt, using industry-standard encryption tools, all SPD Data that Permitium: (i) transmits or sends wirelessly or across public networks; (ii) stores on laptops or removable storage media; and (iii) stores on portable devices, where technically feasible. Permitium will safeguard the confidentiality and availability of all encryption keys associated with encrypted SPD Data.
- d. Permitium installs and maintains endpoint security measures such as anti-virus and malware protection software intended to protect SPD Data from malicious code.
- e. Permitium undertakes appropriate logging and monitoring to enable recording of information security related actions and identification of anomalous events.
- f. Permitium develops software used to deliver the Services in accordance with secure software development principles.

7. **Security Incident Management.** Unless otherwise prohibited by law, Permitium will notify SPD promptly (and in any event within 72 hours) in the event Permitium reasonably believes that there has been any unauthorized access, acquisition, disclosure, use, modification, loss or destruction of SPD Data (“**Security Incident**”). Permitium will promptly investigate the Security Incident, will take necessary steps to eliminate or contain the exposure of SPD Data, and will keep SPD informed of the status of the Security Incident. Permitium will provide reasonable assistance and cooperation requested by SPD or SPD’s designated representatives to correct, remediate, or investigate the Security Incident or to mitigate potential damage resulting from it, including any notification that SPD may determine appropriate to send to affected individuals, regulators or third parties.

8. **Business Continuity.** Permitium implements appropriate disaster recovery and business continuity plans and reviews and updates such plans regularly. Back-up copies of critical business information and software are created regularly and tested to verify their integrity.

9. **Return/Disposal.** Upon termination or expiration of the Agreement, Permitium will cease handling SPD Data and will take reasonable steps to return or destroy SPD Data. If Permitium has any legal obligation to retain SPD Data for any specific period of time, Permitium will notify SPD in writing of that obligation, to the extent permitted by applicable law, and will return or destroy the SPD Data in accordance with this DPA as soon as possible after that legally required retention period has ended. If Permitium disposes of any paper, electronic or other record containing SPD Data, Permitium will take all reasonable steps to do so by: (a) shredding; (b) permanently erasing and deleting;

(c) degaussing; or (d) otherwise modifying SPD Data in such records to make it unreadable, unreconstructable and indecipherable.

Location of SPD Data. SPD Data stored or transmitted through the SaaS Services in SPD's user accounts shall be hosted by a Cloud Provider in the United States. Permitium currently uses AWS (Amazon Web Services) as Cloud Provider to host SPD Data.

PCI COMPLIANCE ADDENDUM – EXHIBIT 3

Whereas SPD secures services from Permitium under contract, which services involve processing of merchant card transactions, and;

Whereas SPD is required to adhere to the Payment Card Industry Data Security Standard (PCI DSS) promulgated by the PCI Security Standards Council; and

Whereas Permitium processes, transmits, and/or stores cardholder data in the performance of services provided by SPD, and is therefore considered a "service provider" under requirement 12.8 of the PCI DSS; and

Whereas Requirement 12.8.2 of the PCI DSS requires the Agency to maintain a written agreement that includes an acknowledgment that the service provider is responsible for the security of cardholder data that the service provider possess; and

Whereas Requirement 12.8.4 of the PCI DSS requires the Agency to maintain a program to monitor the service provider's PCI DSS compliance status;

It is Hereby agreed that:

- 1) Permitium agrees that it is responsible for the security of cardholder data that it possesses, including the functions relating to storing, processing, and transmitting of the cardholder data.
- 2) Permitium affirms that, as of the effective date of this addendum, it has complied with all applicable requirements to be considered PCI DSS compliant, and has performed the necessary steps to validate its compliance with the PCI DSS.
- 3) Permitium agrees to supply the current status of Permitium's PCI DSS compliance status, and evidence of its most recent validation of compliance upon execution of this addendum to SPD. Permitium must supply to SPD a new status report and evidence of validation of compliance at least annually.
- 4) Permitium will immediately notify the agency if it learns that it is no longer PCI DSS compliant and will immediately provide SPD the steps being taken to remediate the non-compliance status. In no event should Permitium's notification to SPD be later than seven (7) calendar days after Permitium learns it is no longer PCI DSS compliant.
- 5) Permitium acknowledges that any indemnification provided for under the referenced Contract applies to the failure of the Permitium to be and to remain PCI DSS compliant.

**FEDERAL BUREAU OF INVESTIGATION
CRIMINAL JUSTICE INFORMATION SYSTEMS
SECURITY ADDENDUM – EXHIBIT 4**

The goal of this document is to augment the CJIS Security Policy to ensure adequate security is provided for criminal justice systems while (1) under the control or management of a private entity or (2) connectivity to FBI CJIS Systems has been provided to a private entity (contractor). Adequate security is defined in Office of Management and Budget Circular A-130 as "security commensurate with the risk and magnitude of harm resulting from the loss, misuse, or unauthorized access to or modification of information."

The intent of this Security Addendum is to require that the Contractor maintain a security program consistent with federal and state laws, regulations, and standards (including the CJIS Security Policy in effect when the contract is executed), as well as with policies and standards established by the Criminal Justice Information Services (CJIS) Advisory Policy Board (APB).

This Security Addendum identifies the duties and responsibilities with respect to the installation and maintenance of adequate internal controls within the contractual relationship so that the security and integrity of the FBI's information resources are not compromised. The security program shall include consideration of personnel security, site security, system security, and data security, and technical security.

The provisions of this Security Addendum apply to all personnel, systems, networks and support facilities supporting and/or acting on behalf of the government agency.

1.0 Definitions

1.01 Contracting Government Agency (CGA) - the government agency, whether a Criminal Justice Agency or a Noncriminal Justice Agency, which enters into an agreement with a private contractor subject to this Security Addendum.

1.02 Contractor - a private business, organization or individual which has entered into an agreement for the administration of criminal justice with a Criminal Justice Agency or a Noncriminal Justice Agency.

2.00 Responsibilities of the Contracting Government Agency.

2.01 The CGA will ensure that each Contractor employee receives a copy of the Security Addendum and the CJIS Security Policy and executes an acknowledgment of such receipt and the contents of the Security Addendum. The signed acknowledgments shall remain in the possession of the CGA and available for audit purposes. The acknowledgement may be signed by hand or via digital signature (see glossary for definition of digital signature).

3.00 Responsibilities of the Contractor.

3.01 The Contractor will maintain a security program consistent with federal and state laws, regulations, and standards (including the CJIS Security Policy in effect when the contract is executed and all subsequent versions), as well as with policies and standards established by the Criminal Justice Information Services (CJIS) Advisory Policy Board (APB).

4.00 Security Violations.

4.01 The CGA must report security violations to the CJIS Systems Officer (CSO) and the Director, FBI, along with indications of actions taken by the CGA and Contractor.

4.02 Security violations can justify termination of the appended agreement.

4.03 Upon notification, the FBI reserves the right to:

- a. Investigate or decline to investigate any report of unauthorized use;
- b. Suspend or terminate access and services, including telecommunications links. The FBI will provide the CSO with timely written notice of the suspension. Access and services will be reinstated only after satisfactory assurances have been provided to the FBI by the CGA and Contractor. Upon termination, the Contractor's records containing CHRI must be deleted or returned to the CGA.

5.00 Audit

5.01 The FBI is authorized to perform a final audit of the Contractor's systems after termination of the Security Addendum.

6.00 Scope and Authority

6.01 This Security Addendum does not confer, grant, or authorize any rights, privileges, or obligations on any persons other than the Contractor, CGA, CJA (where applicable), CSA, and FBI.

6.02 The following documents are incorporated by reference and made part of this agreement: (1) the Security Addendum; (2) the NCIC 2000 Operating Manual; (3) the CJIS Security Policy; and (4) Title 28, Code of Federal Regulations, Part 20. The parties are also subject to applicable federal and state laws and regulations.

6.03 The terms set forth in this document do not constitute the sole understanding by and between the parties hereto; rather they augment the provisions of the CJIS Security Policy to provide a minimum basis for the security of the system and contained information and it is understood that there may be terms and conditions of the appended Agreement which impose more stringent requirements upon the Contractor.

6.04 This Security Addendum may only be modified by the FBI, and may not be modified by the parties to the appended Agreement without the consent of the FBI.

6.05 All notices and correspondence shall be forwarded by First Class mail to:

Information Security Officer
Criminal Justice Information Services Division, FBI
1000 Custer Hollow Road
Clarksburg, West Virginia 26306

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

OPR 2020-0526

Renews #**Submitting Dept**

POLICE

Cross Ref #**Contact Name/Phone**

JENNIFER 625-4056

Project #**Contact E-Mail**

JHAMMOND@SPOKANEPOLICE.ORG

Bid #**Agenda Item Type**

Contract Item

Requisition #**Agenda Item Name**

0680 - PERMITIUM ONLINE CPL APPLICATION AGREEMENT

Agenda Wording

Agreement with Permitium, LLC. to operate a web-based system to apply and schedule fingerprinting for CPL applications and CPL renewals.

Summary (Background)

The Spokane Police Records department currently processes all concealed pistol licenses for Spokane County through the public window located at the Public Safety Building(PSB). Currently, all applications must be submitted in person with no ability to schedule an appointment time. The Permitium web-based application will allow citizens to schedule a time to come to the PSB for fingerprinting for the new CPL and late CPL renewals.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Neutral

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Council Notifications****Dept Head**

HAMMOND, JENNIFER

Study Session\Other

PSCHC Meeting

Division Director

HAMMOND, JENNIFER

Council Sponsor

Councilmember Kinnear

Finance

SCHMITT, KEVIN

Distribution List**Legal**

ODLE, MARI

jhammond

For the Mayor

ORMSBY, MICHAEL

cgriffiths

Additional Approvals

spdfinance

Purchasing

Briefing Paper

(Public Safety & Community Health Committee)

Division & Department:	Police
Subject:	User License Agreement for Online Weapons Permit Applications
Date:	June 1, 2020
Contact (email & phone):	Dir. Jennifer Hammond jhammond@spokanepolice.org
City Council Sponsor:	Councilmember Kinnear
Executive Sponsor:	Chief Craig Meidl
Committee(s) Impacted:	Public Safety & Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of agreement for Permitium to provide online process of applying for weapons permits.
Background/History: The Spokane Police Records department currently processes all concealed pistol licenses for Spokane County through the public window located at the Public Safety Building. Currently, all applications must be submitted in person with no ability to schedule an appointment time.	
Executive Summary: <ul style="list-style-type: none"> <i>The Permitium web-based application will allow citizens to schedule a time to come to the PSB for finger-printing for their new CPL and late CPL renewals.</i> <i>This application will reduce data entry time for SPD Records Specialists, allowing more of their time to be placed on gun transfer applications. This data entry reduction will also benefit SCSO Forensics.</i> <i>This solution will allow SPD to begin accepting new CPL applications, which have been placed on hold with no safe way to regulate finger-printing times. With the help of this application, we can safely space out finger-printing appointments.</i> 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Specify changes required: Known challenges/barriers:	



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:



Agenda Sheet for City Council Meeting of: 06/22/2020

<u>Date Rec'd</u>	6/12/2020
<u>Clerk's File #</u>	OPR 2020-0527
<u>Renews #</u>	
<u>Cross Ref #</u>	OPR 2018-0030, OPR 2016-0036, OPR 2013-0650, OPR 2011-0040, RES 2015-0008
<u>Contact Name/Phone</u>	COLIN QUINN- 625-6804 HURST
<u>Contact E-Mail</u>	CQUINNHURST@SPOKANECITY.ORG
<u>Agenda Item Type</u>	Contract Item
<u>Agenda Item Name</u>	CTR INTERLOCAL AGREEMENT UPDATE

Agenda Wording

This agreement update satisfies the State of Washington mandate that the City of Spokane and Spokane County implement a Commute Trip Reduction (CTR) program for all major employers to promote a reduction in miles traveled by commuting employees.

Summary (Background)

The State allocates funding to the City of Spokane to implement its CTR plan under RCW 70.94.527 relating to employers in the City that employ 50 or more people. Since 1994, the County has implemented the City's CTR plan in exchange for the City's share of the allocated funds. The County is proposing an updated agreement to extend this arrangement for 2 years. This latest iteration of the agreement covers 2019 to 2021.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	

Neutral	\$	#
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	MEULER, LOUIS	<u>Study Session\Other</u>	Urban Development Committee
<u>Division Director</u>	CORTRIGHT, CARLY	<u>Council Sponsor</u>	
<u>Finance</u>	DUFFEY, ANDREW	<u>Distribution List</u>	
<u>Legal</u>	DALTON, PAT	cquinnhurst@spokanecity.org	
<u>For the Mayor</u>	ORMSBY, MICHAEL	lmeuler@spokanecity.org	
<u>Additional Approvals</u>		jrichman@spokanecity.org	
<u>Purchasing</u>		jchurchill@spokanecity.org	

Briefing Paper

Public Infrastructure, Environment, and Sustainability

Division & Department:	Planning Services
Subject:	Commute Trip Reduction Interlocal Agreement - Renewal
Date:	05/11/2020
Author (email & phone):	Colin Quinn-Hurst, cquinnhurst@spokanecity.org , 625-6804
City Council Sponsor:	
Executive Sponsor:	
Committee(s) Impacted:	Urban Experience
Type of Agenda item:	<input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	<ol style="list-style-type: none"> 1) Comprehensive Plan Chapter 4 – Transportation: walkability, accessibility and transportation goals. TR4.a "Implement the City's and County's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan." 2) City of Spokane Commute Trip Reduction Implementation Plan Update: 2020-2024
Strategic Initiative:	Sustainability, Transportation Choices, Regional Collaboration
Deadline:	June 10, 2020
Outcome: (deliverables, delivery duties, milestones to meet)	Contract update and renewal with CommuteSmart NW as part of the County Commute Trip Reduction program.

Background/History:

The State of Washington mandates that the City of Spokane and Spokane County implement a Commute Trip Reduction (CTR) program under RCW 70.94.527 for all major employers to promote a reduction in the miles traveled by commuting employees. The State has allocated funding to the City of Spokane to implement its CTR plan for the next two years for the performance of certain actions relating to employers in the City that employ 50 or more people. The amount of funds is dependent on the number of such employers in the City in a given two-year period. Since 1994, the County has implemented the City's CTR plan in exchange for the City's share of the allocated funds. The County is proposing an updated agreement to extend this arrangement for 2 years. This is the latest iteration of a biennial intergovernmental agreement between the County and the City, covering 2019 to 2021.

For reference, the last few agreements have concerned the following amounts, which shifts based on the numbers of employers in the program:

2011: \$194,510
 2013: \$225,287
 2015: \$214,387
 2017: \$211,731
 2019: \$206,660.38

Every two years, historically, the City has signed this intergovernmental agreement with the County, granting those funds back to the County in exchange for their conducting the required CTR duties on the City's behalf. The County's agent in these actions, Ms. LeAnn Yamamoto, operates a dedicated program for these kinds of activities and has both the expertise and the capacity to conduct the required actions. This approach creates an economy of scale by leveraging support from employers throughout the County to create a common, robust program.

In addition, the County is requesting an additional \$3,378.50 for incentive funding, based on a \$6,000 yearly incentive budget divided by 103 CTR affected worksites in the Commute Smart Program then

multiplied by the 58 employers in Spokane. This funding enables the Commute Smart to offer monthly incentives to encourage participation in the Commute Smart program. At this time, the City has not identified a funding source to meet this additional request.

Executive Summary:

The proposed intergovernmental agreement would do the following:

- The County representative, Ms. Yamamoto, will conduct the 28 required actions (see Attachment A of the attached contract);

The City will:

- Provide to the County any proposed amendments to the CTR Plan and Ordinance {there are none at this time};
- Provide to the County copies of any CTR-related amendments to parking ordinances prior to public review (similarly, none are proposed at this time);
- Implement a CTR Program for City employees (already underway as an ongoing program);
- Provide to the County the \$206,660.38 upon issuance of the same funds to the City by WSDOT

Were the City to change this ongoing relationship and keep the \$206,660.38, the City would be required to conduct the 28 required actions, requiring a new full-time person as well as other financial and material assets. Conversely, the County has an ongoing successful program, staff with the capability and expertise to conduct these activities, and the capacity to perform them on our behalf. Furthermore, it provides economy of scale when the County as a whole conducts a single program, as opposed to multiple programs run by each jurisdiction.

Budget Impact:

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

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

If new, specify funding source:

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

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No

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

Specify changes required:

INTERGOVERNMENTAL AGREEMENT
Between Spokane County and the City of Spokane
Regarding Commute Trip Reduction Implementation

THIS AGREEMENT, made and entered by and between the City of Spokane, a municipal corporation of the State of Washington, having offices for the transaction of business at 808 W. Spokane Falls Blvd., Spokane, WA, 99201, hereinafter referred to as the "City" and Spokane County, a political subdivision of the State of Washington, having offices for the transaction of business at West 1026 Broadway Avenue, Spokane, Washington, 99260, hereinafter referred to as the "County," jointly hereinafter referred to as the "Parties."

WITNESSETH

WHEREAS, the Washington State Legislature has adopted legislation codified in RCW 70.94.521 through 555, the purpose of which is to improve air quality, improve transportation system efficiency and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to the single occupant vehicle for commute trips and reduce vehicle miles traveled (VMT); and

WHEREAS, RCW 70.94.527 requires counties containing urban growth areas and cities and towns with "major employers," that are located within urban growth areas with a state highway segment exceeding the threshold of one hundred person hours of delay or jurisdictions that are located in contiguous urban growth areas, or are within an urban growth area with a population greater than seventy thousand people that adopted an ordinance before the year 2000 or jurisdictions that are located in contiguous urban growth areas, or contain a major employment installation in an affected county to develop ordinances, plans and programs to reduce Vehicle Miles Traveled (VMT) and Single Occupant Vehicle (SOV) commute trips, and thereby reduce vehicle-related air pollution, traffic congestion and energy use, and

WHEREAS, the County and each affected city within Spokane County have adopted Commute Trip Reduction Ordinances and must implement a Commute Trip Reduction (CTR) Plan for all major employers; and

WHEREAS, the Washington State Department of Transportation (WSDOT) Public Transportation Division is responsible for administering funds on behalf of the state legislature and is desirous of making available to Spokane County certain funds and requiring Spokane County to enter into agreements through the Interlocal Cooperation Act or by Resolution or Ordinance as appropriate with other jurisdictions, local transit agencies, or regional transportation planning organizations to coordinate the development, implementation and administration of CTR Plans and Ordinances as described in RCW 70.94.521-555.

