

CITY OF SPOKANE



2013 – 2018 SIX YEAR COMPREHENSIVE STREET PROGRAM



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Date Printed: 7/10/12

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 the 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’s most recent planning effort, the 2000 Comprehensive Plan, (adopted in 2001) complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that state how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over thirty official documents that encompass all aspects of city activities.

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 of infrastructure in support of the 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 Horizons 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 just 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 the Six-Year Capital Improvement Programs (CIPs) annually for street, water and sewer

projects. These programs are termed the Six-Year Comprehensive Sewer Program; Six-Year Comprehensive Water Program; and the Six-Year Comprehensive Street Program. These programs provide a blueprint for improving the City's sewer, water and transportation infrastructure in a rational, coordinated, cost-effective manner. The Six-Year Comprehensive Programs are prepared in support of the City's overall planning efforts:

- The City Sewer and Water (Utility) departments plan over a twenty-year financial period, and the Six-Year Comprehensive Utility Plans are designed to be consistent with each department's twenty-year financial plan.
- The City Comprehensive Plan uses a mandated twenty-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 Six-Year CIPs support 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 Programs. The Six-Year Comprehensive Utility Programs 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 CIPs 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, and the City's Six-Year CIPs satisfy that requirement.
4. All Six-Year CIPs 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 Six-Year CIPs are shared with Spokane County and state agencies to ensure that other public projects are consistent with City projects.
5. The Six-Year CIPs 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 Comprehensive 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, and new projects can originate from one or more of the following sources:

- Utility maintenance and operations staff identify infrastructure needing immediate replacement or upgrade based on observed conditions.
- Adopted facility and management plans list projects needed for continued system operation.
- Other City projects (such as street or bridge work) create an opportunity for cost-effective upgrades or facility replacements.
- Planning documents, such as the City Comprehensive Plan, provide guidance on expansion and growth related projects.
- Regulatory agencies (such as the Washington Department of Ecology and the Department of Health) have ordered improvements to the infrastructure system for public health and safety.

The six-year program annual process. Updating the Six-Year Comprehensive Programs is an annual activity that begins immediately after the most recent plan is adopted. A summary of the processes is provided below:

Streets, sewer, and water programs. 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: A rough draft of the Program is prepared and then reviewed with City staff.

February-March: 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 Works 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.

NOTE REGARDING THE "UNFUNDED SECTION"

For the past 11 years, an "Unfunded Section" has been attached to the 6-Year Program to illustrate need beyond the existing Program. As time progressed, this section became confused with the purpose of maintaining a 20-year facilities plan. This Unfunded Section improperly became a reference of priority projects. State Law requires the City to maintain a 20-year facilities plan reflecting the community's priorities. State Law also requires a significant public input process to create the facilities plan. The unfunded section was never intended to replace 20-year facilities plan, nor were projects ever publicly vetted when they appeared in the unfunded section.

In 2011, funding was programmed for the update of the Comprehensive Plan's Transportation Chapter wherein the 20-year facilities plan is written. This update will include the reformation of the 20-year plan which will include a robust public vetting process and receive attention on a regular basis thereafter. While the Unfunded Section has been removed from this 2013-2018 Program, it will be used as a resource toward building the new 20-year plan.

The update to the City's 20-year Facilities Plan will begin in 2012 and is expected to take approximately 24 months to conclude. Once completed, the 6-yr Programming process will utilize the 20-year facilities plan, to seek federal and state funding opportunities. In other words the 6-year programming process will implement the 20-year facilities plan as funding allows.

RESOLUTION 2012-0057

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, 2013 through 2018; and

WHEREAS, the Spokane City Plan Commission, on May 9, 2012, following a public hearing, found the 2013-2018 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 Six-Year Comprehensive Street Program, 2013-2018;

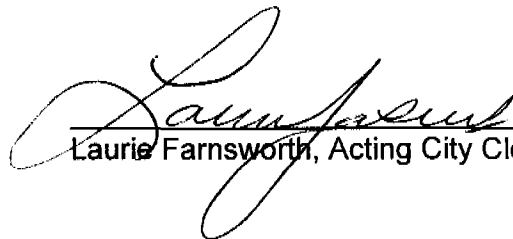
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the Six Year Comprehensive Street Program at 6:00 p.m., at City Hall in Spokane, Washington on the 25th day of June, 2012.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended Six-Year Comprehensive Street Program 2013 through 2018 is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended Six-Year Comprehensive Street Program for the six years 2013 through 2018, 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 Six-Year Comprehensive Street Program, 2013-2018;

Adopted this 25th day of June, 2012.


Laurie Farnsworth, Acting City Clerk

Approved as to Form:


Assistant City Attorney





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CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2013-2018 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2013-2018 Six Year Street Program is in conformance 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. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.

D. The 2013-2018 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission held a workshop on April 25, 2012, and also held a public hearing on May 9, 2011, to obtain public comments on the 2013-2018 Six Year Street Program.