WHEREAS, Spokane County has entered into an agreement with the WSDOT under Agreement No. ~~GCB2764~~PTD0130, hereinafter referred to as "WSDOT Agreement," pursuant to which Spokane County is eligible to receive a reimbursable amount of funds which the County will distribute to itself and cities to implement and administer Commute Trip Reduction Plans and Ordinances; and

WHEREAS, pursuant to the provisions of RCW 70.94.527 (5), counties and cities may enter into agreements through the Interlocal Cooperation Act to coordinate the development and implementation of Commute Trip Reduction Plans and Ordinances; and

WHEREAS, Spokane County has allocated \$206,660.38 to the City from the Agreement No. ~~GCB2764~~PTD0130 which the City is now desirous of making available to the County to perform those tasks which are the responsibility of the City.

NOW, THEREFORE, for and in consideration of the mutual promises set forth hereinafter, and as authorized under chapter RCW 70.94.527 (5), the parties hereto do mutually agree as follows:

Section 1: PURPOSE

The County has entered into a WSDOT Agreement with the WSDOT under which it will receive \$367,001 for two years. This funding is to be allocated to the County and cities within Spokane County for their use in the implementation and administration of their CTR Plans and Ordinances. The County, based upon an allocation formula established by the WSDOT, has determined that the City shall receive \$206,660.38 from the WSDOT Agreement from which it shall perform certain tasks. The City agrees to its proportionate share of the monies made available to the County in the WSDOT Agreement and agrees to allow Spokane County to retain its proportionate share in consideration of the County performing those tasks as more particularly set forth in Attachment "A" attached hereto and incorporated herein by reference. In conjunction with allowing the County to retain its proportionate share of monies, the City will execute any and all necessary documents which may be required by the WSDOT.

It is understood by the parties hereto, that in order for the County to perform those tasks as set forth in Attachment "A" for the City, the City must perform certain tasks. Attached hereto as Attachment "B" and incorporated herein by reference, is a listing of tasks which the City agrees to perform in conjunction with the County performing those tasks set forth in Attachment "A."

Section 2: DURATION

The County agrees to provide those tasks set forth in Section 1 and complete performing such tasks on or before June 30, 2021.

Section 3: TERMINATION

The parties agree that this Agreement may be terminated by either party for material breach of any provision set forth herein, upon ninety (90) days advance written notice to the other party at the address set forth hereinabove. Provided, however, the parties agree that any notification of termination shall set forth the specific provision(s) for which such notification is being provided and additionally, advise that if such default is cured within such ninety (90) day time frame, said termination notification shall be of no force and effect.

In the event of termination, the County agrees to provide to the City all written documentation which it has completed to the date of termination under the terms of this Agreement. Additionally, the County agrees to return to the City that portion of the monies set forth in Section 1 hereinabove, which has not been expended by the county, prior to the date of termination, on the City's behalf in providing those tasks as set forth in Attachment "A."

Provided, further, the parties recognize that the WSDOT in Agreement No. ~~GCB2761~~PTD0130, has retained the right to unilaterally terminate all or a part of such contract if there is a reduction of funds from the funding source. Accordingly, in the event that the WSDOT terminates all or part of the WSDOT Agreement with Spokane County, and such action affects the allocation of funds by the County to the City herein, and/or modifies the tasks to be performed hereunder, the parties will immediately meet to renegotiate the provisions of this Agreement.

Section 4: DESIGNATION OF ADMINISTRATOR

The County hereby designated Ms. LeAnn M. Yamamoto, the Spokane County Transportation Demand Management Manager, as its designee for the purpose of administering and coordinating the County's responsibilities under the terms of this Agreement.

Section 5: ACQUISITION/DISPOSITION OF PROPERTY

The parties hereto agree that any real or personal property acquired by the County with those monies made available to the County by the City under Section 1 hereinabove shall be and remain the sole property of the County upon acquisition and/or termination of this Agreement.

Section 6: COMPLIANCE WITH LAWS

The County agrees to observe all applicable federal, state and local laws, ordinances and regulations including, but not necessarily limited to, the Americans with Disabilities Act and chapter 49.60 RCW, to the extent that they may have any bearing on performing those tasks for the City as set forth in Section 1 hereinabove. Additionally, the County agrees to comply with all applicable funding audit requirements of the WSDOT in conjunction with performing those tasks for the City. The County agrees to make available to the City or its duly authorized representative during normal County business hours and all records which it has kept in conjunction with providing those services for the City as set forth herein above.

Section 7: NOTICES

All notices or other communications given under this Agreement shall be considered given on the day such notices or other communications are received when sent by personal delivery; or the third day following the day on which the notice or communication has been mailed by certified mail delivery, receipt requested and postage prepaid addressed to the other Party at the address set forth below, or at such other address as the Parties shall from time-to-time designate by notice in writing to the other Party:

CITY: Mayor or designee
City of Spokane
Seventh Floor, City Hall
808 West Spokane Falls Boulevard
Spokane, Washington 99201

COUNTY: Board of County Commissioners
Spokane County Courthouse
1116 West Broadway Avenue
Spokane, Washington 99260

Section 8: HEADINGS

The section headings in this Agreement have been inserted solely for the purpose of convenience and ready reference. In no way do they purport to, and shall not be deemed to, define, limit or extend the scope or intent of the sections to which they appertain.

Section 9: MODIFICATION

No modification or amendment of this Agreement shall be valid until the same is reduced to writing and executed with the same formalities as this present Agreement.

Section 10: ALL WRITINGS CONTAINED HEREIN

This Agreement contains all the terms and conditions agreed upon by the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the Parties hereto. The City has read and understands all of this Agreement, and now states that no representation, promise or agreement not expressed in this Agreement has been made to induce the City to execute the same.

Section 11: LIABILITY

The County shall indemnify, defend and hold harmless the City, its officers and employees from all claims, demands, or suits in law or equity arising from the County's intentional or negligent acts or breach of its obligations under the Agreement. The County's duty to indemnify shall not apply to loss or liability caused by the intentional or negligent acts of the City, its officers and employees.

The City shall indemnify, defend and hold harmless the County, its officers and employees from all claims, demands, or suits in law or equity arising from the City's intentional or negligent acts or breach of its obligations under the Agreement. The City's duty to indemnify shall not apply to loss or liability caused by the intentional or negligent acts of the County, its officers and employees.

If the comparative negligence of the Parties and their officers and employees is a cause of such damage or injury, the liability, loss, cost, or expense shall be shared between the Parties in proportion to their relative degree of negligence and the right of indemnity shall apply to such proportion.

Where an officer or employee of a Party is acting under the direction and control of the other Party, the Party directing and controlling the officer or employee in the activity and/or omission giving rise to liability shall accept all liability for the other Party's officer or employee's negligence.

Each Party's duty to indemnify shall survive the termination or expiration of the Agreement.

Each Party waives, with respect to the other Party only, its immunity under RCW Title 51, Industrial Insurance. The Parties have specifically negotiated this provision.

Section 12: ANTI-KICKBACK

No officer or employee of the City, having the power or duty to perform an official act or action related to this Agreement shall have or acquire any interest in the Agreement, or have solicited, accepted or granted a present or future gift, favor, service or other thing of value from or to any person involved in the Agreement.

Section 13: VENUE STIPULATION

This Agreement has been and shall be construed as having been made and delivered within the State of Washington. This Agreement shall be governed by the laws of the State of Washington both as to interpretation and performance. Any action at law, suit in equity or judicial proceeding for the enforcement of this Agreement, or any of its provisions, shall be instituted only in courts of competent jurisdiction within Spokane County, Washington.

Section 14: COUNTERPARTS

This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original, but such counterparts shall together constitute but one and the same.

Section 15: SEVERABILITY

If any parts, terms or provisions of this Agreement are held by the courts to be illegal, the validity of the remaining portions or provisions shall not be affected and the rights and obligations of the Parties shall not be affected in regard to the remainder of the Agreement. If it should appear that any part, term or provision of this Agreement is in conflict with any statutory provision of the State of Washington, then the part, term or provision thereof that may be in conflict shall be deemed inoperative and null and void insofar as it may be in conflict therewith and this Agreement shall be deemed to modify to conform to such statutory provision.

Section 16: RCW 39.34 REQUIRED CLAUSES

- A. PURPOSE: See Section 1.
- B. DURATION: See Section 2.
- C. ORGANIZATION OF SEPARATE ENTITY AND ITS POWERS: No new or separate legal or administrative entity is created to administer the provisions of this Agreement.
- D. RESPONSIBILITIES OF THE PARTIES: See Agreement provisions.
- E. AGREEMENT TO BE FILED: The City shall file this Agreement with its City Clerk. The County shall file this Agreement with its County Auditor or place it on its web site or other electronically retrievable public source.
- F. FINANCING: See Section 1.
- G. TERMINATION: See Section 3.
- H. PROPERTY UPON TERMINATION: See Section 5.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

CITY OF SPOKANE

BOARD OF COUNTY COMMISSIONERS
OF SPOKANE COUNTY, WASHINGTON

By: _____

Chair

Title: _____

Vice Chair

Approved by:

Commissioner

Assistant City Attorney

ATTEST:

ATTEST:

City Clerk

Ginna Vasquez, Clerk of the Board

Date

Date

Exhibit I

Funding Allocation Methodology

RCW 70.94.544 authorizes the CTR Board to determine the allocation of program funds made available for the purpose of implementing CTR plans. The funding allocated for local implementation of CTR activities in July 1, 2019 through June 30, 2021 is based on the 2019-2021 Commute Trip Reduction (CTR) Notice of Award issued by WSDOT on July 2, 2019.

ATTACHMENT "A"
STATEMENT OF WORK

The County will:

1. Promote consistency within all affected local government jurisdictions within Spokane County, while serving the City's specific needs.
2. Maintain and administer the City's CTR Ordinances and Plan.
3. Employ a full-time Transportation Demand Management Manager to administer the County's and City's CTR Plans and Ordinances.
4. Take reasonable measures to identify and notify all affected employers within the City.
5. Assist each affected employer within the City in preparing a program and promoting the principles of Transportation Demand Management (TDM) with the employer's employees.
6. Maintain an appeals process consistent with RCW 70.94.537(2)(e) by which major employers, who as a result of special characteristics of their business or its locations would be unable to meet the requirements of a commute trip reduction plan, may obtain a waiver or modification of those requirements and criteria for determining eligibility for waiver or modification. Within 30 days from the date of approval, submit to WSDOT the name and employer identification code for any worksite that has been granted an exemption. Include information about the duration of all exemptions and information on the type of modification granted.
7. Submit to WSDOT periodic progress reports summarizing the overall CTR implementation costs incurred by the County and shall be reported in a format provided by WSDOT.
8. Provide WSDOT with a public hearing notice and copies of any proposed amendments to the CTR ordinance, plan, and/or administrative guidelines within the first week of the public review period and final copies of all actions within one (1) month of adoption.
9. Coordinate and administer baseline and measurement CTR employer surveys. Provide employer survey assistance, training and state-supplied survey forms.
10. Notify WSDOT prior to sending any surveys to University of Washington for processing. The notification must include the name of the worksite, employer identification code and type of survey for each survey being submitted for processing. The notification shall be

submitted as an electronic spreadsheet via electronic mail. The County agrees to wait for confirmation from WSDOT prior to sending or delivering the surveys for processing.

11. Provide WSDOT with updated lists of affected worksites and jurisdiction contacts on a periodic basis or as requested by WSDOT. These updates will be submitted electronically in a format specified by WSDOT.
12. Continue to monitor the programs of each of the affected employers in the City to determine compliance with the CTR Ordinance and Plan. Complete annual review of employer CTR programs including a determination as to whether the employer is acting in good faith to meet the goals established by the CTR Law.
13. Provide on-going support to all employer designated Employee Transportation Coordinators (ETCs) and assist ETCs in facilitating regular employer networking opportunities and obtaining information necessary to perform their duties including information materials that explain a range of measures and activities to encourage employee use of commute alternatives.
14. Market available services to affected employers to assist in accomplishing CTR goals.
15. Work collaboratively with and provide technical guidance and support to employers in developing successful CTR programs.
16. Conduct at least one Basic ETC Training Course per year, using WSDOT-provided ETC Handbook and other training materials reviewed and approved by WSDOT.
17. Provide employers with written information on basic requirements of the CTR ordinance and goals set forth in approved CTR plans.
18. Attend transportation or health/benefits fairs at affected employer worksites to encourage high-occupancy vehicle commuting and promote the employer's CTR program.
19. Design, construct and distribute worksite Commuting Options Boards. Provide professional materials such as brochures, flyers, posters, newsletters, clip art and other tools to assist employer implementation of worksite CTR programs.
20. Provide all affected employers with the WSDOT-approved "Program Description & Employer Annual Report" form. Ensure completed reports are submitted by affected employers to meet applicable deadlines.
21. Submit to WSDOT periodic invoices along with progress reports that accurately assess the progress made by County, on behalf of City, in implementing RCW 70.94.521-551. Report contents include:
 - a. Detailed summary of CTR events and projects, including implementation assistance provided to affected employers within the City;

- b. Actual total CTR expenditures used by the County for all state CTR funds expended by the County during the previous quarter for the purpose of CTR implementation using WSDOT pre-approved format;
 - c. Updated list of affected employers and worksites (electronic);
 - d. Total number of worksites by jurisdiction;
 - e. List of sites which have applied for exemptions or modifications;
- 22. Establish and maintain books, records, documents and other evidence and accounting procedures and practices sufficient to reflect properly all direct and indirect costs of whatever nature claimed to have been incurred and anticipated to be incurred solely for the performance of this Agreement. Establish and maintain a separate "CTR Account" within Spokane County along with supporting documentation such as payroll and time records, invoices, contracts, vouchers or products proving in proper detail the nature and propriety of the charges.
- 23. Participate in local implementation of statewide CTR public awareness and recognition programs developed by Washington State Department of Transportation.
- 24. Offer recommendations to the City for policies on parking and site design which will encourage the use of alternative transportation modes.
- 25. Encourage employers to develop site designs and improvements to office and industrial sites that promote the use of alternative transportation modes.
- 26. Assist WSDOT with CTR evaluation.
- 27. Serve as liaison between WSDOT and cities, towns, transit agencies and regional transportation planning organizations for the purpose of RCW 70.94.521-555.
- 28. Continue applying for funding opportunities to further encourage the use of commute alternatives.

ATTACHMENT "B"
STATEMENT OF WORK

The City will:

1. Provide Spokane County with copies of any proposed amendments to the CTR Plan and Ordinance.
2. Provide Spokane County with copies of any CTR-related amendments to parking ordinances prior to public review.
3. Develop, implement and maintain its own CTR Program as an affected employer or as otherwise specified in the CTR Board Guidelines or RCW 70.94.521-555.
4. Reimburse the County for the services provided by this Agreement in an amount equal to the City's share of the CTR funding as provided in RCW 70.94.544.

Commute Trip Reduction Implementation Plan Update: 2020–2024

Jurisdiction: City of Spokane

Goals, targets and other performance measures

Goals for the 2023-2024 survey period include an increase of non-drive alone travel (NDAT), and reductions of VMT and GHG from the City of Spokane’s jurisdiction baseline surveys in 2007-2008.

	<u>2007-2008</u>	<u>Percent Change</u>	<u>2023-2024</u>
NDAT*	23.7%	6% points	29.7%
VMT*	8.9	13%	7.7
GHG*	40,760	13%	35,461

NDAT – Non Drive Alone Travel, VMT – Vehicle Miles Traveled, GHG – Green House Gases

Strategies

What specific steps and strategies will you implement to meet your goal? Please include (a) policies and regulations, (b) services and facilities, and (c) marketing and incentives.

The City of Spokane will continue to implement the strategies identified in the local CTR plan.

The CTR program in the City of Spokane is administered by Spokane County through an inter-local agreement. The focus will continue in developing and implementing a set of strategies that will help CTR employers achieve their goals for increasing commute alternative use and reducing vehicle miles traveled and greenhouse gas emissions including, but not limited to:

CTR employers will receive promotional materials to post on their commuting option boards to be used specifically for promoting and encouraging transportation options. Each board displays the Employee Transportation Coordinator’s (ETCs) name and contact information.

ETCs are required to attend 15 hours of mandatory ETC training within six months of being appointed ETC. Seasoned ETCs will be encouraged to take refresher courses as needed. The comprehensive ETC training classes will be offered throughout the year and include:

- ETC Orientation
- Management Support
- Marketing CTR / Subsidies and Incentive
- CommuteSmartNW.org – online tracking calendar
- Commute Finder Northwest – online ride matching tool
- Transit Workshop
- CTR Survey Workshop
-

Networking opportunities will be offered throughout the year to update ETCs on CTR and transportation related issues, promotional campaigns and opportunities, incentives, events, etc.

Collaborate with local agencies and organizations to enhance and improve CTR promotional efforts, media coverage, CTR events and joint projects to ensure maximum leverage and exposure.

Develop and implement promotional campaigns that will encourage the use of commute options including riding the bus, carpooling, vanpooling, walking, bicycling, teleworking and compressed work schedules.

Meet annually or as needed with CTR employers to review and discuss their CTR program, review CTR survey results, strategize improvements to help employers achieve their CTR targets and goals. Require employers to make program improvements and modifications as needed based on survey results.

Work collaboratively with Spokane Transit to provide updates and feedback to CTR employers on all STA projects and service improvements.

Work collaboratively to provide updates and feedback to CTR employers on all projects and improvements that impact and encourage walking, bicycling and transit use within the City of Spokane and surrounding area.

Attend and interact at community events and at employment benefit/transportation fairs to engage and encourage employees to use commute options.

Provide ongoing assistance to employers to enhance, strengthen and grow their CTR program.

Comprehensive planning & community goals

Governor's Executive Order 14-04 Washington Carbon Reduction and Clean Energy Action directs state agencies to assist local governments to update their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce greenhouse gas emissions.

How does trip reduction support the goals of your community and comprehensive plan, and vice versa?
How will you further integrate trip reduction through the updating of your comprehensive plan (e.g., parking, land use)?

The reduction of commute trips will support many community goals and policies, which include the following within the Spokane Comprehensive Plan:

TU 4 Transportation

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

TR 6 Environmental Protection

Goal: Minimize the impacts of the transportation system on the environment, including the region's air quality and environmental features, such as natural corridors.

TR.6 Vehicle-Related Air Pollution

Develop transportation control measures to reduce vehicle-related air pollution.

TR 9 Equitable Funding

Goal: Finance a balanced, multi-modal transportation system using resources efficiently and equitably.