F. The City Council must receive a recommendation from the City Plan Commission to certify that the 2013-2018 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

ACTION: Motion to accept the staff's Findings of Fact A through F.

CONCLUSIONS:

A. The 2013-2018 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

B. The 2013-2018 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.

ACTION: Motion to accept conclusions A and B by staff as conclusions of the Plan Commission.

RECOMMENDATIONS:

A. The Spokane City Plan Commission that the 2013-2018 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW

36.70A and RCW 35.77.010 and is recommended for adoption by the Spokane City Council.

B. By a vote of 9 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.



Bob Mansfield, Vice President

ACRONYMS

ARRA	American Recovery and Reinvestment Act
CDBG	Community Development Block Grant
CDF	Community Development Funds
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSAC	Citizens Street Advisory Commission
CTP	Centennial Trails Program
Fed Appr.	Federal Appropriation funds
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transportation Administration
HSIP	Highway Safety Improvement Programs
GF	City of Spokane General Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
Impact Fee	Funding source developed according to RCW 82.02.050
LID	Local Improvement District
MtgnFee	Private Funds (From development mitigation) SEPA based
Paths/Trails	Paths and Trails Reserve
ProgMatch	Programmatic Match (Additional STP funds)
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
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 5307	Federal Transportation Administration Funds
SRHD	Spokane Regional Health District
SRTC	Spokane Regional Transportation Council
State Dscrt.	State Discretionary (earmark funds)
SMFT	State Motor fuel Tax
STA	Spokane Transit Authority (Cooperative project funds)
STP	Surface Transportation Program
STP-BRM	Highway Bridge Replacement and Rehabilitation
STP-ENH	Surface Transportation Enhancement Funds
STP-HES	Surface Transportation Safety Funds
STP-STWD	Surface Transportation Statewide Competitive Funds
STP-U	Surface Transportation Urban Area Funds
TCSP	Transportation, Community, and System Preservation program
TIB	Transportation Improvement Board
UAP	Urban Arterial Program

ACRONYMS(Continued)

UDRA Fund	University District Revitalization Area Fund
UCP	Urban Corridor Program
USP	Urban Sidewalk Program
WQTIF	West Quadrant Tax Increment Finance
WSDOT	Washington State Department of Transportation

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FINANCIAL INFORMATION



FUNDING SOURCES

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

LOCAL

Local project funds are derived from a number of sources. A major fund source for the construction of new residential streets and alleys is the use of Local Improvement District (LID) bonds. These bonds are financed through direct property assessment. General obligation bonds financed through property tax (GO bonds) are also used to fund specific projects.

Projects that are sponsored with Bond revenue will be tracked using the following system in order to track the particular year the bond was approved.

Funding Code

yyyy Bond yyyy = bond issue date

Example: 2004Bond

Projects sponsored with Impact fee revenue will be tracked by indicating the year they will expire and the service area of the City in which they will be applied. This will help guarantee that the funds are being spent within the time established under the rules of GMA for growth related projects.

Funding Code

yyyyQImpact yyyy = impact fee expiration year (add 5 to year collected)
Q = one of the five service areas of the City for which the impact fee was collected.
Service Area 1 Northeast, Service Area 2 Northwest, Service Area 3 Southwest, Service Area 4 Southeast, Service Area 5 Downtown.

Example: 20091Impact (Collected in year 2004)

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 2013 the projected total to be received from the State Arterial Street Fund is \$ 1,859,068 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.

Urban Corridor Program (UCP)

This source of funds is supported by an increase in the gas tax that was approved by the Legislature in 1990. The purpose of this funding account was to address community growth-related projects. Matching funds would come from developers, other agencies, transit, or private individuals and groups. The Urban Corridor Program is also administered by the Transportation Improvement Board. Funding availability is dependent on a statewide/regional competitive application process reviewed and approved by the TIB.

Urban Sidewalk Program (USP)

This source of funding is supported by 5% of the U.A.P. and U.C.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 August 10, 2005, the President signed into law the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion to be spent over a five year period years 2005-2009. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped this Nation's changing transportation needs. SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. Additional information can be found on the Internet at <http://www.fhwa.dot.gov/safetealu/index.htm>.

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.