T9.1 Cost Information for Citizens

Promote alternatives to private automobile use by informing citizens of the total economic costs and publicly financed subsidies to motor vehicle use.

ED 6.5 Infrastructure Maintenance

Maintain infrastructure at safe and efficient levels. (CTR reduces transportation maintenance costs)

ED 8.2 Sustainable Economic Strategies

Promote sustainable economic strategies (CTR reduces transportation costs)

Increasing opportunities for transportation alternatives is a major policy/goal/project component for the "Transportation Strategic Plan Update", which is an extensive update to the Transportation Chapter of the Spokane Comprehensive Plan. This update will be a major policy and funding component which will provide opportunities to reduce commute trips in multiple ways.

Land use and transportation conditions

How do existing and future anticipated land-use and transportation conditions affect CTR worksites?

Land-use and transportation conditions have the opportunity to limit or enhance commute trip reduction worksites. For example, increased housing and higher densities near CTR work sites will decrease the commute distance for those who live nearby. Also, the conditions, accessibility, and

convenience of the city-wide alternative transportation network will affect how some employees travel to CTR worksites. These elements of the built environment, including the transportation systems are highly inter-related.

Financial plan

What are the anticipated funding sources and amounts for local trip reduction, including grants and local funding?

The CTR program in the City of Spokane is administered by Spokane County through an inter-local agreement. State funding is allocated and based on the approved state budget and on how many affected worksites are in the City of Spokane. In addition, Spokane County secures CMAQ grants to help enhance and maintain the CTR program and will continue to apply for the grants when available, approximately every three years.

GTEC report (if your jurisdiction has a designated GTEC)

Are you continuing to implement?

Optional: Describe the (a) strategies, (b) land use and transportation conditions, (c) population and employment demographics, and (d) financial plan, and how they differ from those in the CTR plan.

The GTEC has been incorporated into the regional CTR program. The voluntary worksites in the GTEC conducted their baseline survey in 2009/2010 and continue to survey every two years. They are offered the same CTR program services and benefits as the affected CTR worksites.

The CTR Office continues to work with the U-District to enhance their student CTR program and increase participation and education among students.

What specific policy, service changes and land-use steps will be accomplished during this period for the GTEC area?

The CTR Office will continue to work closely with other agencies, programs, and non-profits in downtown Spokane to ensure the best collaboration and communication takes place to work toward achieving local and regional goals.

Regional transportation planning organization CTR plan review

☐ Recommended

☐ Not recommended

RTPO comments:

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**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd	6/10/2020
Clerk's File #	OPR 2019-0649
Renews #	
Cross Ref #	OPR 2019-0271
Project #	
Bid #	
Requisition #	CR 21751

Submitting Dept	HOUSING & HUMAN SERVICES
Contact Name/Phone	TIM SIGLER X6055
Contact E-Mail	TSIGLER@SPOKANECITY.ORG
Agenda Item Type	Contract Item
Agenda Item Name	1680 - HOUSING AND ESSENTIAL NEEDS AWARD "HEN"

Agenda Wording

CHHS is requesting permission to award Goodwill Industries of the Inland Northwest (GIIN) as the sole funded operator of the Housing and Essential Needs (HEN) through 6/30/2024.

Summary (Background)

In alignment with the goals and timeline of the five-year RFP, awarded proposals are intended to be for the four-year period from 7/1/20 to 6/30/24 accomplished through annual renewals that are contingent on performance and the City's receipt of federal, state and local grant sources. CHHS received one proposal in response to the HEN RFP, submitted by Goodwill Industries of the Inland Northwest (GIIN). Please see attached briefing paper for more information.

<u>Fiscal Impact</u>	Grant related? YES	<u>Budget Account</u>
	Public Works? NO	

Expense	\$ 2,104,564.00	# 1540-95572-65410-54201-73903
Select	\$	#
Select	\$	#
Select	\$	#

<u>Approvals</u>		<u>Council Notifications</u>	
<u>Dept Head</u>	CORTRIGHT, CARLY	<u>Study Session\Other</u>	PS&CH 5/6/2020
<u>Division Director</u>	CORTRIGHT, CARLY	<u>Council Sponsor</u>	
<u>Finance</u>	ORLOB, KIMBERLY	<u>Distribution List</u>	
<u>Legal</u>	PICCOLO, MIKE	tsigler@spokanecity.org	
<u>For the Mayor</u>	ORMSBY, MICHAEL	srasmussen@spokanecity.org	
<u>Additional Approvals</u>		mrdavis@spokanecity.org	
<u>Purchasing</u>	WAHL, CONNIE	cbrown@spokanecity.org	
<u>GRANTS &</u>	BROWN, SKYLER	kburnett@spokanecity.org	
		chhsaccounting@spokanecity.org	

Briefing Paper

Public Infrastructure, Environment, and Sustainability Committee

Division & Department:	Neighborhood and Business Services – Community, Housing, and Human Services Department
Subject:	Housing and Essential Needs Award (“HEN”)
Date:	5/6/20
Author (email & phone):	Matt Davis (mrdavis@spokanecity.org ext. 6815)
City Council Sponsor:	N/A
Executive Sponsor:	Tim Sigler
Committee(s) Impacted:	Public Safety and Community Health Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	2015-2020 Strategic Plan to End Homelessness; 2015-2020 Consolidated Plan for Community Development
Strategic Initiative:	Reduce Homelessness
Deadline:	The award date is 7/1/2020
Outcome: (deliverables, delivery duties, milestones to meet)	CHHS is requesting permission to award Goodwill Industries of the Inland Northwest (GIIN) as the sole funded operator of the Housing and Essential Needs (HEN) through 6/30/24.
Background/History: The Spokane Continuum of Care did not recommend an award for the Housing and Essential Needs (HEN) for any proposal for that program received by CHHS during the 5-Year Consolidated CHHS RFP process. In order to elicit a proposal from community providers that would address the changing priorities of HEN, it was determined that a separate RFP process would need to be conducted. That supplemental RFP was opened on 1/21/20 and closed on 3/1/20.	
Executive Summary: <p>In alignment with the goals and timeline of the five-year RFP, awarded proposals are intended to be for the four-year period from 7/1/20 to 6/30/24 accomplished through annual renewals that are contingent on performance and the City’s receipt of federal, state and local grant sources. The RFP assumed a total of \$8,418,256 in HEN funds available over four years. During project implementation, funded projects will receive frequent performance reviews conducted by CHHS staff and in coordination with the Evaluation Committee of the CoC Board to ensure ongoing alignment with strategic objectives and changing community conditions.</p> <p>CHHS received one proposal in response to the HEN RFP, submitted by Goodwill Industries of the Inland Northwest (GIIN). The process for reviewing proposals was community-based, involving the CHHS Board, the CoC Board, multiple community review panels, and with City Council approving all resulting recommendations for grant awards. The timeline for proposal review and approval was as follows:</p> <ul style="list-style-type: none"> • 3/1/20 – RFP Closed • 3/2/20-3/20/20 – CoC RFP and Funding Committee was convened, reviewed and scored the proposal and recommended it for funding. • 4/22/20 – The CoC Board voted to approve the RFP and Funding Committee’s recommendation. • 5/18/20-6/1/20 – HEN award recommendation goes through the City Council agenda process. • May and June 2020 – Grant agreement negotiated/finalized • 7/1/20 – HEN award start date 	

The Department of Commerce awarded CHHS \$2,207,584.63 in HEN funds for State Fiscal Year 2021 (SFY21 runs from 7/1/20 to 6/30/21) \$103,020.63 was retained by the City for administrative oversight costs. The City has a current agreement with GIIN to provide continuity of services for HEN clients from the period 7/1/19 to 6/30/20 fulfilled with SFY20 HEN funds. CHHS is seeking permission to subgrant an initial award amount of \$2,104,564.00 to GIIN with SFY21 HEN funds by amending the current agreement with GIIN. The WA State Legislature recently appropriated approximately \$15 million in SFY21 HEN funds, which is expected to be distributed to current CHG leads (including the City) within the next month. This additional allocation, when disbursed may change the initial award amount.

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No
Annual/Reoccurring expenditure? ☒ Yes ☐ No
If new, specify funding source: N/A
Other budget impacts: N/A

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No
Requires change in current operations/policy? ☐ Yes ☒ No
Specify changes required: None.
Known challenges/barriers: None.

Expenditure Control Form



1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date: 6/9/2020

Type of expenditure: Goods ☐ Services ☒

Department: CHHS

Approving Supervisor: Scott Rasmussen/Tim Sigler

Amount of Proposed Expenditure: \$2,104,564.00

Funding Source: WA State Consolidated Homeless Grant

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

In order to fulfill the award made to Goodwill Industries as the operator for the Housing and Essential Needs program for the period 7/1/20 to 6/30/24.

What are the impacts if expenses are deferred?

Approximately 300 individuals with disabilities will become homeless.

What alternative resources have been considered?

We are the grantee for this joint program between the WA State Dept. of Social & Human Services and the WA State Dept. of Commerce. These funds must go to serve eligible households.

Description of the goods or service and any additional information?

Contractual Services. Goodwill provides intake, eligibility determination, housing search assistance, and case management to households deemed eligible by DSHS and provides rental assistance under Dept. of Commerce guidelines.

Person Submitting Form/Contact: Matt Davis - mrdavis@spokanecity.org

FINANCE SIGNATURE:

Tonya Wallace

6/10/2020

CITY ADMINISTRATOR SIGNATURE:

[Signature]

6/10/2020



City of Spokane

AGREEMENT AMENDMENT C

Title: Housing and Essential Needs Program

This Agreement Amendment is made and entered into by and between the **City of Spokane** as ("City"), a Washington municipal corporation, and **Goodwill Industries of the Inland Northwest**, whose address is 130 East Third Avenue, Spokane, Washington 99202 as ("GRANTEE").

WHEREAS, the parties entered into an Agreement wherein the GRANTEE agreed to administer for the City the Housing and Essential Needs Program; and

WHEREAS, a change or revision of the work has been requested, thus the original Agreement needs to be formally Amended by this written document and

WHEREAS, additional time is required, and thus the Original Agreement time for performance needs to be formally extended by this written document; and

WHEREAS, additional funds are necessary to complete the Project, thus the original Agreement needs to formally Amended by this written document; and

WHEREAS, additional funding has been made available under the 2019-2021 Consolidated Homeless Grant, Grantor Award # 20-46108-30, Total Award \$6,126,360.26, and issued on July 15, 2019; and

WHEREAS, funds made available under the 2019-2021 Consolidated Homeless Grant, cannot be rolled over and must be spent by June 30, 2021; or they will be deobligated; and

WHEREAS, funds may be added to the Program budget by annual amendment for years three (3) through five (5) of the period of performance; and

WHEREAS, the parties desire to increase funding and modify the corresponding Project budget and to supplant the original Agreement billing form Attachment referenced as part of the original Agreement documents; and

-- NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:

1. CONTRACT DOCUMENTS.

The original Agreement, dated August 14, 2019, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

2. EFFECTIVE DATE.

This Agreement Amendment shall become effective on July 1, 2020.

3. EXTENSION.

The Agreement documents are hereby extended and shall run through June 30, 2024.

4. AMENDMENT.

SECTION NO. 1.B – PROGRAM DELIVERY. The original Agreement PROGRAM DELIVERY chart is modified as follows (this program delivery chart entirely replaces the program delivery chart portrayed in Section NO. 1.B {pages 2 and 3} of the original Agreement):

HMIS Project Name(s):	Housing and Essential Needs
Population(s) Served:	Homeless individuals with disabilities
# of Units in Inventory:	160
# of Beds in Inventory:	160
Projected # of Households Served	1080 (rental assistance)

Housing and Essential Needs	Minimum Performance Standards	System Performance Target	Year 1 (7/1/20-6/30/21)	Year 2 (7/1/21-6/30/22)	Year 3 (7/1/22-6/30/23)	Year 4 (7/1/23-6/30/24)
# of households served			270	270	270	270
Metric 7b.1: % of exits to permanent housing destinations.	70%	80%	70%	70%	80%	80%
Measure 2b: % of households exiting to permanent housing destinations who return to homelessness within 2 years.	10%	5%	10%	10%	5%	5%
Metric 4.6: % of adults with increased income at project exit.	20%	40%	40%	40%	40%	40%
Local Measure: % of prevention clients served with history of past homelessness (prior to HMIS record). Prevention Only	30%	80%	30%	50%	70%	80%
Local Measure: Average # of days from enrollment to housing placement. RRH Only	30 Days	20 Days	40	30	30	20

5. AMENDMENT.

SECTION NO. 3 – BUDGET. The total amount City shall pay GRANTEE is increased by **TWO MILLION ONE HUNDRED FOUR THOUSAND FIVE HUNDRED SIXTY FOUR AND NO/100 DOLLARS (\$2,104,564.00)** for everything furnished and done under this Amendment which equates to a new total Agreement amount not to exceed **FOUR MILLION TWO HUNDRED NINE THOUSAND ONE HUNDRED TWENTY EIGHT AND NO/100 DOLLARS (\$4,209,128.00)** for everything furnished and done under the original Agreement and this Amendment.

This is the maximum amount to be paid under this Amendment and original Agreement, and shall not be exceeded without the prior written authorization of the City, memorialized with the same formality as the original Agreement and this Amendment document. The original Agreement BUDGET chart is modified as follows (this budget chart entirely replaces the budget chart portrayed in SECTION NO. 3 {page 4} of the original Agreement):

Category	Amount
Rent and Housing Costs	\$2,709,233
Operations	\$1,387,992
Administration	\$111,903
TOTAL	\$4,209,128

6. AMENDMENT.

SECTION NO. 9.C.3 – Payment Procedures

The CITY shall reimburse the GRANTEE only for actual incurred costs upon presentation of accurate and complete reimbursement forms as provided by the CITY in ~~Attachment B~~ Attachment 1 and approved by the CITY. Only those allowable costs directly related to this Agreement shall be paid. The amount of each request must be limited to the amount needed for payment of eligible costs.

Requests for reimbursement by GRANTEE shall be submitted no more than once per month on or before the 10th of each month for the previous month's expenditures as directed below, using the forms provided by the CITY in ~~Attachment B~~ Attachment 1. For expenses incurred during the month of December, the reimbursement request shall be submitted on or before the 8th of January, and for expenses incurred during the month of June, the reimbursement request shall be submitted on or before the 8th of July. In conjunction with each reimbursement request, GRANTEE shall certify that services to be performed under this Agreement do not duplicate any services to be charged against any other grant, subgrant or other founding source. GRANTEE shall submit reimbursement requests to the CITY's Contract Representative designated on the FACE SHEET of this Agreement either by mail to the address listed above or by e-mail to chhsreports@spokanecity.org.

a. Reimbursement Requests

The GRANTEE shall submit comprehensive invoice packets for the first and last months of the period of performance as identified on the FACE SHEET of this Agreement. Comprehensive invoices must include the billing form, sub-reports, general ledger, and complete supporting documentation. The CITY may request a comprehensive invoice in lieu of a monthly invoice for monitoring purposes throughout the period of performance of this Agreement.

With the exception of the invoices for the first and last months of the project, the GRANTEE shall submit monthly invoices that include the billing form, appropriate sub-reports (e.g. payee expense detail, staff expense detail, housing assistance detail report, program income), and the general ledger report for the applicable month. The GRANTEE shall maintain appropriate supporting documentation, including copies of receipts, time and effort tracking, and proof of payment.

b. Payment

Payment will be made via direct deposit/ACH within thirty (30) days after receipt of the GRANTEE's application except as provided by state law. If the CITY objects to all or any portion of the invoice, it shall notify the GRANTEE and reserves the right to only pay that portion of the invoice not in dispute. In that event, the parties shall immediately make every effort to settle the disputed amount.

In the event that the CITY determines that any funds were expended by the GRANTEE for unauthorized or ineligible purposes or the expenditures constitute disallowed costs in any other way, the CITY may order repayment of the same. The GRANTEE shall remit the disallowed amount to the CITY within thirty (30) days of written notice of the disallowance.

- i. The GRANTEE agrees that funds determined by the CITY to be surplus upon completion of the Agreement will be subject to cancellation by the CITY.

- ii. The CITY shall be relieved of any obligation for payments if funds allocated to the CITY cease to be available for any cause other than misfeasance of the CITY itself.
- iii. The CITY reserves the right to withhold payments pending timely delivery of program reports or documents as may be required under this Agreement.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Agreement Amendment by having legally-binding representatives affix their signatures below.

**GOODWILL INDUSTRIES OF THE INLAND
NORTHWEST**

By _____
Signature Date

Type or Print Name

Title

CITY OF SPOKANE

By _____
Signature Date

Type or Print Name

Title

Attest:

City Clerk

Approved as to form:

Assistant City Attorney

Attachments that are part of this Agreement:
Attachment 1 – Debarment Certification
Attachment 2 – REVISED Grantee Billing Form

ATTACHMENT 1

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
 - c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
 - d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.
2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
 2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.
4. I understand that a false statement of this certification may be grounds for termination of the contract.

<hr/> Name of Subrecipient / Contractor / Consultant (Type or Print)	<hr/> Program Title (Type or Print)
<hr/> Name of Certifying Official (Type or Print)	<hr/> Signature
<hr/> Title of Certifying Official (Type or Print)	<hr/> Date (Type or Print)

Information & Instructions for Completing Grantee Billing Form & Itemized Expense Reports

A reimbursement request, otherwise known as a bill or invoice, consists of a Grantee Billing Form, Payee Expense Report, Staff Expense Report and detailed documentation of the expenses. The billing form includes the approved budget categories and amounts during the active performance period of the Agreement. The Payee Expense Report and Staff Expense Report should be completed to detail each itemized expense being requested on the billing form in the Current Expense Request in Column B in aggregate value for each Approved Budget Category for the current expense period.

You should bill monthly for expenditures. If there have been no expenditures paid for the previous month, an invoice is not required. Please submit a final reimbursement request with all required documentation by the identified date in your Agreement. A final program report will be required to be submitted as well. You will not be paid until all documentation and final reports are received. HMIS Data MUST be electronically posted in the HMIS database before invoices will be paid.

Complete the Staff Expense Report for each employee you are requesting reimbursement of salary and fringe benefits based on the allowed activity and amount of actual time spent performing that activity. Record the employee Name, allowed Activity being funded, the Expense Category of the approved budget applicable to the activity, Total Hours Worked, Hours Worked on Listed Activity, and Total Salary & Fringe paid during the Expense Period. If you are claiming indirect costs, indicate whether or not each expense is included in your indirect cost base. Total Salary and Fringe should be reflected as the monthly amount. If your grant supports more than one project, complete the Project Name column to clearly associate each expense with a single project.

Complete the Payee Expense Report for the project expenses that are not staff salary/benefits or housing assistance. Record the Payee (who you paid), Expense Category (Rapid Re-Housing, Emergency Shelter or Administration), Expenditure Type (Rent, Housing Stabilization, Program Operations, etc.), Total Bill (total amount of expense). If you are claiming indirect costs, indicate whether or not each expense is included in your indirect cost base. If your grant supports more than one project, complete the Project Name column to clearly associate each expense with a single project.

Complete the Housing Assistance Detail Report for each housing assistance expense (rental application fees, rental assistance, security deposits, etc.) you are claiming reimbursement for. Record the HMIS client ID number, housing assistance expense type (application fee, security deposit, rent assistance, etc.) unit/FMR info if known, client lease information if known, and reimbursement information. If your grant is providing housing assistance through two or more projects, complete a Housing Assistance Detail Report for each one. If needed, complete the Housing Assistance Adjustment Report to explain changes to previously reported housing assistance expenses charged to the grant including Adjustment Reason.

Complete the Match Report for any project requiring a match contribution in accordance with the Agreement. Record the expense, match type, and cost information and submit it in conjunction with the reimbursement request on the schedule as listed in the Agreement. Do not submit the Match Report if you are not claiming match.

Complete the Program Income Report for any program income earned by the project. Record the expense information, amount, and any notes in the report and submit it in conjunction with the reimbursement request. Do not submit the Program Income Report if the project did not earn program income.

The billing form and itemized expense reports MUST be signed in ink. The formulas should not be changed or adjusted in the form(s).

Completing the Grantee Billing Form:

☐ Name and address of your organization requesting reimbursement.

☐ Expense Period (should bill as monthly expenses, January, February, etc.)

☐ Enter total amount of Monthly Actual in Column B to represent the amount requested for reimbursement for the current period in the line item category of the approved budget (i.e. - Rapid Re-Housing, Emergency Shelter and Administration) and should reflect the total of itemized expenses on the Payee Expense and Staff Expense Reports. The Payee Expense and Staff Expense Reports must be completed and submitted with the billing form. You may not transfer funds between approved categories without written preapproval from the City.

☐ Enter Total Previously Requested in Column C, as applicable to each line item in the approved category of the budget. The

☐ Ensure all back up documentation is included for payment processing if you are using any type of the allocation for direct or

☐ Sign in ink, provide title, date, email address and telephone number before sending for approval and payment processing to City of Spokane Community, Housing, and Human Services Department.

Documentation Required for Billing Forms:

All requests for reimbursement must be supported by documentation necessary to show that the costs charged to the grant funds were incurred during the active performance period of the Agreement, were actually paid out, were allowable items and have been approved by the responsible official within the organization. For example:

Salary and Fringe – receipts, payroll reports, timesheets signed by the employee and the immediate supervisor, letters of employment that include rate of pay, benefits and employee withholdings. For staff directly charged to a grant funded program or project time and attendance records should be included as well. Other sources of documentation might include, canceled checks from employees, insurance provider, etc. or evidence of direct deposits which document outlay of expenses. **100% of the time daily must be recorded for all hours worked by activity performed. This is required for all federally funded grant positions.**

Rent/Utilities – proof of payment to vendor, rental or lease agreement, utility bills. If the cost of the space or utilities is split between grant funded and other sources, there must be a reasonable method in place to allocate the charges fairly among the sources and the method provided.


Supplies and Materials (all Goods) – proof of payment to vendor, purchase orders, requisition forms, receipts, and invoices from vendors. It's also helpful to keep information regarding where the supplies are stored and for what program or project are they being used in the organizations' internal file.

Equipment – proof of payment to vendor, purchase orders, requisition forms, receipts, and invoices from vendors. Packing slips are only proof of delivery and do not act as an invoice from the vendor. If the item received is an inventorial piece of equipment, the serial number, model, and inventory tag should be noted on the purchase order or invoice from the vendor.

Other – proof of payment, receipts, invoices from vendor. Please contact the City for specific questions on required documentation.

Admin/Indirect Costs – methodology of application applied in accordance with Federal Guidance on allocation of direct costs for non-profits using the base most appropriate (for federally funded agreements) or applied in accordance with a methodology that the City has approved the use of (for agreements funded with non-federal sources).

If you are allocating either direct expenses or indirect expenses using a rate other than a federally negotiated rate or the de minimis rate (10% MTDC) the use of your allocation plan must be approved by the City prior to you charging the grant program. The allocation should consist of your pooled costs or cost basis and the narrative for the methodology applied to determining the calculated rate or percentage. Direct expenses allocated usually include utilities, rent, agency liability insurance, and may include staff paid time allocated as well.

	City of Spokane Grantee Billing Form 2019-2024 HHOS Program		City Clerk #	OPR 2019-0649	
			Vendor ID #	035532	
			FMS Acct #	1540-95572-65410-54201-73903	
SUBMIT BILLING TO: City of Spokane Community, Housing, and Human Services Dept. 808 W. Spokane Falls Blvd, 6th Floor Spokane, WA 99201			Submit this form to claim payment for materials, merchandise, and/or services. Show complete detail for each item. <u>Vendor/Claimant Certificate:</u> I hereby certify under perjury that the items and totals listed herein are proper charges for materials, merchandise and/or services furnished, and that all goods furnished and/or services rendered have been provided without discrimination because of age, sex, marital status, race, creed, color, national origin, handicap, religion or Vietnam era or disabled veteran status. By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812). Services performed under this Agreement do not duplicate any services to be charged against any other grant, subgrant or other funding source.		
GRANTEE (Warrant is to be payable to:) Goodwill Industries of the Inland Northwest 130 E. 3rd Ave Spokane, WA 99202					
Grantee Certification					
Project/Program: Housing and Essential Needs (HEN) Award Number: 20-46108-30 Grant Term: 07/01/2019 - 03/31/2020 Indirect Cost: 10% MTDC Expense Period: Billing Date:					
			By:		
			(SIGN IN INK)		
			(TITLE)	(DATE)	
			(EMAIL ADDRESS)	(TELEPHONE NUMBER)	
		<u>A</u> Grant Budget	<u>B</u> Current Expense Request	<u>C</u> Total Previously Requested	<u>D</u> Grant Balance (A-B-C)
EXPENSE Categories:					
HEN SFY20					
Rent and Housing Costs		\$ 1,477,398.00	\$ -	\$ 1,265,018.67	\$ 212,379.33
Operations		\$ 583,693.00	\$ -	\$ 486,710.16	\$ 96,982.84
Administration		\$ 43,473.00	\$ -	\$ 38,791.00	\$ 4,682.00
HEN SFY21					
Rent and Housing Costs		\$ 1,231,835.00	\$ -	\$ -	\$ 1,231,835.00
Operations		\$ 804,299.00	\$ -	\$ -	\$ 804,299.00
Administration		\$ 68,430.00	\$ -	\$ -	\$ 68,430.00
GRAND TOTAL		\$ 4,209,128.00	\$ -	\$ 1,790,519.83	\$ 2,418,608.17
Contract Amount (auto populated)		\$ 4,209,128.00	% Expended:		42.54%
Total Expended to Date (auto populated)		\$ 1,790,519.83			
Contract Remaining Balance		\$ 2,418,608.17	% Remaining:		57.46%
<input type="checkbox"/> ← Check box if final request.			CHHS Approval:		

Payee Expense Report

Goodwill	
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20-46108-30

OPR 2019-0649

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Please complete the table for ALL (non-Staff) expenses for the reported period. Copies of receipts and invoices MUST be attached.

Payee/Vendor Name	Expense Category (Support Services, Operating Expenses, etc.)	Expenditure Type (Rent, Maintenance, Furnishings, Case Management etc.)	Direct Amount Billed to Grant	Indirect Amount Billed to Grant	Total
EXAMPLE: Avista	Operating Expenses	Utilities	\$ 90.91	\$ 9.09	\$ 100.00
			\$ -	\$ -	\$ -
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Total Current Expenses Requested this Period			\$ -	\$ -	\$ -

Staff Expense Report								
Organization:	Goodwill	Grant #:	20-46108-30	City Clerk #:	OPR 2019-0649			
Prepared By:		Title:		Date:				
Please complete the table for all STAFF expenses for the reported period. Signed timesheets MUST be attached.								
Name	Activity Funded	Total Hours Worked (100% of time on ALL activities)	Hours Worked on Listed Activity	Total Salary and Fringe paid to Employee	Direct Amount Billed to Grant	Indirect Amount Billed to Grant	Total Billed to this Grant	Match Contribution this Period
Example: Doe, John	Case Management	80.00	60.00	\$ 1,200.00	\$ 818.00	\$ 82.00	\$ 900.00	\$ -
				\$ -	\$ -	\$ -	\$ -	\$ -
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				\$ -	\$ -	\$ -	\$ -	\$ -
Total Staff Expenses Requested this Period					\$ -	\$ -	\$ -	\$ -

Housing Assistance Detail Report

[illegible]

Housing Assistance Adjustment Report										
Organization:	Goodwill			Grant #:	20-46108-30			City Clerk #	OPR 2019-0649	
Prepared By:				Title:				Date:		
Client ID	Unit Address and Number	Reason for Adjustment	Original Billing Period	Original Amount Charged to Grant	Revised Amount Charged to Grant	Difference (Due To)/From Grant	Original Amount Charged to Tenant	Revised Amount Charged to Tenant	Difference (Due To)/From Tenant	
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Total Billed to City						\$ -				



GOODIND-07

JWOLFEF

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/30/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Alliant Insurance Services, Inc. 818 W Riverside Ave Ste 800 Spokane, WA 99201		CONTACT NAME: Jenna Wolfer PHONE (A/C, No, Ext): (509) 624-3291 E-MAIL ADDRESS: jenna.wolfer@alliant.com FAX (A/C, No): (509) 456-0294	
INSURED Goodwill Industries of the Inland Northwest Works, Inc. 130 E Third Ave Spokane, WA 99202		INSURER(S) AFFORDING COVERAGE INSURER A: Philadelphia Insurance Company INSURER B: Philadelphia Indemnity Insurance Company INSURER C: INSURER D: INSURER E: INSURER F:	
		NAIC # 23850 18058	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:	X		PHPK2056666	11/1/2019	11/1/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 20,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			PHPK2056666	11/1/2019	11/1/2020	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			PHUB699156	11/1/2019	11/1/2020	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	PHPK2056666	11/1/2019	11/1/2020	PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Certificate holder is additional insured in regards to general liability where required by written contract, as respects to Homeless assistance program.

CERTIFICATE HOLDER

CANCELLATION

City of Spokane
808 W Spokane Falls Blvd
Spokane, WA 99201

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



GOODIND-07

JWOLFER

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/30/2019

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PRODUCER Alliant Insurance Services, Inc. 818 W Riverside Ave Ste 800 Spokane, WA 99201	CONTACT NAME: Jenna Wolfer		
	PHONE (A/C, No, Ext): (509) 624-3291	FAX (A/C, No): (509) 456-0294	
	E-MAIL ADDRESS: jenna.wolfer@alliant.com		
INSURED Goodwill Industries of the Inland Northwest Works, Inc. 130 E Third Ave Spokane, WA 99202	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A: Philadelphia Insurance Company		23850
	INSURER B: Philadelphia Indemnity Insurance Company		18058
	INSURER C:		
	INSURER D:		
	INSURER E:		
	INSURER F:		

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			PHPK2056666	11/1/2019	11/1/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 20,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			PHPK2056666	11/1/2019	11/1/2020	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			PHUB699156	11/1/2019	11/1/2020	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000
A	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	PHPK2056666	11/1/2019	11/1/2020	PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Professional Liab			PHPK2056666	11/1/2019	11/1/2020	Each Claim 1,000,000
A	Professional Liab			PHPK2056666	11/1/2019	11/1/2020	Aggregate 3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

Proof of Coverage

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Washington State Department of Revenue

[Services](#)[Business Lookup](#)[GOODWILL INDUSTRIES OF THE INLAND NORTHWEST](#)

License Information:

[New search](#) [Back to results](#)

Entity name: GOODWILL INDUSTRIES OF THE INLAND NORTHWEST

Business name: GOODWILL INDUSTRIES OF THE INLAND NORTHWEST

Entity type: [Nonprofit Corporation](#)

UBI #: 328-010-997

Business ID: 001

Location ID: 0005

Location: Active

Location address: 202 E 3RD AVE
SPOKANE WA 99202-1400

Mailing address: 130 E 3RD AVE
SPOKANE WA 99202-1410

Excise tax and reseller permit status: [Click here](#)

Secretary of State status: [Click here](#)

Endorsements

Endorsements held at this location	License #	Count	Details	Status	Expiration date	First issuance
Minor Work Permit				Active	Apr-30-2021	Oct-29-1991
Spokane Nonprofit Business	T11049705BUS			Active	Apr-30-2021	Oct-15-2012

Governing People *May include governing people not registered with Secretary of State*

[Filter](#)

Governing people	Title
ADDITIONAL NAMES ON FILE,	
BARRINGTON, BRIDGET	
BREKKE, CLARK	
CHURCH, MIKE	
CURRYER, ALAN	
FOX, COLLEEN	
HAYES, LAURA	
MCEACHRAN, BRUCE	
OIEN, LINDA	
ROLOFF, ALISSA	
SHANE, XIN	
TODD, HOMER	
WILKINSON, BRYCE	
WUERST, JESSIE	

[View Additional Locations](#)

Working together to fund Washington's future



Agenda Sheet for City Council Meeting of:

06/22/2020

Date Rec'd	6/11/2020
Clerk's File #	OPR 2020-0528
Renews #	
Cross Ref #	
Project #	
Bid #	
Requisition #	21752000

Submitting Dept	HOUSING & HUMAN SERVICES
Contact Name/Phone	PAUL TRAUTMAN 625-6329
Contact E-Mail	PTRAUTMAN@SPOKANECITY.ORG
Agenda Item Type	Contract Item
Agenda Item Name	1680 - PROCLAIM LIBERTY AFFORDABLE HOUSING LOAN AGREEMENT

Agenda Wording

Authorization to enter into template CHHS loan agreements with nonprofit Proclaim Liberty (Spokane) for affordable housing sitework and ECEAP facility construction at 1525-1527 E Hartson. \$1,000,000 closed federal grant funds (East Central)

Summary (Background)

Nonprofit Proclaim Liberty has secured Commerce funds for affordable housing sitework and ECEAP facility construction at property it owns at 1525-1527 E Hartson. The CHHS Board recommends lending \$1,000,000 of closed federal grant funds to complete the development budget. This loan will be repaid with interest in about 3 years. These repaid federal funds will create a new affordable housing revolving loan fund to assist future affordable housing projects. Construction starts spring 2020.

<u>Fiscal Impact</u>	Grant related? YES Public Works? NO	<u>Budget Account</u>
Expense \$ 500,000		# 1730-95581-51010-54201-99999
Expense \$ 500,000		# 1780-95584-51010-54201-99999
Select \$		#
Select \$		#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	SIGLER, TIMOTHY	<u>Study Session\Other</u> 6/1/2020
<u>Division Director</u>	CORTRIGHT, CARLY	<u>Council Sponsor</u>
<u>Finance</u>	WALLACE, TONYA	<u>Distribution List</u>
<u>Legal</u>	PICCOLO, MIKE	CHHSAccounting@spokanecity.org
<u>For the Mayor</u>	ORMSBY, MICHAEL	cbrown@spokanecity.org
<u>Additional Approvals</u>		kkeck@spokanecity.org
<u>Purchasing</u>		
<u>GRANTS & CONTRACT MGMT</u>	STOPHER, SALLY	

Briefing Paper

Public Safety and Community Health Committee

Division & Department:	Community, Housing, and Human Services (CHHS)
Subject:	Loan to Proclaim Liberty for ECEAP-centered affordable housing development
Date:	June 1, 2020
Author (email & phone):	Paul Trautman, Program Manager ptrautman@spokanecity.org 625-6329
City Council Sponsor:	
Executive Sponsor:	Tim Sigler
Committee(s) Impacted:	Public Safety and Community Health
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	2015 – 2020 Strategic Plan to End Homelessness 2015 – 2020 Consolidated Plan for Community Development
Strategic Initiative:	Safe and Affordable Housing Choice
Deadline:	7/31/2020
Outcome:	Create new affordable housing centered on a newly constructed ECEAP early childhood learning center
<p><u>Background/History:</u> In 2018, the CHHS Department used CDBG funds to help nonprofit Proclaim Liberty acquire vacant land adjacent to their existing Liberty Park Terrace apartments. Proclaim Liberty will construct a new and expanded ECEAP early childhood learning facility and additional affordable housing on the newly acquired land. For the past year, CHHS and Proclaim Liberty have been working together to identify available grants and loans to advance this project. To date, Proclaim Liberty has secured \$2,200,000 funding to perform full site preparation (grading, drainage, and underground utilities) and construct the ECEAP facility. This project needs an additional \$1,000,000 for full funding and Proclaim Liberty asked CHHS to provide these final funds as a short-term loan. In May 2020, the CHHS Board recommended that City Council approve this loan from the only currently available source – program income from closed out HUD Rental Rehab, UDAG, HOPE, and Spokane Urban Homesteading programs.</p>	
<p><u>Executive Summary:</u></p> <ul style="list-style-type: none"> • CHHS will assemble \$1,000,000 of program income from closed-out HUD programs. • CHHS will loan \$1,000,000 to nonprofit Proclaim Liberty to prepare the site for new affordable housing and a new ECEAP facility as well as help construct the new ECEAP facility. • Project construction will start later this spring. • Proclaim Liberty will repay this \$1,000,000 loan in approximately 3 years out of the affordable housing construction permanent financing. • CHHS will make repaid funds available as an affordable housing revolving loan fund. 	
<p><u>Budget Impact:</u></p> <p>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If new, specify funding source:</p> <p>Other budget impacts: Repaid principal and interest will establish a CHHS affordable housing revolving loan fund.</p>	
<p><u>Operations Impact:</u></p> <p>Consistent with current operations/policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Requires change in current operations/policy? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Specify changes required:</p> <p>Known challenges/barriers:</p>	



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route ALL requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date: 6/10/2020 **Type of expenditure:** Goods ☐ Services ☒

Department: Community, Housing, and Human Services

Approving Supervisor: Tim Sigler, Director

Amount of Proposed Expenditure: \$2,010,000

Funding Source: HUD Grants

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

These are planned expenditures to be paid with HUD grant funds currently available to the City. The FFC Homes XII, CF Sinto Commons, and Proclaim Liberty projects affordable housing projects are scheduled to start construction soon. Funding delay will risk projects' ability to proceed.