FINANCIAL SUMMARY

	2013	2014	2015	2016	2017	2018
	(in thousands of dollars)					
<u>OPERATING REVENUES & EXPENSES</u>						
Local Funds Allocation During the Year:	1,014	1,014	1,014	1,014	1,014	1,014
Expenses: Loan Repayment	(217)	(118)	(118)	(117)	(117)	(116)
NET OPERATING REVENUE	\$797	\$896	\$896	\$897	\$897	\$898
<u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1	4,170	2,662	2,533	2,637	2,664	2,987
Grant and Loan Proceeds	12,509	7,821	8,579	8,707	0	0
	16,678	10,483	11,111	11,343	2,664	2,987
 AVAILABLE FOR 6-YR PROGRAM	 \$17,476	 \$11,379	 \$12,008	 \$12,240	 \$3,561	 \$3,885
<u>SIX-YEAR CAPITAL PROGRAM</u>						
SAFETY PROGRAM	499	1,008	0	0	0	0
BRIDGE REHABILITATION PROGRAM	1,274	0	459	8,945	0	0
GENERAL CAPITAL STREET PROGRAM	7,417	7,265	1,710	621	564	580
PEDESTRIAN/BIKEWAYS PROGRAM	781	60	7,202	10	10	10
NEIGHBORHOOD PROGRAM	4,843	513	0	0	0	0
6-YEAR STREET PROGRAM	\$14,814	\$8,846	\$9,371	\$9,576	\$574	\$590
CASH BALANCE: Dec 31	\$2,662	\$2,533	\$2,637	\$2,664	\$2,987	\$3,295
 PATHS AND TRAILS RESERVE*						
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	175,457	76,457	80,457	84,457	88,457	92,457
Paths/Trails allocation during the year:	14,000	14,000	14,000	14,000	14,000	14,000
Total:	189,457	90,457	94,457	98,457	102,457	106,457
Estimated expenditures during the year:	(113,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
Balance of Paths/Trail Funds as of Dec 31:	76,457	80,457	84,457	88,457	92,457	96,457

* Amounts may not add as shown due to "rounding"

SAFETY PROGRAM



Streets, Safety Funding Summary

(in thousands of dollars)

Fund Source	2013	2014	2015	2016	2017	2018
Private	22	89	0	0	0	0
TCSP	0	919	0	0	0	0
WQTIF	188	0	0	0	0	0
WSDOT Ped-Bike Safety	288	0	0	0	0	0
Total	498	1,008	0	0	0	0

Brown St/Division St Couplet, 3rd Ave to Spokane Falls Blvd.

2012-STR-97

Executive Summary:

Install countdown pedestrian timers at 14 signalized intersections, place new curb ramps where required to bring up to current ADA standards, and place curb extensions where feasible.

Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely. Curb extensions will reduce the distance pedestrians have to travel to clear the crosswalk.

Location:

Brown and Division Streets from 3rd Ave to Spokane Falls Blvd

Project Status:

Awaiting 30% design from the Division St Gateway project.

External Factors:

The feasibility of curb extensions will be determined during the Division street Gateway project. 30% plans from the Gateway project will be developed into this project plan set.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Brown St/Division St Couplet, 3rd Ave to Spokane Falls Blvd.

2012-STR-97

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	150,000	215,000	0	0	0	0	0	215,000	365,000
Design	45,000	0	0	0	0	0	0	0	45,000
Total	195,000	215,000	0	0	0	0	0	215,000	410,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
WSDOT Ped-Bike Safety	State	Awarded	195,000	215,000	0	0	0	0	0	410,000
Total			195,000	215,000	0	0	0	0	0	410,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Comprehensive Education

2012-STR-95

Executive Summary:

An education, encouragement, and enforcement project directed to all Spokane citizens to reduce vehicle collisions involving pedestrians and bicyclists.

Project Justification:

A high percentage of 'failure to yield' accidents indicates a significant need for education, encouragement, and enforcement for all travel modes.

Location:

Citywide

Project Status:

All aspects are currently underway, most will be completed in 2012 but some will carry over into 2013. Money shown in 2013 should cover closeout.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Comprehensive Education

2012-STR-95

Spending:

Project Phase	Spending To Date	Estimated Spending						6-Year Total	Total
		2013	2014	2015	2016	2017	2018		
Planning	96,450	20,000	0	0	0	0	0	20,000	116,450
Total	96,450	20,000	0	0	0	0	0	20,000	116,450

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2013	2014	2015	2016	2017	2018	
WSDOT Ped-Bike Safety	State	Encumbered	96,450	20,000	0	0	0	0	0	116,450
Total			96,450	20,000	0	0	0	0	0	116,450

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Hamilton Street Overpass Safety Project

2012-STR-33

Executive Summary:

Design and Build a pedestrian/bicycle bridge over Hamilton St at Desmet Ave.

Project Justification:

There is currently no pedestrian bridge over Hamilton forcing Gonzaga students to this 26,200 ADT principle arterial at least twice daily.

Location:

Hamilton Street & Desmet

Project Status:

Project scope and needs have changed. Not enough money to complete the project and is currently on hold.

External Factors:

Currently the project needs have changed and there is not enough money to complete the 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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Hamilton Street Overpass Safety Project

2012-STR-33

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	0	908,000	0	0	0	0	908,000	908,000
Design	0	0	100,000	0	0	0	0	100,000	100,000
Land purchase	0	0	0	0	0	0	0	0	0
Total	0	0	1,008,000	0	0	0	0	1,008,000	1,008,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Private	Private	Identified	0	0	89,000	0	0	0	0	89,000
TCSP	Federal	Awarded	0	0	919,000	0	0	0	0	919,000
Total			0	0	1,008,000	0	0	0	0	1,008,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Monroe St, 3rd to Main

2012-STR-92

Executive Summary:

Install countdown pedestrian timers at six signalized intersections.