What are the impacts if expenses are deferred?

Deferred expense will delay planned construction start and projects may be unable to restart.

What alternative resources have been considered?

CHHS believes these expenses best remain with HUD HOME, Rental Rehabilitation, and HOPE grants. City general funds are not requested.

Description of the goods or service and any additional information?

The \$2,010,000 of HUD grant expenditures are programmed as follows:

\$230,000 HUD HOME Funds to FFC Homes XII affordable housing new construction

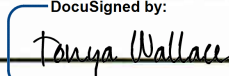
\$780,000 HUD HOME Funds to Community Frameworks Sinto Commons affordable housing new construction

\$1,000,000 HUD Rental Rehabilitation, UDAG, and HOPE closed grants to Proclaim Liberty FCFAR construction

Person Submitting Form/Contact: Paul Trautman, Program Manager

FINANCE SIGNATURE:

DocuSigned by:


CBC812B631244E9...

CITY ADMINISTRATOR SIGNATURE:



**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

OPR 2020-0529

Renews #**Submitting Dept**

HOUSING & HUMAN SERVICES

Cross Ref #**Contact Name/Phone**

PAUL TRAUTMAN 625-6329

Project #**Contact E-Mail**

PTRAUTMAN@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Contract Item

Requisition #

CR 21756

Agenda Item Name

1680 - SINTO COMMONS AFFORDABLE HOUSING FUNDING AGREEMENTS

Agenda Wording

Authorization to enter into template HOME funding agreements with nonprofit Community Frameworks (Spokane) to construct a 47-unit apartment building serving homeless and low-income renters at 441-509 W Sinto. \$780,000 HOME funds (Emerson/Garfield)

Summary (Background)

Nonprofit Community Frameworks has secured County HHAA, Commerce HTF, and Commission 9% tax credits to develop property it owns at 441-509 W Sinto as affordable rental housing. The CHHS Board recommends \$780,000 HOME funds to complete this project's development budget. This Sinto Commons project will construct 47 units serving renters at 30%, 40%, and 60% AMI. Twenty-three of these units will serve homeless families with rent assistance and onsite services. Construction starts fall of 2020.

Fiscal Impact

Grant related? YES

Budget Account

Public Works? NO

Expense \$ 214,100.22

1710-95579-99999-54201-79325

Expense \$ 565,899.78

1715-95579-51010-54201-79325

Select \$

#

Select \$

#

Approvals**Council Notifications****Dept Head**

SIGLER, TIMOTHY

Study Session\Other

6/1/2020

Division Director

CORTRIGHT, CARLY

Council Sponsor**Finance**

WALLACE, TONYA

Distribution List**Legal**

ODLE, MARI

CHHSAccounting@spokanecity.org

For the Mayor

ORMSBY, MICHAEL

cbrown@spokanecity.org

Additional Approvals

ptrautman@spokanecity.org

Purchasing

WAHL, CONNIE

kkeck@spokanecity.org

**GRANTS &
CONTRACT MGMT**

BROWN, SKYLER

Briefing Paper

Public Safety and Community Health Committee

Division & Department:	Community, Housing, and Human Services (CHHS)
Subject:	HOME affordable housing contracts for Homes XII & Sinto Commons
Date:	June 1, 2020
Author (email & phone):	Paul Trautman, Program Manager ptrautman@spokanecity.org 625-6329
City Council Sponsor:	
Executive Sponsor:	Tim Sigler
Committee(s) Impacted:	Public Safety and Community Health
Type of Agenda item:	X Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	2015 – 2020 Strategic Plan to End Homelessness 2015 – 2020 Consolidated Plan for Community Development
Strategic Initiative:	Safe and Affordable Housing Choice
Deadline:	7/31/2020
Outcome:	Two projects will construct a total of 49 affordable housing units including 2 units for disabled and 23 units for homeless families.

Background/History:

The Fall 2019 CHHS HOME Multifamily RFP received two applications: Foundation for the Challenged (FFC) Homes XII and Community Frameworks Sinto Commons. The CHHS Board has recommended full funding for both applications. CHHS plans to request formal City Council contract approval later this spring.

Executive Summary:

FC Homes XII

Project: construct 2 handicap accessible homes for disabled renters below 30% AMI.

Location: 2214 & 2216 E Cataldo

Anticipated Construction Start: July 2020

Budget:

<u>Funding Sources</u>		<u>Funding Uses</u>	
FFC	\$ 20,000	Soft Costs	\$ 19,388
Fed. Home Loan Bank	\$200,000	Reserves	\$ 50,000
City HOME	\$230,000	Acquisition	\$100,400
Commerce	<u>\$380,276</u>	Professional Fees	\$128,000
	\$830,276	Construction	<u>\$532,488</u>
			\$830,276

Community Frameworks Sinto Commons

Project: construct a 47-unit apartment building designed for families. Units will be leased to renters below 30%, 40%, and 60% AMI including 23 units serving homeless families with rent assistance and onsite services.

Location: 441-509 W Sinto

Anticipated Construction Start: October 2020

Budget:

<u>Funding Sources</u>		<u>Funding Uses</u>	
County HHAA	\$ 350,000	Reserves	\$ 233,627
City HOME	\$ 780,000	Acquisition	\$ 411,350
Commerce	\$3,000,000	Soft Costs	\$ 536,107
9% Tax Credits	<u>\$8,622,791</u>	Professional Fees	\$ 1,478,456
	\$12,752,791	Construction	<u>\$10,093,251</u>
			\$12,752,791

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☐ Yes ☒ No

If new, specify funding source:

Other budget impacts:

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No

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

Specify changes required:

Known challenges/barriers:



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route ALL requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date: 6/10/2020 **Type of expenditure:** Goods ☐ Services ☒

Department: Community, Housing, and Human Services

Approving Supervisor: Tim Sigler, Director

Amount of Proposed Expenditure: \$2,010,000

Funding Source: HUD Grants

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

These are planned expenditures to be paid with HUD grant funds currently available to the City. The FFC Homes XII, CF Sinto Commons, and Proclaim Liberty projects affordable housing projects are scheduled to start construction soon. Funding delay will risk projects' ability to proceed.

What are the impacts if expenses are deferred?

Deferred expense will delay planned construction start and projects may be unable to restart.

What alternative resources have been considered?

CHHS believes these expenses best remain with HUD HOME, Rental Rehabilitation, and HOPE grants. City general funds are not requested.

Description of the goods or service and any additional information?

The \$2,010,000 of HUD grant expenditures are programmed as follows:

\$230,000 HUD HOME Funds to FFC Homes XII affordable housing new construction

\$780,000 HUD HOME Funds to Community Frameworks Sinto Commons affordable housing new construction

\$1,000,000 HUD Rental Rehabilitation, UDAG, and HOPE closed grants to Proclaim Liberty FCFAR construction

Person Submitting Form/Contact: Paul Trautman, Program Manager

FINANCE SIGNATURE:

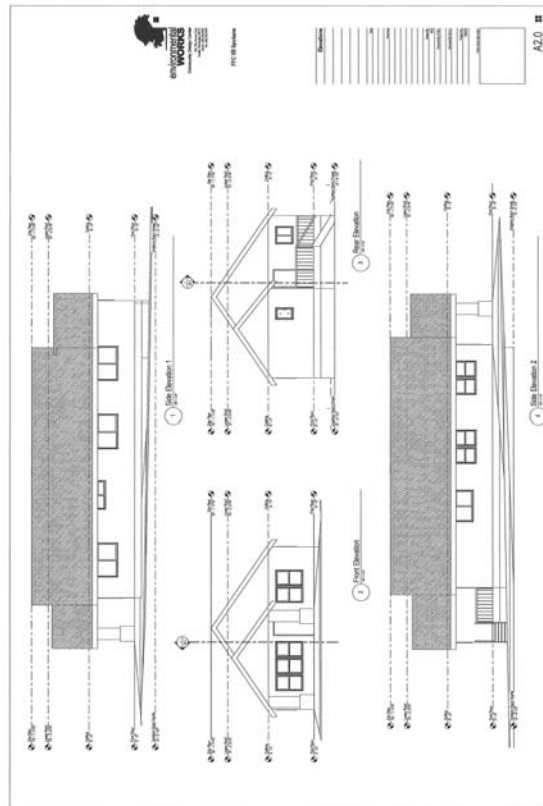
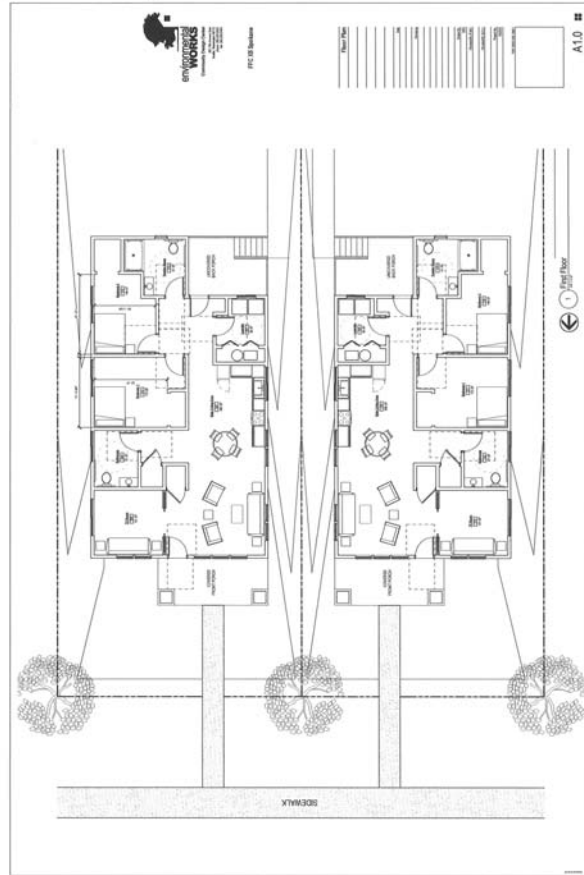
DocuSigned by:


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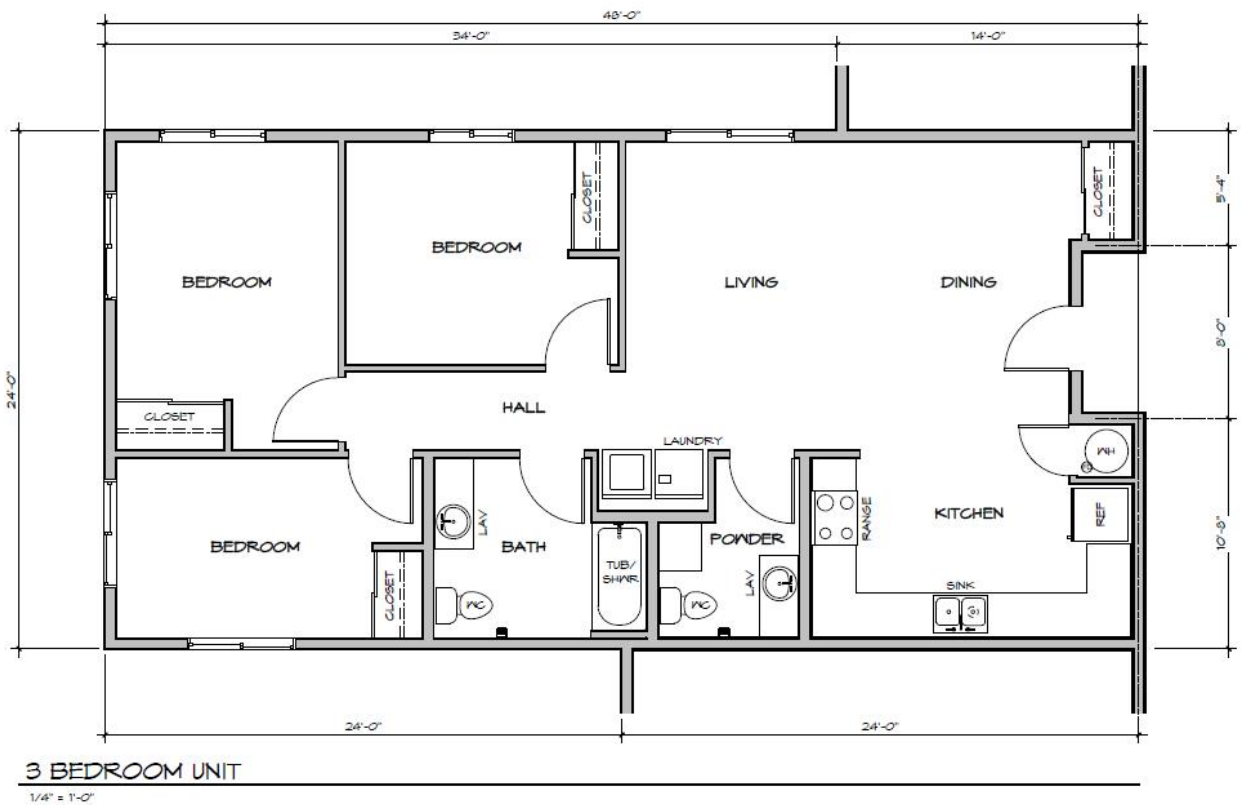
CITY ADMINISTRATOR SIGNATURE:



FFC Homes XII



Sinto Commons



**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/11/2020

Clerk's File #

OPR 2020-0530

Renews #**Submitting Dept**

HOUSING & HUMAN SERVICES

Cross Ref #**Contact Name/Phone**

PAUL TRAUTMAN 625-6329

Project #**Contact E-Mail**

PTRAUTMAN@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Contract Item

Requisition #

CR 21754

Agenda Item Name

1680 - FFC AFFORDABLE HOUSING FUNDING AGREEMENT

Agenda Wording

Authorization to enter into template HOME funding agreements with nonprofit FFC (Dublin, Ohio) to construct 2 two-bedroom houses serving extremely-low-income and disabled renters at 2214 & 2216 E Cataldo. \$230,000 HOME funds (Chief Garry)

Summary (Background)

Nonprofit Foundation for the Challenged (FFC) has secured Commerce HTF and Federal Home Loan Bank funds to develop lots it owns at 2214 & 2216 E Cataldo as affordable rental housing. The CHHS Board recommends \$230,000 HOME funds to complete this project's development budget. This project will construct 2 two-bedroom single-family homes that are fully handicap accessible. This project will serve 4 renters who are disabled and extremely-low-income. Construction start is scheduled for July 2020.

Fiscal Impact

Grant related? YES

Budget Account

Public Works? NO

Expense \$ 230,000

1710-95579-99999-54201-79325

Select \$

#

Select \$

#

Select \$

#

Approvals**Council Notifications****Dept Head**

SIGLER, TIMOTHY

Study Session\Other

6/1/2020

Division Director

CORTRIGHT, CARLY

Council Sponsor**Finance**

WALLACE, TONYA

Distribution List**Legal**

PICCOLO, MIKE

CHHSAccounting@spokanecity.org

For the Mayor

ORMSBY, MICHAEL

cbrown@spokanecity.org

Additional Approvals

kkeck@spokanecity.org

Purchasing

WAHL, CONNIE

**GRANTS &
CONTRACT MGMT**

BROWN, SKYLER

Briefing Paper

Public Safety and Community Health Committee

Division & Department:	Community, Housing, and Human Services (CHHS)
Subject:	HOME affordable housing contracts for Homes XII & Sinto Commons
Date:	June 1, 2020
Author (email & phone):	Paul Trautman, Program Manager ptrautman@spokanecity.org 625-6329
City Council Sponsor:	
Executive Sponsor:	Tim Sigler
Committee(s) Impacted:	Public Safety and Community Health
Type of Agenda item:	X Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment:	2015 – 2020 Strategic Plan to End Homelessness 2015 – 2020 Consolidated Plan for Community Development
Strategic Initiative:	Safe and Affordable Housing Choice
Deadline:	7/31/2020
Outcome:	Two projects will construct a total of 49 affordable housing units including 2 units for disabled and 23 units for homeless families.

Background/History:

The Fall 2019 CHHS HOME Multifamily RFP received two applications: Foundation for the Challenged (FFC) Homes XII and Community Frameworks Sinto Commons. The CHHS Board has recommended full funding for both applications. CHHS plans to request formal City Council contract approval later this spring.

Executive Summary:

FC Homes XII

Project: construct 2 handicap accessible homes for disabled renters below 30% AMI.

Location: 2214 & 2216 E Cataldo

Anticipated Construction Start: July 2020

Budget:

<u>Funding Sources</u>		<u>Funding Uses</u>	
FFC	\$ 20,000	Soft Costs	\$ 19,388
Fed. Home Loan Bank	\$200,000	Reserves	\$ 50,000
City HOME	\$230,000	Acquisition	\$100,400
Commerce	<u>\$380,276</u>	Professional Fees	\$128,000
	\$830,276	Construction	<u>\$532,488</u>
			\$830,276

Community Frameworks Sinto Commons

Project: construct a 47-unit apartment building designed for families. Units will be leased to renters below 30%, 40%, and 60% AMI including 23 units serving homeless families with rent assistance and onsite services.

Location: 441-509 W Sinto

Anticipated Construction Start: October 2020

Budget:

<u>Funding Sources</u>		<u>Funding Uses</u>	
County HHAA	\$ 350,000	Reserves	\$ 233,627
City HOME	\$ 780,000	Acquisition	\$ 411,350
Commerce	\$3,000,000	Soft Costs	\$ 536,107
9% Tax Credits	<u>\$8,622,791</u>	Professional Fees	\$ 1,478,456
	\$12,752,791	Construction	<u>\$10,093,251</u>
			\$12,752,791

Budget Impact:

Approved in current year budget? ☒ Yes ☐ No

Annual/Reoccurring expenditure? ☐ Yes ☒ No

If new, specify funding source:

Other budget impacts:

Operations Impact:

Consistent with current operations/policy? ☒ Yes ☐ No

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

Specify changes required:

Known challenges/barriers:



Expenditure Control Form

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2. Route ALL requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date: 6/10/2020 **Type of expenditure:** Goods ☐ Services ☒

Department: Community, Housing, and Human Services

Approving Supervisor: Tim Sigler, Director

Amount of Proposed Expenditure: \$2,010,000

Funding Source: HUD Grants

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

These are planned expenditures to be paid with HUD grant funds currently available to the City. The FFC Homes XII, CF Sinto Commons, and Proclaim Liberty projects affordable housing projects are scheduled to start construction soon. Funding delay will risk projects' ability to proceed.

What are the impacts if expenses are deferred?

Deferred expense will delay planned construction start and projects may be unable to restart.

What alternative resources have been considered?

CHHS believes these expenses best remain with HUD HOME, Rental Rehabilitation, and HOPE grants. City general funds are not requested.

Description of the goods or service and any additional information?

The \$2,010,000 of HUD grant expenditures are programmed as follows:

\$230,000 HUD HOME Funds to FFC Homes XII affordable housing new construction

\$780,000 HUD HOME Funds to Community Frameworks Sinto Commons affordable housing new construction

\$1,000,000 HUD Rental Rehabilitation, UDAG, and HOPE closed grants to Proclaim Liberty FCFAR construction

Person Submitting Form/Contact: Paul Trautman, Program Manager

FINANCE SIGNATURE:

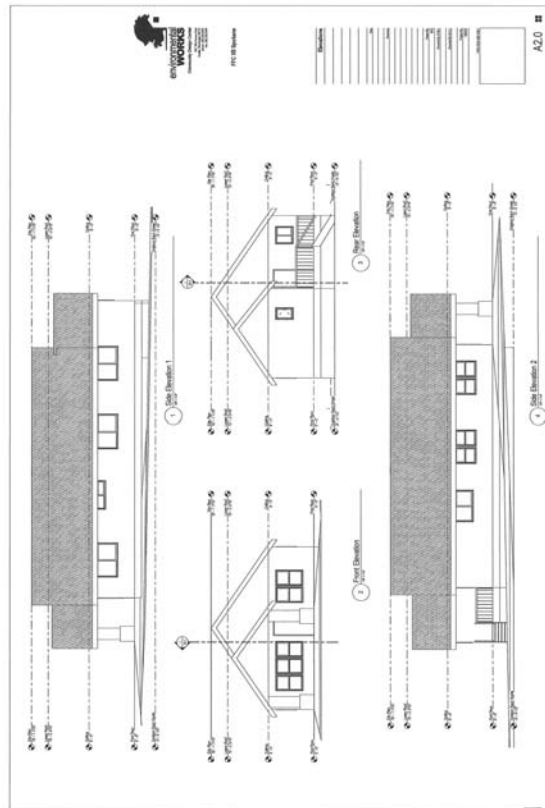
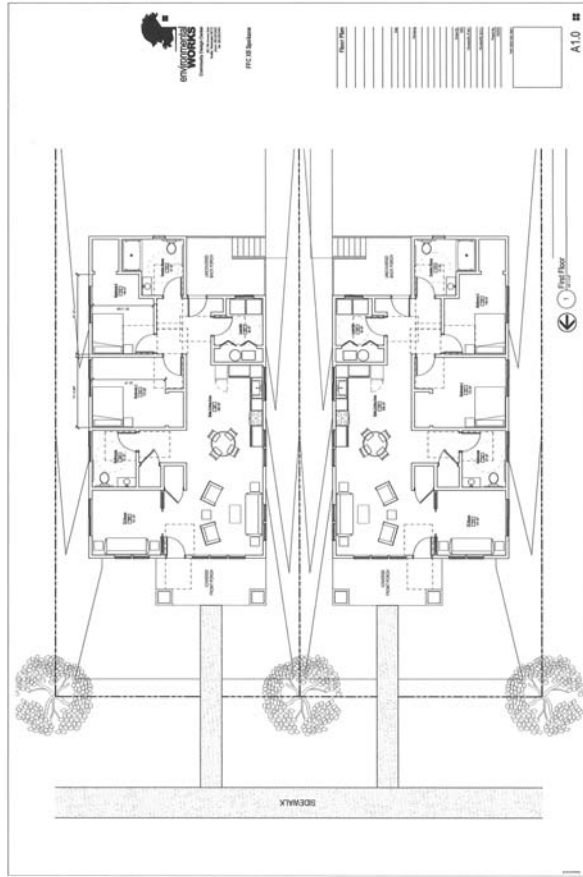
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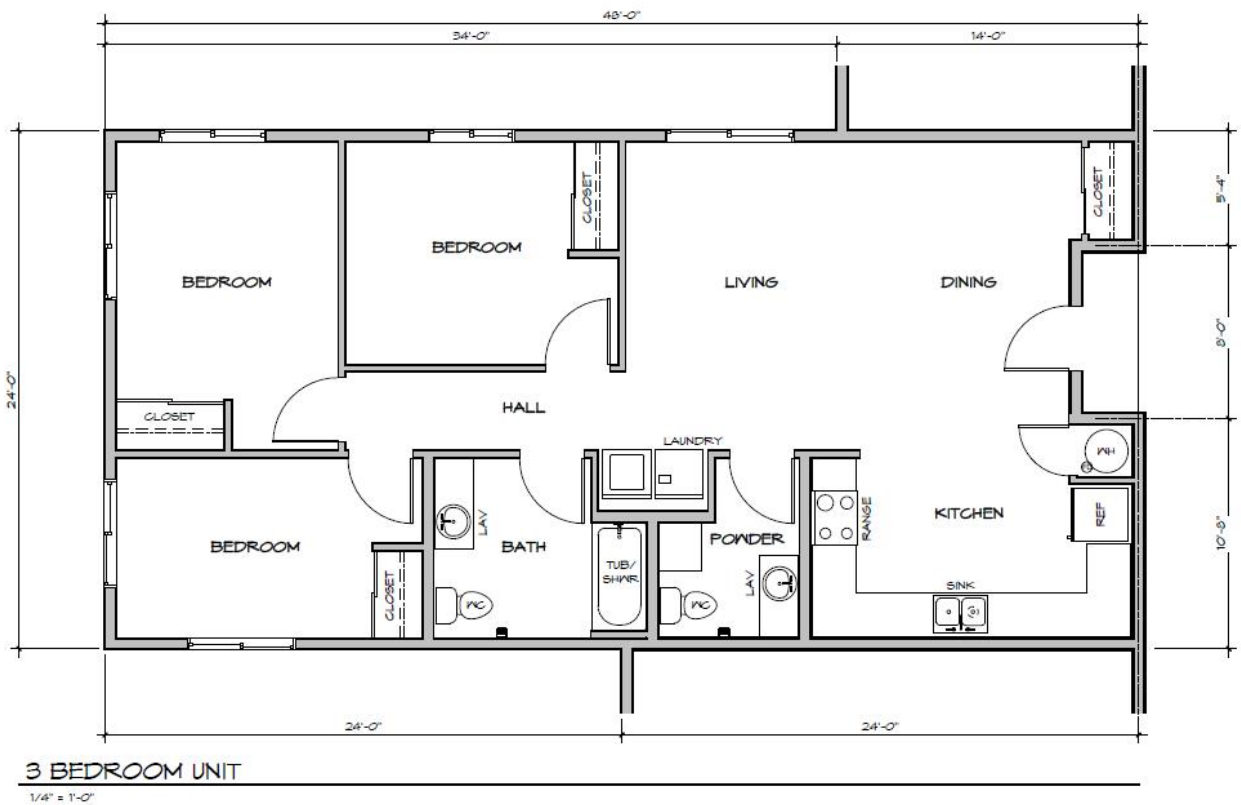
CITY ADMINISTRATOR SIGNATURE:



FFC Homes XII



Sinto Commons



**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

CPR 1981-0040

Renews #**Submitting Dept**

MAYOR

Cross Ref #**Contact Name/Phone**

BRANDY COTE 625-6774

Project #**Contact E-Mail**

BCOTE@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Boards and Commissions

Requisition #**Agenda Item Name**

0520 APPOINTMENT TO THE SPOKANE REGIONAL CLEAN AIR AGENCY BOARD

Agenda Wording

Appointment of Jim Simon to the Spokane Regional Clean Air Agency Board, to fill the remainder of an unexpired term to 12/31/21.

Summary (Background)

Appointment of Jim Simon to the Spokane Regional Clean Air Agency Board, to fill the remainder of an unexpired term to 12/31/21.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Select

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Council Notifications****Dept Head**

COTE, BRANDY

Study Session\Other**Division Director****Council Sponsor****Finance****Distribution List****Legal**

bcote@spokanecity.org

For the Mayor

ORMSBY, MICHAEL

kbecker@spokanecity.org

Additional Approvals

joliver@spokanecleanair.org

Purchasing



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:



Agenda Sheet for City Council Meeting of:
06/22/2020

<u>Date Rec'd</u>	6/10/2020
<u>Clerk's File #</u>	ORD C35913
<u>Renews #</u>	
<u>Cross Ref #</u>	
<u>Project #</u>	
<u>Bid #</u>	
<u>Requisition #</u>	

<u>Submitting Dept</u>	RETIREMENT
<u>Contact Name/Phone</u>	PHILLIP TENCICK 6336
<u>Contact E-Mail</u>	PTENCICK@SPOKANECITY.ORG
<u>Agenda Item Type</u>	Special Budget Ordinance
<u>Agenda Item Name</u>	6100 SBO FOR THE NEW DC VOYA BUDGET

Agenda Wording

An ordinance amending Ordinance No. C-35857, passed by the City Council December 16, 2019, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2020"

Summary (Background)

Special Budget Ordinance to create an additional budget department for the Deferred Compensation with VOYA as the record-keeper. The monies are collected by the record-keeper from fees from the participants of the plan. The monies are used to pay for the Independent Investment Consultant, who monitors the Plan.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Revenue	\$ 36,000	# 1985-31500-99999-34197
Expense	\$ 36,000	# 1985-31500-17210-54202
Select	\$	#
Select	\$	#
<u>Approvals</u>	<u>Council Notifications</u>	
<u>Dept Head</u>	TENCICK, PHILLIP	<u>Study Session\Other</u> 6/15/2020
<u>Division Director</u>		<u>Council Sponsor</u> Michael Cathcart
<u>Finance</u>	WALLACE, TONYA	<u>Distribution List</u>
<u>Legal</u>	PICCOLO, MIKE	cshisler@spokanecity.org
<u>For the Mayor</u>	ORMSBY, MICHAEL	
<u>Additional Approvals</u>		
<u>Purchasing</u>		
<u>BUDGET</u>	INGIOSI, PAUL	

ORDINANCE NO C35913

An ordinance amending Ordinance No. C-35857, passed by the City Council December 16, 2019, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2020, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2020, declaring a public emergency, and providing it shall take effect immediately upon passage under Section 16(D) of the City Charter as necessary for the immediate support of the public health, safety, and welfare of the citizens of Spokane", and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2020 budget Ordinance No. C-35857, as above entitled, and which passed the City Council December 16, 2019, it is necessary to make changes in the appropriations of the VOYA Defined Contribution Administrative Fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

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

The City of Spokane does ordain:

Section 1. That in the budget of the VOYA Defined Contribution Administrative Fund, the following changes be made:

FROM:	1985-31500	VOYA Defined Contr Admin Fund	
	99999-34197	Employment Benefit Admin Fees	<u>\$ 36,000</u>
TO:	1985-31500	VOYA Deferred Contr Admin Fund	
	17210-54202	Advisory Technical Service	<u>\$ 36,000</u>

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to create an additional budget department, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council _____

Council President

Attest: _____
City Clerk

Approved as to form: _____
Assistant City Attorney

Mayor

Date

Effective Date



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

ORD C35915

Renews #**Submitting Dept**

HUMAN RESOURCES

Contact Name/Phone

MEGHANN X6903

Contact E-Mail

MSTEINOLFSON@SPOKANECITY.ORG

Agenda Item Type

Special Budget Ordinance

Agenda Item Name

0620 - HUMAN RESOURCES RANGE CHANGE FOR SIGNAL MAINTENANCE

Cross Ref #**Project #****Bid #****Requisition #****Agenda Wording**

Salary Range Change for Signal Maintenance Techs.

Summary (Background)

A salary review was done by Human Resources and it was determined that the salary range should go from range 37 of the A05 pay plan to range 39 of the A05 pay plan.

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Expense \$ 25,509.00

1100-21900-42500-05660-99999

Select \$

#

Select \$

#

Select \$

#

Approvals**Dept Head**

STEINOLFSON,

Division Director

STEINOLFSON,

Finance

BUSTOS, KIM

Legal

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Council Notifications**Study Session\Other**

Finance Committee

Council Sponsor

Candace Mumm

Distribution List**Additional Approvals****Purchasing****BUDGET**

INGIOSI, PAUL

Briefing Paper

Finance & Administration Committee

Division & Department:	Human Resources
Subject:	Range Changes for Signal Maintenance Technicians
Date:	May 18, 2020
Contact (email & phone):	Meghann Steinolfson msteinolfson@spokanecity.org, 625-6903
City Council Sponsor:	CM Mumm
Executive Sponsor:	Wes Crago
Committee(s) Impacted:	Finance & Administration Committee
Type of Agenda item:	<input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion <input type="checkbox"/> Strategic Initiative
Alignment: (link agenda item to guiding document – i.e., Master Plan, Budget, Comp Plan, Policy, Charter, Strategic Plan)	Budget
Strategic Initiative:	
Deadline:	
Outcome: (deliverables, delivery duties, milestones to meet)	Approval of Range Change for Signal Maintenance Technicians
Narrative: <i>All range changes with current incumbents need to be approved by City Council.</i>	
Executive Summary: <ul style="list-style-type: none"> SPN 272 Signal Maintenance Technician going from Range 37 to Range 39 <p>City Policy ADMIN 0620-08-039 Wage and Position Changes, Section 6.4 Range Change provides for Local 270 Range Changes to be administered step to step with no change to the incumbents step increase date.</p> <p>An internal analysis for the classification was conducted in May 2020, which resulted in the range change adjustment.</p> <p>Incumbents and Step Placement:</p> <ol style="list-style-type: none"> Incumbent #1, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #2, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #3, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #4, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #5, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #6, Current Range 37, Step 6, \$71,752.03, Proposed Range 39, Step 6, \$76,362.34 Incumbent #7, Current Range 37, Step 5, \$66,010.03, Proposed Range 39, Step 5, \$70,267.46 Incumbent #8, Current Range 37, Step 5, \$66,010.03, Proposed Range 39, Step 5, \$70,267.46 	
Budget Impact: Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Annual/Reoccurring expenditure? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A If new, specify funding source: Other budget impacts: (revenue generating, match requirements, etc.)	
Operations Impact: Consistent with current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Requires change in current operations/policy? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Specify changes required:
Known challenges/barriers:

ORDINANCE NO C35915

An ordinance amending Ordinance No. C-35857, passed by the City Council December 16, 2019, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2020, making appropriations to the various funds of the City of Spokane government for the fiscal year ending December 31, 2020, and providing it shall take effect immediately upon passage", and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2020 budget Ordinance No. C-35857, as above entitled, and which passed the City Council December 16, 2019, it is necessary to make changes in the appropriations of the Street Fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

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

The City of Spokane does ordain:

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

FROM:	1100-21900	Street Fund	
	42500-05660	Bridge Maintainer II (Sal Sav)	<u>\$ 25,509</u>
TO:	1100-21300	Street Fund – Signals & Lighting	
	42640-02720	Signal Maintenance Tech	<u>\$ 21,728</u>
	42640-52110	Social Security	<u>\$ 1,662</u>
	42640-52210	Retirement	<u>\$ 2,119</u>

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to implement classification and pay adjustments in accordance with approved union agreements and city policies, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council _____

Council President

Attest: _____
City Clerk

Approved as to form: _____
Assistant City Attorney

Mayor

Date

Effective Date



Expenditure Control Form

1. All requests being made must be accompanied by this form.
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3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

RES 2020-0040

Renews #**Submitting Dept**

RETIREMENT

Contact Name/Phone

PHILLIP 6336

Contact E-Mail

PTENCICK@SPOKANECITY.ORG

Agenda Item Type

Resolutions

Agenda Item Name

6100 RETIREMENT CONTRIBUTION CHANGE

Cross Ref #**Project #****Bid #****Requisition #****Agenda Wording**

Approve a resolution to adopt the change in the Spokane Employees' Retirement System (SERS) contributions from 9.75% to 10.00%, in accordance with the Spokane Municipal Code 4.14.070

Summary (Background)

The SERS Board met on May 6, 2020 and voted to approve the change in SERS contribution rates from 9.75% of eligible compensation for both the employee and the City of Spokane (19.50%) to 10.00% of eligible compensation for both the employee and the City of Spokane (20.00%) as negotiated with bargaining units, effective December 27, 2020, with the first contributions paid from the payday on January 15, 2021. This change will be included in the 2021 budget.

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Select

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Dept Head**

TENCICK, PHILLIP

Division Director**Finance**

WALLACE, TONYA

Legal

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Council Notifications**Study Session\Other**

5/18/2020

Council Sponsor

Michael Cathcart

Distribution List

cshisler@spokanecity.org

rorr@spokanecity.org

dleonardchaffin@spokanecity.org

shuff@spokanepfd.org

aperez@spokanepfd.org

Jenni.Folden@srec911.org

Tim.Henry@srec911.org

RESOLUTION NO. 2020-0040

A Resolution approving the Spokane Employees' Retirement System (SERS) Board's change in the employee and employer contribution rates in accordance with Spokane Municipal Code 4.14.070

WHEREAS, SERS contribution rates are negotiated items that are agreed upon by the City of Spokane and the various bargaining units representing employee members, and

WHEREAS, SERS contribution rates are to be reviewed and adjusted annually to meet the Actuarially Determined Contribution Rate, and

WHEREAS, the Actuarially Determined Contribution (ADC) Rate was determined to be of 19.92%, as calculated by the Plan's actuary as of December 31, 2019, which will continue to improve the Plan's fiduciary position, and

WHEREAS, contributions will be increased from 9.75% of eligible compensation for both the employee and City of Spokane (19.50% total) to 10.00% of eligible compensation for both the employee and City of Spokane (20.00% total), and

WHEREAS, the SERS Board has a fiduciary duty to assure the health of the Fund, and

WHEREAS, the SERS Board met on May 6, 2020 and voted to approve the increased contribution rates, and

WHEREAS, the increased contributions will increase the City of Spokane's personnel costs by approximately \$275,000 per year, with an equivalent increase in pre-tax income for employees, and

WHEREAS, the increased contributions are included in the budgets submitted by the City of Spokane and SERS, and

WHEREAS, the increased contribution rates will take effect with the pay period beginning December 27, 2020, with the first contributions paid from the payday on January 15, 2021, and

WHEREAS, SMC 4.14.070 allows the Board to change the contribution rates with the approval of the City Council.

NOW, THEREFORE, BE IT RESOLVED that the Spokane City Council approves the increase of the contribution rate from 9.75% to 10.00% of eligible compensation for both SERS participants and the City of Spokane.