Project Justification:

Countdown pedestrian timers will provide pedestrians with the time remaining before the light changes, allowing them to determine if they have time to cross safely.

Location:

Monroe St, 3rd to Main

Project Status:

Currently in Design

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Monroe St, 3rd to Main

2012-STR-92

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	67,400	7,000	0	0	0	0	0	7,000	74,400
Design	6,200	0	0	0	0	0	0	0	6,200
Total	73,600	7,000	0	0	0	0	0	7,000	80,600

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
WSDOT Ped-Bike Safety	State	Encumbered	73,600	7,000	0	0	0	0	0	80,600
Total			73,600	7,000	0	0	0	0	0	80,600

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Nevada Street

2012-STR-94

Executive Summary:

Install '20 MPH When Flashing' lights on Nevada & Nebraska and Nevada & Bismark; relocate marked crosswalk at Joseph & Nevada from the south side of Joseph to the north side; install 4 new school crossing signs, 2 at Nevada & Central and 2 at Nevada & Joseph; Install missing sidewalk on the north side of Joseph from Cincinatti to Nevada.

Project Justification:

Improve the safety of pedestrians traveling to and from Gary Middle School and surrounding areas.

Location:

Nevada St Nebraska to Central; Joseph Cincinatti to Nevada

Project Status:

Currently in Design.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Nevada Street

2012-STR-94

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	73,000	8,000	0	0	0	0	0	8,000	81,000
Design	12,000	0	0	0	0	0	0	0	12,000
Planning	0	7,460	0	0	0	0	0	7,460	7,460
Total	85,000	15,460	0	0	0	0	0	15,460	100,460

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
WSDOT Ped-Bike Safety	State	Encumbered	85,000	15,460	0	0	0	0	0	100,460
Total			85,000	15,460	0	0	0	0	0	100,460

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

North Division Street (US2)

2012-STR-93

Executive Summary:

Add four pedestrian protected crossings with islands on Division at Rhoades/Weile, Everett, Walton, and Glass. Construct missing sidewalk gaps (approx 440 LF, 6-8 ft wide) adjacent to Division St between Rhoades and Francis Avenues.

Project Justification:

Improve the safety of pedestrians and bicyclists crossing and traveling adjacent to Division St. In addition to the Engineering components, this project will also include education, encouragement, and enforcement.

Location:

North Division St, Glass to Rhoades

Project Status:

Currently in Design

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

North Division Street (US2)

2012-STR-93

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	156,804	18,000	0	0	0	0	0	18,000	174,804
Design	26,221	0	0	0	0	0	0	0	26,221
Planning	0	13,010	0	0	0	0	0	13,010	13,010
Total	183,025	31,010	0	0	0	0	0	31,010	214,035

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
WSDOT Ped-Bike Safety	State	Encumbered	183,025	31,010	0	0	0	0	0	214,035
Total			183,025	31,010	0	0	0	0	0	214,035

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

North Monroe Corridor Revitalization Study

2012-STR-1

Executive Summary:

This study will define the scope of streetscape, transportation and infrastructure improvements to stimulate revitalization of the North Monroe business district and improve local economic vitality.

Project Justification:

The aims of this project are to improve the corridor's visual image and pedestrian environment, improve traffic flow capacity and work with STA's High Performance Transit Network to help move people, customers and goods along the corridor, and address core business infrastructure needs including water, sanitary sewer, and storm water.

Location:

Monroe Street between the Spokane River and Cora Avenue

Project Status:

Contract negotiation is underway, and the study is to begin in 2012.

External Factors:

Coordination with local and regional traffic modeling may impact the project 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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

North Monroe Corridor Revitalization Study

2012-STR-1

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Planning	52,000	210,000	0	0	0	0	0	210,000	262,000
Total	52,000	210,000	0	0	0	0	0	210,000	262,000

Funding:

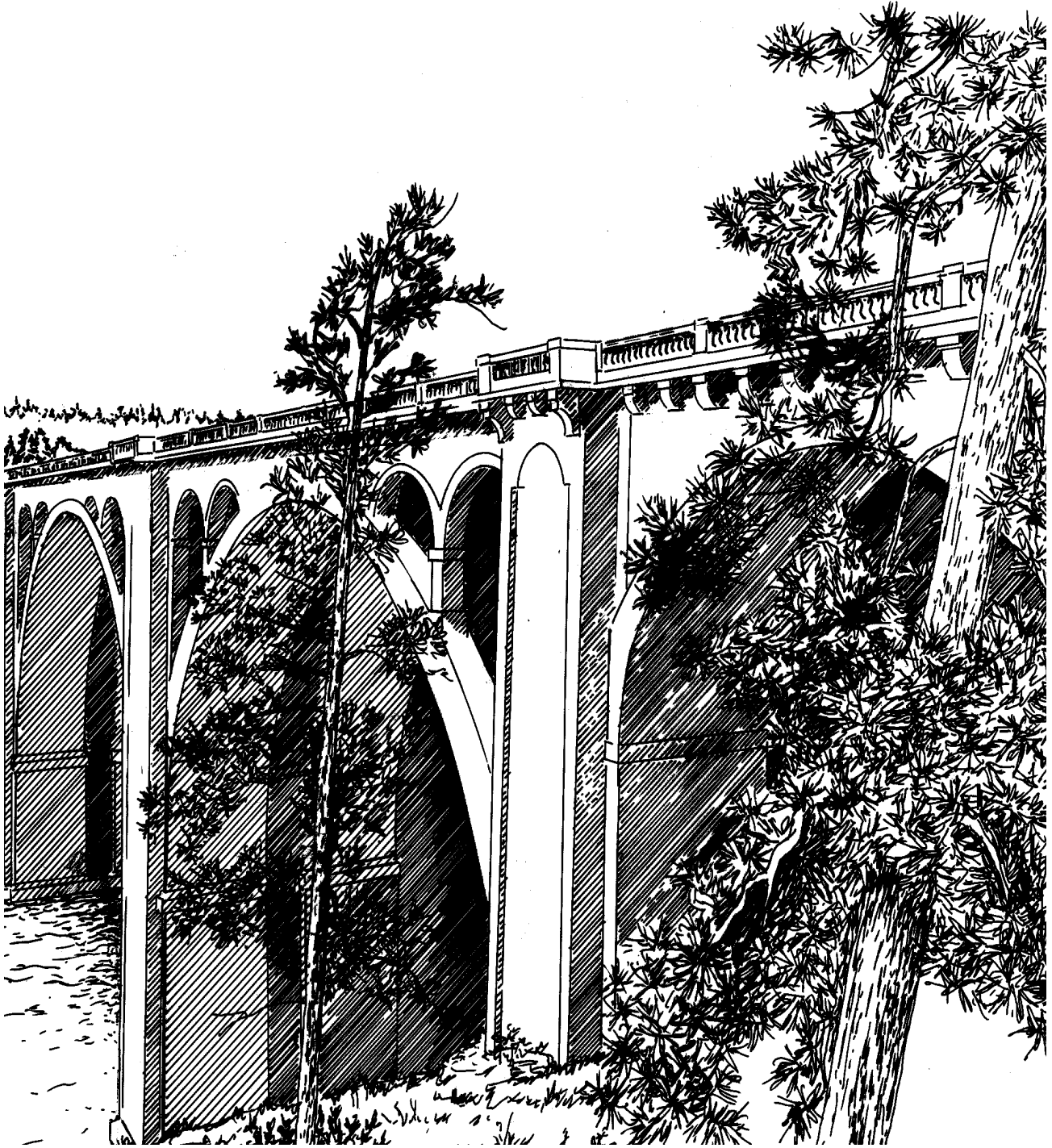
Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Private	Local	Unidentified	0	22,000	0	0	0	0	0	22,000
WQTIF	Local	Encumbered	52,000	188,000	0	0	0	0	0	240,000
Total			52,000	210,000	0	0	0	0	0	262,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

BRIDGE-REHABILITATION PROGRAM



Streets, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2013	2014	2015	2016	2017	2018
County	0	0	0	0	0	0
Fed Discret.	0	0	0	1,372	0	0
Fed FRA	0	0	0	0	0	0
FMSIB	400	0	0	0	0	0
Other	0	0	100	6,273	0	0
Private	108	0	0	0	0	0
REET	157	0	359	300	0	0
SMFT	0	0	0	0	0	0
STP	374	0	0	0	0	0
STP-ENH	0	0	0	1,000	0	0
UAP	235	0	0	0	0	0
Total	1,274	0	459	8,945	0	0

Havana Street - BNSF Crossing

2012-STR-21

Executive Summary:

The project will construct a railroad overpass on Havana Street, north of Broadway. (Other funding sources include BNSF which is providing \$1,071,464 in funding and Federal discretionary funds of \$992,000). See T06A004.

Project Justification:

BNSF's main switching yard is located adjacent to Havana St, just north of Broadway. Approximately 17 hours each day Havana Street is blocked by trains due to the switching yard activities. Grade separating vehicle traffic will allow adjacent properties direct access to the north as well as improved access to the Fairgrounds.

Location:

Havana St just south of Boone.

Project Status:

Project is scheduled to be complete by April 2012

External Factors:

Private funding to come from BNSF as mandated by Federal regulations. However, actual amount of funding is yet to be determined.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	10,000	0	0

Maintenance Comments:

Havana Street - BNSF Crossing

2012-STR-21

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	10,734,000	1,200,000	0	0	0	0	0	1,200,000	11,934,000
Design	1,378,000	0	0	0	0	0	0	0	1,378,000
Land purchase	8,479,000	0	0	0	0	0	0	0	8,479,000
Total	20,591,000	1,200,000	0	0	0	0	0	1,200,000	21,791,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
County	Local	Encumbered	40,000	0	0	0	0	0	0	40,000
Fed FRA	Federal	Encumbered	992,000	0	0	0	0	0	0	992,000
FMSIB	Federal	Encumbered	3,600,000	400,000	0	0	0	0	0	4,000,000
Private	Local	Identified	973,332	108,148	0	0	0	0	0	1,081,480
REET	Local	Encumbered	1,828,668	156,852	0	0	0	0	0	1,985,520
SMFT	Local	Encumbered	1,179,000	0	0	0	0	0	0	1,179,000
STP	Federal	Encumbered	10,238,000	300,000	0	0	0	0	0	10,538,000
UAP	State	Encumbered	1,740,000	235,000	0	0	0	0	0	1,975,000
Total			20,591,000	1,200,000	0	0	0	0	0	21,791,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Latah Creek Bridge Study

2012-STR-34

Executive Summary:

Structural & functional study of current conditions of Bridge & approaches including assessing ability to handle a future light rail route as well as assessing pedestrian and bike needs. \$88,000 of this project was saved by leveraging local funds.

Project Justification:

The current bridge structure is deteriorating and needs to be replaced. The study is to determine the current condition of the bridge and estimate the rehabilitation cost.

Location:

Sunset Hwy. at Latah bridge crossing Latah Creek

Project Status:

Study is currently underway.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Latah Creek Bridge Study

2012-STR-34

Spending:

Project Phase	Spending To Date	Estimated Spending						6-Year Total	Total
		2013	2014	2015	2016	2017	2018		
Planning	574,000	73,813	0	0	0	0	0	73,813	647,813
Total	574,000	73,813	0	0	0	0	0	73,813	647,813

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2013	2014	2015	2016	2017	2018	
STP	State	Awarded	574,000	73,813	0	0	0	0	0	647,813
Total			574,000	73,813	0	0	0	0	0	647,813

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Post Street Pedestrian/Utility Bridge

2012-STR-26

Executive Summary:

Remove existing Vehicle bridge and replace with Utility/pedestrian structure at the same location. South approach improvements to include a new parking layout. This bridge will also provide a bicycle and pedestrian connection to the Centennial Trail.

Project Justification:

The current structure is deteriorating and needs to be replaced. With the rebuild of Monroe street bridge, vehicle access is no longer needed on this bridge however, pedestrian traffic is heavy on the bridge and access should be maintained.

Location:

Post St. Crossing at Spokane river.

Project Status:

Currently on hold

External Factors:

Actual project scope is not known at this time. a very small percentage of the funds needed to complete the project has been acquired.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Post Street Pedestrian/Utility Bridge

2012-STR-26

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	0	0	0	8,945,000	0	0	8,945,000	8,945,000
Design	653,000	0	0	359,000	0	0	0	359,000	1,012,000
Land purchase	0	0	0	100,000	0	0	0	100,000	100,000
Total	653,000	0	0	459,000	8,945,000	0	0	9,404,000	10,057,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Fed Discret.	Federal	Awarded	0	0	0	0	1,372,000	0	0	1,372,000
Other	---	Unidentified	0	0	0	100,000	6,273,000	0	0	6,373,000
REET	Local	Identified	653,000	0	0	359,000	300,000	0	0	1,312,000
STP-ENH	State	Identified	0	0	0	0	1,000,000	0	0	1,000,000
Total			653,000	0	0	459,000	8,945,000	0	0	10,057,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

CAPITAL IMPROVEMENT PROGRAM



Streets, Capital Improvements Funding Summary

(in thousands of dollars)

Fund Source	2013	2014	2015	2016	2017	2018
CMAQ	1,815	1,985	0	0	0	0
Fed Discret.	1,005	763	0	0	0	0
FY 2004 Fed ENH	0	0	0	0	0	0
Impact Fee	36	0	0	0	0	0
Other	50	0	0	0	0	0
REET	1,983	1,696	1,010	559	564	580
Section 112	585	900	0	0	0	0
STA	0	0	0	0	0	0
State Discret	908	620	0	0	0	0
STP	413	0	0	62	0	0
UAP	597	1,300	700	0	0	0
WSDOT	25	0	0	0	0	0
Total	7,417	7,264	1,710	621	564	580

37th and Grand Intersection.

2012-STR-58

Executive Summary:

Install a traffic signal at the intersection as well as other possible traffic improvements. School District 81 has contributed \$34,000 towards the design of this project, taking it to 70% design.

Project Justification:

Due to heavy school pedestrian and vehicle traffic a signal warrent analysis was done and determined a traffic signal was warrented at this intersection.

Location:

37th & grand Intersection

Project Status:

Project is currently in design (70% complete).ITS is contracted to complete the design. Redlight funds available to construct crosswalks.

External Factors:

STA Funds are available only in 2012.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

37th and Grand Intersection.

2012-STR-58

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	231,900	36,000	0	0	0	0	0	36,000	267,900
Design	66,100	0	0	0	0	0	0	0	66,100
Total	298,000	36,000	0	0	0	0	0	36,000	334,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Impact Fee	Local	Encumbered	30,000	36,000	0	0	0	0	0	66,000
STA	Local	Encumbered	268,000	0	0	0	0	0	0	268,000
Total			298,000	36,000	0	0	0	0	0	334,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

29th - Bernard to Grand ITS

2012-STR-54

Executive Summary:

Install communication infrastructure to include 4-inch conduit and 3 count stations on 29th Ave from Bernard St to Grand Ave.

Project Justification:

Currently there are no ITS devices along this corridor and communication to existing signals is via twisted pair cable or is non-existent. There is no conduit between Bernard St. and Grand Boulevard hence no communication with the traffic signal at Bernard and 29th.

Location:

29th Ave, from Bernard St To Grand Ave.

Project Status:

Project is on ad. Construction should begin in June 2012.

External Factors:

The project was federalized for 'Programmatic Match' therefore we will have to follow federal regulations.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

29th - Bernard to Grand ITS

2012-STR-54

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	126,000	15,000	0	0	0	0	0	15,000	141,000
Design	14,000	0	0	0	0	0	0	0	14,000
Total	140,000	15,000	0	0	0	0	0	15,000	155,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	18,900	2,000	0	0	0	0	0	20,900
STP	Federal	Encumbered	121,100	13,000	0	0	0	0	0	134,100
Total			140,000	15,000	0	0	0	0	0	155,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

37th Ave from Regal to East City limits

2012-STR-61

Executive Summary:

Design & ROW of roadway to current City of Spokane standards. Project includes separated sidewalks and bike lanes. Construction will happen after funding is secured. \$135,000 saved by leveraging local funds.

Project Justification:

This is a main corridor running across Spokane's south side. there are three schools adjacent to this roadway. The current roadway is mainly a 2-lane section. It is part of our master bike plan and sidewalk is missing in many areas.

Location:

37th Ave, Regal to East City Limits

Project Status:

Currently Right of Way is being purchased.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

37th Ave from Regal to East City limits

2012-STR-61

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	200,000	200,000	0	0	0	0	0	200,000	400,000
Land purchase	400,000	200,000	0	0	0	0	0	200,000	600,000
Total	600,000	400,000	0	0	0	0	0	400,000	1,000,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
STP	Federal	Encumbered	600,000	400,000	0	0	0	0	0	1,000,000
Total			600,000	400,000	0	0	0	0	0	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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

3rd Avenue I.T.S. Division Street to the Sunset Blvd

2012-STR-39

Executive Summary:

Install Fiber Optic Comm. Infrastructure and install ITS devices on third from Division to Sunset Blvd.

Project Justification:

Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

Location:

3RD Ave from Division St to Sunset Hwy

Project Status:

Bid in 2010, Construction in 2011/2012, Funds shown in 2013 will cover final costs.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

3rd Avenue I.T.S. Division Street to the Sunset Blvd

2012-STR-39

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	1,037,000	200,000	0	0	0	0	0	200,000	1,237,000
Design	100,000	0	0	0	0	0	0	0	100,000
Total	1,137,000	200,000	0	0	0	0	0	200,000	1,337,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	983,505	173,000	0	0	0	0	0	1,156,505
REET	Local	Encumbered	153,495	27,000	0	0	0	0	0	180,495
Total			1,137,000	200,000	0	0	0	0	0	1,337,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Adaptive Signal System, Division St. from Bridgeport to 'Y'.

2012-STR-53

Executive Summary:

Install Adaptive Signal Control system that includes upgrade to fiber optic cable and integrates CCTV cameras along with DMS technology to provide a real-time interactive traffic control system.

Project Justification:

The north Division corridor is a principle arterial with an average daily traffic volume in excess of 40,000 vehicles per day. Historically the corridor has been difficult to re-time due to communication failures, frequent fluctuations in dominant direction of travel, major cross-traffic volumes at several cross-street intersections, unequal block lengths, is direct service to large retail centers such as Northtown Mall. Currently there are no ITS devices along this corridor and communication to existing signals is via twisted pair cable. Modem inefficiencies and cable breaks have resulted in infrequent and unreliable communication.

Location:

Division St, from Bridgeport to Division 'Y'

Project Status:

Design is planned to begin in 2012. Construction in 2013.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Adaptive Signal System, Division St. from Bridgeport to 'Y'.

2012-STR-53

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	92,900	520,000	84,500	0	0	0	0	604,500	697,400
Design	57,100	100,000	0	0	0	0	0	100,000	157,100
Land purchase	0	0	0	0	0	0	0	0	0
Total	150,000	620,000	84,500	0	0	0	0	704,500	854,500

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	129,750	536,300	73,092	0	0	0	0	739,142
REET	Local	Encumbered	20,250	83,700	11,408	0	0	0	0	115,358
Total			150,000	620,000	84,500	0	0	0	0	854,500

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Division Street D.M.S. River to North City Limits

2012-STR-40

Executive Summary:

Dynamic Message Sign purchase & installation.

Project Justification:

Division St handles roughly 50,000 vehicles per day. The installation of DMS signs will provide the city of Spokane and the SRTMC the equipment to better manage the region's traffic on the existing transportation system for local and regional needs.

Location:

Division St from river to North city limits.

Project Status:

DMS signs are on order and plan to install in 2012.

External Factors:

If DMS signs are not delivered soon enough the installation could be later than expected.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Division Street D.M.S. River to North City Limits

2012-STR-40

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	474,440	500,000	0	0	0	0	0	500,000	974,440
Design	100,000	0	0	0	0	0	0	0	100,000
Total	574,440	500,000	0	0	0	0	0	500,000	1,074,440

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	496,891	433,000	0	0	0	0	0	929,891
REET	Local	Encumbered	77,549	67,000	0	0	0	0	0	144,549
Total			574,440	500,000	0	0	0	0	0	1,074,440

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Division Street I.T.S. River to North City Limits

2012-STR-37

Executive Summary:

Install Fiber Optic Communication Infrastructure and ITS devices on Division St from the Spokane River to the North City Limits.

Project Justification:

Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

Location:

Division St, River to North City Limits

Project Status:

Construction in 2012, 10% funds shown in 2013 will cover final costs.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Division Street I.T.S. River to North City Limits

2012-STR-37

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	876,000	106,000	0	0	0	0	0	106,000	982,000
Design	245,000	0	0	0	0	0	0	0	245,000
Total	1,121,000	106,000	0	0	0	0	0	106,000	1,227,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Awarded	969,498	92,000	0	0	0	0	0	1,061,498
REET	Local	Encumbered	151,667	14,000	0	0	0	0	0	165,667
Total			1,121,165	106,000	0	0	0	0	0	1,227,165

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Francis Ave, Division St. to ECL ITS

2012-STR-51

Executive Summary:

Install conduit and fiber optic cable the entire length of the project to upgrade the communication platform of six existing signals to a closed loop system; Install count stations between the signalized intersections and CCTV cameras at each signalized intersection; Install 2 Dynamic message signs within the limits of the project.

Project Justification:

There are no ITS devices currently along this corridor and communication to existing signals through twisted pair cable. Modern inefficiencies and cable breaks have resulted in unreliable communication.

Location:

Francis Ave from Division St to East City limits

Project Status:

Portions of this project are combined with three other projects, Francis - Division to Haven (Bond Paving), Francis - Freya to Havena (TIB Street rehabilitation), and The WSDOT Bridge project at Market and Francis for the installation of the underground conduit. DMS signs will be installed in 2014.

External Factors:

Having the conduit installation combined with the other three projects makes completion of this project reliant on the completion of those three 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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Francis Ave, Division St. to ECL ITS

2012-STR-51

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	300,000	2,151,500	0	0	0	0	2,451,500	2,451,500
Design	120,000	0	0	0	0	0	0	0	120,000
Land purchase	100,000	0	0	0	0	0	0	0	100,000
Total	220,000	300,000	2,151,500	0	0	0	0	2,451,500	2,671,500

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	164,010	286,500	1,860,500	0	0	0	0	2,311,010
REET	Local	Encumbered	55,990	13,500	291,000	0	0	0	0	360,490
Total			220,000	300,000	2,151,500	0	0	0	0	2,671,500

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Francis Avenue Freya to Bigelow Gulch

2012-STR-56

Executive Summary:

Connector N/S Corridor to Bigelow Upgrade. County contribution of approximately \$391,000 reflects in kind work completed in 2009.

Project Justification:

This area is expected to infill after the construction of the N/S freeway and the Ramp at Francis. This project is needed in order to handle the added traffic load.

Location:

Francis Ave from Freya to Bigelow Gulch.

Project Status:

Construction in 2012. 10% funds shown in 2013 should cover the close out.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Francis Avenue Freya to Bigelow Gulch

2012-STR-56

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	1,433,000	140,000	0	0	0	0	0	140,000	1,573,000
Design	147,000	0	0	0	0	0	0	0	147,000
Land purchase	260,000	0	0	0	0	0	0	0	260,000
Total	1,840,000	140,000	0	0	0	0	0	140,000	1,980,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	568,192	43,232	0	0	0	