Passed by the City Council this _____ day of _____, 2020.

City Clerk

Approved as to form:

Assistant City Attorney



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:



Agenda Sheet for City Council Meeting of:
06/22/2020

<u>Date Rec'd</u>	6/10/2020
<u>Clerk's File #</u>	RES 2020-0041
<u>Renews #</u>	
<u>Cross Ref #</u>	
<u>Project #</u>	
<u>Bid #</u>	
<u>Requisition #</u>	

<u>Submitting Dept</u>	CITY COUNCIL
<u>Contact Name/Phone</u>	BREEAN BEGGS 625-6714
<u>Contact E-Mail</u>	BBEGGS@SPOKANECITY.ORG
<u>Agenda Item Type</u>	Resolutions
<u>Agenda Item Name</u>	0320 - ESTABLISHING POLICY AND PROCESS FOR CITY CARES ACT FUNDING

Agenda Wording

A resolution establishing City policy and process for determining how the City should use its allocation of CARES Act dollars received from the State of Washington.

Summary (Background)

The City of Spokane has been allocated \$6.6 million from the state to fund necessary responses to the COVID-19 pandemic. This resolution requests that a collaborative, community-informed process be administered to prioritize the spending of these funds and calls for consideration of specific areas of need, as a baseline, to be considered as part of a funding plan.

<u>Fiscal Impact</u>	Grant related? NO	<u>Budget Account</u>
	Public Works? NO	
Select \$		#
Select \$		#
Select \$		#
Select \$		#
<u>Approvals</u>		<u>Council Notifications</u>
<u>Dept Head</u>	ALLERS, HANNAHLEE	<u>Study Session\Other</u> UD 6/8/2020
<u>Division Director</u>		<u>Council Sponsor</u> CP Beggs
<u>Finance</u>	BUSTOS, KIM	<u>Distribution List</u>
<u>Legal</u>	PICCOLO, MIKE	
<u>For the Mayor</u>	ORMSBY, MICHAEL	
<u>Additional Approvals</u>		
<u>Purchasing</u>		

RESOLUTION NO. 2020-0041

A resolution establishing City policy and process for determining how the City should use its allocation of CARES Act dollars received from the State of Washington.

WHEREAS, Congress recently enacted the CARES Act, under which the state of Washington has allocated \$6.6 million to the City of Spokane to fund necessary responses to the COVID-19 pandemic; and

WHEREAS, because we may not see another such allocation of federal funds, the City Council and the Administration need to work together, collaboratively, to make the best use of these funds and address the most urgent areas of need by building a funding plan that best helps all of us respond to and recover from this public health and economic disaster; and

WHEREAS, too many people in Spokane were living at or near the poverty line even before the onset of the COVID-19 pandemic, and our safety net providers are perpetually stretched to the breaking point; and

WHEREAS, to help prepare and position Spokane for the best possible recovery, we need a city funding plan that responds to the immediate needs, includes voices of other municipalities nearby, nonprofits, private sector actors, and neighborhood organizations.

NOW THEREFORE, BE IT RESOLVED that the City Council requests that the administration include the City Council in a collaborative and community-informed process for prioritizing the use of CARES Act funds received from the state of Washington, which must include nonprofits, the private sector, and neighborhood organizations.

BE IT ALSO RESOLVED that any City of Spokane CARES Act funding plan must address, in amounts determined by the collaborative process requested by this resolution, the following areas of need, as a baseline:

- Food security and resiliency;
- Childcare re-opening and assistance;
- Rental assistance;
- Support for nonprofit service providers; and
- Support for small, locally-owned, neighborhood businesses.

AND BE IT FINALLY RESOLVED that the City of Spokane invites input from nonprofits, the private sector, and neighborhood organizations concerning the areas of need they deem essential to helping Spokane recover quickly from the economic crisis caused by the COVID-19 pandemic.

PASSED by the City Council this ____ day of _____, 2020.

City Clerk

Approved as to form:

Assistant City Attorney

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/11/2020

Clerk's File #

RES 2020-0042

Renews #**Cross Ref #**

RES 2020-0043

Submitting Dept

CITY COUNCIL

Contact Name/Phone

BREEAN BEGGS 625-6714

Project #**Contact E-Mail**

BBEGGS@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Resolutions

Requisition #**Agenda Item Name**

0320 - ADDING PROJECTS TO THE SIX YEAR COMPREHENSIVE STREET PROGRAM

Agenda Wording

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.

Summary (Background)

Resolution adds items in the attached addendum to the Six-Year Comprehensive Street Program for 2021-2026 based on outreach to Council Members and their constituents. The addendum includes specific projects for each district as well as City-wide projects, including funding to pave currently unpaved streets.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Select \$

#

Select \$

#

Select \$

#

Select \$

#

Approvals**Council Notifications****Dept Head**

ALLERS, HANNAHLEE

Study Session\Other

5/14/20 Study Session

Division Director**Council Sponsor**

CP Beggs

Finance

BUSTOS, KIM

Distribution List**Legal**

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Additional Approvals**Purchasing**

RESOLUTION NO. 2020-0043

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.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

ADDENDUM TO RESOLUTION NO. 2020-0043.

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

**Agenda Sheet for City Council Meeting of:**

05/11/2020

Date Rec'd

5/6/2020

Clerk's File #

ORD C35908

Renews #**Submitting Dept**

CITY COUNCIL

Cross Ref #**Contact Name/Phone**

BREEAN BEGGS 625-6254

Project #**Contact E-Mail**

BBEGGS@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Final Reading Ordinance

Requisition #**Agenda Item Name**

0320 - ORDINANCE ESTABLISHING OFFICIAL CITY POLICY FOR HOMELESS

Agenda Wording

An ordinance establishing official City policy relating to homelessness response efforts; enacting a new section 18.05.030 to the Spokane Municipal Code.

Summary (Background)

This ordinance provides that in forming the City's response to homelessness, the City will form policy and operational steps in a manner that is regional in scope, includes all government, nonprofit, and for-profit regional stakeholders, includes early, continuous, active and direct involvement of the City Council, provides low- or no-barrier shelter to implement Housing First, creates no service gaps, and providing for no exceptions regardless of funding source.

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Neutral

\$

#

Select

\$

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Select

\$

#

Select

\$

#

Approvals**Council Notifications****Dept Head**

MCCLATCHEY, BRIAN

Study Session\Other

Urban Development

Division Director**Council Sponsor**

Council President Beggs

Finance

BUSTOS, KIM

Distribution List**Legal**

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Additional Approvals**Purchasing**

ORDINANCE NO. C35908

An ordinance establishing official City policy relating to homelessness response efforts; enacting a new section 18.05.030 to the Spokane Municipal Code.

WHEREAS, too many of our neighbors in Spokane are experiencing or have experienced homelessness; and

WHEREAS, too often, and for a variety of reasons, the City's policy responses are either insufficient or carried out with little collaboration with the City Council and other regional governmental and nonprofit partners; and

WHEREAS, historically, the City has precipitously reduced shelter bed and warming center capacity below the demonstrated need, which displaced hundreds of people into the community to sleep on sidewalks, in doorways, in parks and along the Spokane River, none of which are equipped for such use; and

WHEREAS, the City Council regularly adopts resolutions establishing guidelines and criteria for the procurement of warming centers or emergency shelters during inclement weather which state the official policy of the City, yet there is still a need for a binding statement of official City policy to guide the City's responses to the ongoing issue of homelessness in our community; and

WHEREAS, the City Council finds that it is necessary to establish clear and specific baseline policy statements to guide the City administration and to notify the public as to how the City will determine what steps it will take in the future in forming responses to the ongoing issue of homelessness so that we can more effectively provide for the most vulnerable members of our community without gaps in service.

NOW THEREFORE, the City of Spokane does ordain:

Section 1. That there is enacted a new section 18.05.030 of the Spokane Municipal Code to read as follows:

Section 18.05.030 Homelessness Response Policy

A. Findings and Purpose

1. The City finds that each resident of Spokane is entitled to a basic level of dignity and respect, regardless of whether they are housed or unhoused.
2. The City also finds that historically, City policy regarding the response to homelessness in our community has not been formed in a way that is fully transparent, collaborative, regional, or inclusive, and that process often results in decisions being made that harm our communities, rather than help.

3. The purpose of this section is to set a baseline for our City's response to homelessness in our community, so that we form the right policy, with the right people at the table, and can most effectively provide, and coordinate the provision of, services to the most vulnerable members of our community.
- B. It is the official policy of the City of Spokane that its responses to homelessness will be undertaken in accordance with the following principles, without exception.
1. In all responses, a region-wide approach is the starting point and all regional stakeholders – government, nonprofit, and for-profit sectors – will be involved in the formation of response policy.
 2. The City Council, as a body or through its members, as the Council determines, will be actively, continuously, and directly involved in all aspects of the formation of policy and direction in response to homelessness in our community, without exception.
 3. All housing for people experiencing homelessness in Spokane, and funded with any dollars either originating with or passing through the City of Spokane, will be low- or no-barrier shelter, to implement the Housing First strategy.
 4. The City shall not reduce shelter or warming center capacity (whether measured by beds, square feet, locations, or by any other capacity measure) without first having in place an agreed, published, and publicly-disseminated plan which is compliant with the principles established in this section and which provides equivalent capacity or it is demonstrated that the amount of capacity being reduced is no longer needed based on vacant space for at least two weeks so there is no gap in service to people in our community who are experiencing homelessness.

PASSED by the City Council on _____.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

ORD C35914

Renews #**Submitting Dept**

RETIREMENT

Contact Name/Phone

PHILLIP 6336

Contact E-Mail

PTENCICK@SPOKANECITY.ORG

Agenda Item Type

First Reading Ordinance

Agenda Item Name

6100 SMC 03.05 AMENDMENTS

Cross Ref #**Project #****Bid #****Requisition #****Agenda Wording**

An ordinance relating to the City of Spokane Employees' Retirement System (SERS); amending SMC sections 03.05.020, 03.05.030, 03.05.040, 03.05.070, 03.05.080, and 03.05.090.

Summary (Background)

Changes to SMC 03.05 relating to the eligibility of City employees to remain in SERS when transitioned to Spokane Regional Emergency Communications (SREC) and Spokane Public Facilities District (SPFD).

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Select \$

#

Select \$

#

Select \$

#

Select \$

#

Approvals**Dept Head**

TENCICK, PHILLIP

Division Director**Finance**

ORLOB, KIMBERLY

Legal

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Council Notifications**Study Session\Other**

6/15/2020

Council Sponsor

Michael Cathcart

Distribution List

cshisler@spokanecity.org

tszambelan@spokanecity.org

lorne.dauenhauer@ogletree.com

Additional Approvals**Purchasing**

ORDINANCE NO. C35914

An ordinance relating to the eligibility of City employees to remain in SERS when transitioned to SREC and PFD; amending SMC sections 03.05.020, 03.05.030, 03.05.040, 03.05.070, 03.05.080, and 03.05.090 of the Spokane Municipal Code.

Section 1. The SMC section 03.05.020 is amended to read as follows:

3.05.020 Definitions

A. "Accumulated contributions" means the sum of all normal contributions deducted from the compensation of a member, and in-lieu payments of employees' contributions by the City, standing to the credit of the member's individual account, together with contribution interest as established pursuant to SMC 4.14.070(D) (1) compounded monthly.

B. "Annuity" means payments derived from contributions made by a member as provided in SMC 3.05.190.

C. "Beneficiary" means any person in receipt of a pension, annuity, retirement allowance, disability allowance, or any other benefit provided in this chapter and chapter 4.14 SMC.

D. "Board" means "board of administration" as provided in chapter 4.14 SMC.

E. "City" means the City of Spokane.

F. "City service" means service by an employee rendered to the City for compensation and, for the purpose of this chapter and chapter 4.14 SMC, a member shall be considered as being in City service only while the member is receiving compensation for such service. City service also includes: (i) service by an employee of SREC for the limited period of time during which the employee also qualifies as a SREC Member; and (ii) service by an employee of SPFD for the limited period of time during which the employee also qualifies as a SPFD Member.

G. "Compensation" means the compensation including base pay, shift differential, overtime, holiday pay, hazardous duty pay and out-of-classification pay, payable in cash, plus the monetary value, as determined by the board, of any allowance in lieu thereof. It shall not be reduced by salary reduction contributions to the City's cafeteria plan or Section 457 plan, or effective January 1, 2001, any qualified transportation fringe benefit plan under Internal Revenue Code section 132(f)(4). Compensation in excess of the limitations set forth in Internal Revenue Code section 401(a)(17) shall not be included in determining benefits, but this restriction does not apply to any individual who was a member prior to January 1, 1996.

H. "Contribution interest," unless changed by the board as provided in SMC 4.14.070, means the interest rate on member contributions, which shall be set equal to the average daily interest rate for the 5-year US Treasury Note from July 1 of the previous year to

June 30 of the current year, rounded to the nearest 0.25%. The new interest rate will be effective as of July 1 of the current year, beginning in 2016.

I. "Creditable service" means such City service as is evidenced by the record of normal contributions received from the employee plus prior City service if credit for same is still intact or not lost through withdrawal of accumulated contributions as provided in SMC 3.05.120. The maximum creditable service will be based on the benefit formula eligibility in SMC 3.05.025. Creditable service includes service rendered by: (i) a SREC employee during the period of time that the SREC employee also is a SREC Member; and (ii) a SPFD employee during the period of time that the SPFD employee also is a SPFD Member.

J. "Employee" means any regularly appointed employee or elected official of the City or of the Spokane public library. Employee also includes: (i) regularly appointed employees of SREC for the limited period of time during which such employees also qualify as SREC Members; and (ii) regularly appointed employees of SPFD for the limited period of time during which such employees also qualify as SPFD Members.

K. "Final compensation" has different meanings that depend on whether the member's benefit is calculated using Tier 1, Tier 2, Tier 3 or Tier 4. For benefits calculated under Tier 1 and Tier 2, "final compensation" means the annual average of the member's compensation during the highest consecutive two-year period of service for which service credit is allowed for purposes of determining retirement benefits for members described in SMC 3.05.025(A) or (B). For benefits calculated under Tier 3, "final compensation" means the annual average of the member's compensation during the highest consecutive three-year period of service for which service credit is allowed. For benefits calculated under Tier 4, "final compensation" means the annual average of the member's compensation during the highest consecutive three-year period of service for which service credit is allowed; for this purpose, the portion of a member's compensation for any year shall not include overtime in excess of twenty percent (20%) of the member's base salary for that year. Final compensation shall not be reduced to reflect salary reduction contributions to the City's cafeteria plan or Section 457 plan, or effective January 1, 2001, any qualified transportation fringe benefit plan under Internal Revenue Code section 132(f)(4). Compensation in excess of the limitations set forth in Internal Revenue Code section 401(a)(17) shall not be included as final compensation when determining benefits, but this restriction does not apply to any individual who was a member prior to January 1, 1996.

L. "Fiscal year" means any year commencing with January 1st and ending with December 31st next following.

M. "Member" means any person included in the membership of the retirement system as provided in SMC 3.05.030.

N. "Normal contributions" means the contributions at the rate provided for in SMC 3.05.040(A) and (B).

O. "Participation date" means the date on which an employee initially joined the retirement system from which the employee had uninterrupted deposit of contributions. If an employee who joins the system terminates and their accumulated contributions are withdrawn is subsequently rehired as a City employee, then that employee's participation date shall be their rehire date and not the date on which the employee was originally hired, whether or not that employee redeposits their contributions as permitted under SMC 3.05.120(C). If an employee becomes subject to SMC 3.05.260 and is rehired following retirement, then any additional retirement allowance earned by that employee shall be determined as if the member's participation date is based on the rehire date.

P. "Pension" means payments derived from contributions made by the City (and by SREC and SPFD, as applicable) as provided for in SMC 3.05.190.

Q. "Regular interest," unless changed by the board as provided in SMC 4.14.070, means the actuarial assumption rate of interest which compounded annually shall place the retirement fund on a sound actuarial basis.

R. "Retirement allowance" means any payments made to a member or successor upon retirement for service or disability.

S. "Retirement fund" means "employees' retirement fund" as created and established in SMC 3.05.070 and SMC 7.08.601. "Retirement system" means "Spokane Employees' Retirement System" (SERS), provided for in this chapter.

T. (~~("Tier 1" means the benefit formula in SMC 3.05.160.)~~) "SPFD" means Spokane Public Facilities District.

U. (~~("Tier 2" means the benefit formula in SMC 3.05.165.)~~) "SPFD Member" means any actively employed City employee whose employment was directly transferred to SPFD and who, at the time of such transfer, was an active member of SERS.

V. (~~("Tier 3" means the benefit formula in SMC 3.05.166.)~~) "SREC" means Spokane Regional Emergency Communications.

W. (~~("Tier 4" means the benefit formula in SMC 3.05.167.)~~) "SREC Member" means any actively employed City employee whose employment was directly transferred to SREC and who, at the time of such transfer, was an active member of SERS.

X. "Tier 1" means the benefit formula in SMC 3.05.160.

Y. "Tier 2" means the benefit formula in SMC 3.05.165.

Z. "Tier 3" means the benefit formula in SMC 3.05.166.

AA. "Tier 4" means the benefit formula in SMC 3.05.167.

Section 2. The SMC section 03.05.030 is amended to read as follows:

3.05.030 Membership

A. Any new employee of the City must become a member of the retirement system and make contributions required by SMC 3.05.040 on the date of hire, except:

1. temporary, seasonal, or new hire provisionals, as defined by the City Charter and the City civil service commission;

2. members of the police and fire departments who are entitled to benefits under state-enacted retirement programs;

3. participating employees hired under the Comprehensive Employment and Training Act (CETA) and United States Department of Labor (DOL). This proscription does not apply to permanent nonparticipant staff members of the City and Spokane City-County employment and training consortium or its successor; or

4. other non-City-funded employees in temporary employment programs as determined by the board.

B. Any other employee who is an elected official may, at any time prior to the completion of five (5) years of continuous service, elect to deposit with the retirement system an amount equal to what would be or would have been the elected official's normal contributions if a member of the retirement system during this period of service, with regular interest as determined by the board. The City matches said funds and deposits the same in the retirement fund in a manner similar to that provided for the matching of the normal contributions under the provisions of this chapter, provided that no such elected official shall obtain any benefits of the provisions of the retirement system except contribution interest accruing at the rate provided for interest on employees' normal contributions. The return of any such funds so deposited shall be governed by the provisions as to the return of normal contributions. If and when any such elected official becomes a member the sums so deposited by this member shall be transferred to the credit of such member. Any elected official entering the retirement system under this provision shall have a participation date as of the date of such election to join the system and shall not be considered a member until the date of such election.

C. An employee of SREC who is a SREC Member will continue to be treated as a SREC Member for so long as that individual remains continuously employed with SREC. A SREC Member will cease to be treated as continuously employed with SREC on the date on which he or she terminates active employment with SREC. Once an individual who qualifies as a SREC Member terminates employment as a SREC employee, that individual can again become a benefit accruing member under SERS if and only if either (1) he or she is subsequently rehired as an employee of the City, or (2) he or she is

subsequently rehired as an employee of SREC (or SPFD) within three (3) years of initial termination of employment with SREC, (i) was immediately placed in layoff status at the time of termination from SREC, (ii) continuously maintained layoff status while separated from SREC, (iii) is either (a) rehired directly from layoff status by SREC (in which case that individual will again be treated as a SREC Member) or (b) rehired directly from layoff status by SPFD (in which case that individual will subsequently treated as a SPFD Member), and (iv) did not withdraw contributions from SERS. With respect to an individual employed by SREC as a SREC Member, the term "City" as used in this chapter of the SMC shall be construed to include SREC, where appropriate and applicable.

D. An employee of SPFD who is a SPFD Member will continue to be treated as a SPFD Member for so long as that individual remains continuously employed with SPFD. A SPFD Member will cease to be treated as continuously employed with SPFD on the date on which he or she terminates active employment with SPFD. Once an individual who qualifies as a SPFD Member terminates employment as a SPFD employee, that individual can again become a benefit accruing member under SERS if and only if either (1) he or she is subsequently rehired as an employee of the City, or (2) he or she is subsequently rehired as an employee of SPFD (or SREC) within three (3) years of initial termination from SPFD and (i) was immediately placed in layoff status at the time of termination from SPFD, (ii) continuously maintained layoff status while separated from SPFD, (iii) is either (a) rehired directly from layoff status by SPFD (in which case that individual will again be treated as a SPFD Member) or (b) rehired directly from layoff status by SREC (in which case that individual will subsequently treated as a SREC Member) , and (iv) did not withdraw contributions from SERS. With respect to an individual employed by SPFD as a SPFD Member, the term "City" as used in this chapter of the SMC shall be construed to include SPFD, where appropriate and applicable.

Section 3. The SMC section 03.05.040 is amended to read as follows:

Section 03.05.040 Contributions

A. The normal rates of contributions of members are those adopted by the board, subject to the approval of the City Council. The rates so adopted remain in full force and effect until revised or changed by the board in the manner provided in chapter 4.14 SMC.

1. Contributions by Members.

Prior to January 1, 2009, each member shall contribute six and seventy-two one-hundredths percent (6.72%) of the member's compensation. Effective January 1, 2009, the rate of contribution was prospectively increased to seven and seventy-five hundredths percent (7.75%). Effective September 1, 2014, the rate of contribution is prospectively increased to eight and twenty-five hundredths percent (8.25%). Effective December 17, 2017, the rate of contribution is prospectively increased to nine percent (9.00%). Although designated as employee contributions that reduce the member's salary, the City government (and, where applicable, SREC and SPFD), as the employer, shall pay such contributions to the retirement fund pursuant to Internal Revenue Code section 414(h). The member will not have an option of choosing to receive the contributed amounts

directly instead of having them paid by the City government (and, where applicable, by SREC and SPFD) to the retirement fund. The picked-up contributions will be included as Social Security wages up to the Social Security wage base, and will also be included in calculating the member's final compensation. It is contemplated that the aggregate normal contributions made by the City (and SREC and SPFD) into the retirement fund will be enough to properly fund the retirement benefits payable hereunder.

2. Contribution by the City Government.

The City government will make contributions in an amount that matches the members' (other than SREC Members' and SPFD Members') in-lieu contributions. SREC will make contributions in an amount that matches the SREC Members' in-lieu contributions. SPFD will make contributions in an amount that matches the SPFD Members' in-lieu contributions.

3. Contribution Rate Review

In the event that an official actuarial report for a given fiscal year, prepared at the direction of the board, indicates that the Actuarially Determined Employer Contribution Rate (within the meaning of GASB) is greater than the City's (and SREC's and SPFD's) contributions, the City shall, subject to approval by the board and City Council, prospectively increase both the employee contribution rate and the City's (and SREC's and SPFD's) matched contribution rate by up to 1.00% of the member's compensation without further bargaining unit negotiation. Increases are limited to once per fiscal year. In the event that an official actuarial report for a given fiscal year, prepared at the direction of the Board, indicates that the retirement system is fully funded (within the meaning of GASB), the City may, subject to approval by the board and City Council, prospectively decrease both the employee contribution rate and the City's (and SREC's and SPFD's) matched contribution rate by up to 1.00% of the member's compensation without further bargaining unit negotiation. Decreases are limited to once per fiscal year.

B. Subject to the provisions of this chapter and chapter 4.14 SMC, the board certifies to the head of each office or department the normal rate of contribution for each member provided for in subsection (A) of this section. The head of the department applies such rate of contribution to the compensation of each and every payroll; and each of said in-lieu amounts are paid by the director of accounting into the retirement fund, hereinafter provided for, and are credited by the board, together with contribution interest, to an individual account of the member for whom the contribution was made. Contribution interest is credited to each individual account at such periods as the board may determine. Any in-lieu payments contributed by the City (and SREC) are fully and immediately vested for the benefit of the employee immediately upon payment into the retirement fund.

C. The director of accounting transfers to the retirement fund an amount equal to the aggregate normal contributions as soon as administratively practicable following each payroll period.

Section 4. The SMC section 03.05.070 is amended to read as follows:

Section 03.05.070 Employees' Retirement Fund

A. The City treasurer shall be the custodian of the retirement fund as provided in SMC 7.08.601. The retirement fund created hereby shall be a trust fund held for the exclusive benefit of the members of the retirement system and their beneficiaries. Except as provided under 3.05.240(B), no part of the corpus or income of the retirement fund shall be used for, or diverted to, purposes other than for the exclusive benefit of the members or their beneficiaries and the payment of fees and expenses of maintaining and administering the retirement system. All benefit formulas under SMC 3.05.160, SMC 3.05.165 SMC 3.05.166 and SMC 03.05.167 are encompassed within the retirement fund without separate accounting.

B. This section shall be interpreted to allow the following:

1. A return of the contribution to the City (or to SREC and SPFD, as applicable) or its application as a credit on future contributions after the board determines that the City (or SREC and SPFD, as applicable) has paid or overpaid the contribution under a mistake of fact.

2. The making of refunds required by law; and

3. Termination of the retirement system and distribution of its assets to the City (or to SREC and SPFD, as applicable) after all liabilities with respect to the members and their beneficiaries have been satisfied.

Section 5. The SMC section 03.05.080 is amended to read as follows:

Section 03.05.080 City's Contribution

There shall be paid into the retirement fund by contributions of the City the amounts necessary to pay all pensions and other benefits allowable under this chapter to members on account of prior service and minimum allowances provided for in SMC 3.05.160, SMC 3.05.165 SMC 3.05.166, and SMC 3.05.167. SREC shall contribute to the retirement fund the amounts necessary to pay its share of the pensions and other benefits allowable under this chapter with respect to benefits accrued by SREC employees while SREC Members. SPFD shall contribute to the retirement fund the amounts necessary to pay its share of the pensions and other benefits allowable under this chapter with respect to benefits accrued by SPFD employees while SPFD Members. There shall also be paid into the retirement fund by contributions of the City (and SREC and SPFD, as applicable) the amounts necessary to pay its share of disability pensions allowable under this chapter. Until the amount accumulated in the retirement fund becomes at least as large as the present value of all amounts thereafter payable from said fund, the amount annually due to the said fund under this section shall be the amount payable from said fund in the ensuing fiscal year on account of prior service, disability, and minimum allowances above referred to.

Section 6. The SMC section 03.05.090 is amended to read as follows:

Section 03.05.090 Released Matching Funds

Contributions by the City shall match contributions made by the employee or in-lieu payments. Similarly, contributions (i) by SREC shall match contributions made by SREC employees or in lieu payments by those during periods of time those employees are SREC Members and (ii) by SPFD shall match contributions made by SPFD employees or in lieu payments by those during periods of time those employees are SPFD Members. The City (and SREC and SPFD, as applicable) is not entitled to a repayment of the matching contributions made when an employee ceases to be employed by the City (or by SREC and SPFD, as applicable). All such contributions are identified as released matching funds to provide for future retirements. The City's (and SREC's and SPFD's) liability for prior service credits, disability pensions, minimum pensions, and military service is offset by the released matching funds.

PASSED and ENACTED by the City of Spokane, Spokane County, Washington, on _____, 2020.

CITY OF SPOKANE
Spokane County, Washington.

Breean Beggs, Council President

Nadine Woodward, Mayor

ATTEST:

Terri L. Pfister, City Clerk

(S E A L)

Effective Date

Approved As To Form:

Assistant City Attorney



Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:

**Agenda Sheet for City Council Meeting of:**

06/22/2020

Date Rec'd

6/10/2020

Clerk's File #

RES 2020-0043

Renews #**Submitting Dept**

INTEGRATED CAPITAL

Contact Name/Phone

KEVIN PICANCO 625-6088

Contact E-Mail

KPICANCO@SPOKANECITY.ORG

Agenda Item Type

Hearings

Agenda Item Name

4250 - RESOLUTION 2021-2026 SIX-YEAR COMPREHENSIVE STREET PROGRAM

Cross Ref #

RES 2020-0042

Project #

2020015

Bid #**Requisition #****Agenda Wording**

Hearing for the 2021-2026 Six-Year Comprehensive Street Program (Various Neighbor Councils)

Summary (Background)

RCW 35.77 provides that pursuant to a public hearing process, each City shall update its Six-Year Transportation Improvement Program annually prior to July 1st and file a copy of the adopted program with the Secretary of Transportation no later than July 31st of that same year. The Plan Commission held a workshop on April 22, 2020. A hearing was held on May 13, 2020, continued to May 27, 2020 which provided a recommendation of approval.

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Select

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Dept Head**

MILLER, KATHERINE E

Division Director

SIMMONS, SCOTT M.

Finance

ALBIN-MOORE, ANGELA

Legal

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Council Notifications**Study Session\Other**

PIES 1/27/20, 04/27/20

Council Sponsor

Beggs

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Additional Approvals**Purchasing**

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 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



City of Spokane

2021 – 2026

**Six Year Comprehensive
Street Program**



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City of Spokane Mayor and City Council Members

Nadine Woodward - **Mayor**
Breean Beggs - **Council President At Large**
Kate Burke - Council Member District 1
Michael Cathcart - Council Member District 1
Betsy Wilkerson - Council Member District 2
Lori Kinnear - Council Member District 2
Candace Mumm - Council Member District 3
Karen Stratton - Council Member District 3

City of Spokane Plan Commission Members

Todd Beyreuther - President
Greg Francis - Vice President
John Dietzman - Member
Carole Shook - Member
Sylvia St. Clair - Member
Michael Baker - Member
Diana Painter - Member
Candace Mumm - **City Council Liaison**

Integrated Capital Management

Katherine E. Miller, P.E. – Director
Marcia Davis, P.E. – Principal Engineer
Kevin Picanco, P.E. – Senior Engineer

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.

*Page Reserved for
Council
Resolution*

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

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 two workers in safety gear on a lift bucket, working on the underside of a concrete bridge. A large concrete pillar is visible on the right, with the number '82' marked on it. The background shows a wooded area. The entire image is framed by a decorative border consisting of a grid of blue and green triangles.

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

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
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 - 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

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
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 - 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

Executive Summary

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

Project Justification

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

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

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

Location

Other Location

First Avenue between Monroe Street and Wall Street.

Project Status

Active

Project number: 2017078 Scoping: 2024; Design 2027; Construction 2028 Project is 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, 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

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

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

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

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

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

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

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
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- Applied: Grant or loan application has been submitted, or budget has been requested
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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

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

STR-2016-29

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

Executive Summary

Project Justification

Location

Project Status

External Factors

Maintenance

	2021	2022	2023	2024	2025	2026	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$0	\$0	\$0	\$0	\$7,200

Maintenance Comments

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

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

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

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- Identified: Funding source has been found, but not yet requested
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- 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

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

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

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

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

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

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

STR-2018-5

Pavement rehabilitation by grind and overlay or chip seal of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - North Foothills to Francis; Mission - Greene to Trent; Maple - Rowan to Country Homes; Ash - Rowan to Country Homes

Meets TR Goals A. Promote a Sense of Place and C. Accommodate Access to Daily Needs and Priority Destinations by accommodating roadway access and taking care of the assets of our community.

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

Design in 2018; Construction 2018 - 2020

Time such that best roadways are completed last. Must be delivered under one contract, but the work can span multiple years. Sprague between Ivory and Helena also needs to be resurfaced.

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

77

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

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

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

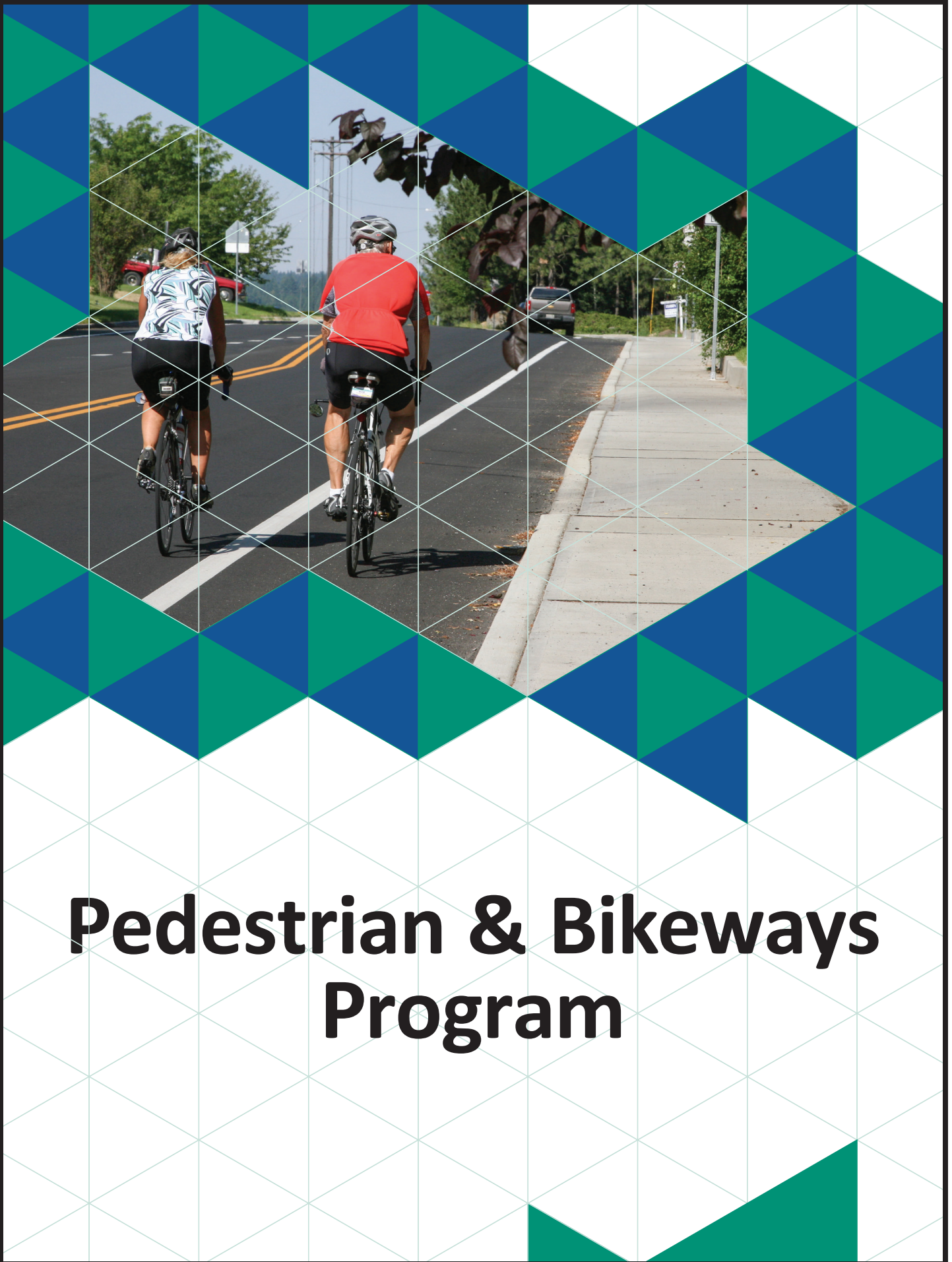
Project Phase	Prior Spending	2020	Estimated Spending							Total
			2021	2022	2023	2024	2025	2026	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000

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



Pedestrian & Bikeways Program

Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	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

Street/Pedestrian and Bikeways

Ben Burr Crossings of 2nd and 3rd Ave

STR-2019-19

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

Executive Summary

Project Justification

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

Location

West Central Spokane along Summit Boulevard

Project Status

Project Number: 2017080

Design to begin in 2019. Construction as early as 2020.

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

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
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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

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

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

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

Executive Summary

Project Justification

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

Location

From Spokane Community College to Felts Field.

Project Status

Project number: 2014059 Project is in Planning phase. Applying for grant funding for construction. Project must advance to the next phase (ROW) with Local Agency Agreement by September 30, 2025.

External Factors

Maintenance

	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

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

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

Street/Pedestrian and Bikeways

South University Gateway Bicycle E-W Linkage

STR-2019-35

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
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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, set against a light gray grid background.

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

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
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

Street/Neighborhood

Unpaved Roadway Paving Program

STR-2019-86

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



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

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

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Executive Summary

Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow. Left turn pocket channelization is also subject to change.

Project Justification

This is an impact fee project intended for congestion mitigation.

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 enhancing the Hamilton corridor to be a stronger community asset while also improving the safety and efficiency of all travelers.

Location

Other Location

Hamilton St from Desmet Ave to North Foothills Drive

Project Status

Active

Project number: 2010056

Currently in design for construction start in 2019-2021.

External Factors

Actual start of construction will depend on schedules of nearby arterial street construction closures that would be compounded by closures on Hamilton. This project can be built in phases, intersection by intersection, as necessary.

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
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

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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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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2016095	4th Ave, Sunset Hwy. to Maple St.	23
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2019106	Ben Burr Crossings of 2nd and 3rd Avenues	93
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Expenditure Control Form

1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure:

Goods

Services

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:
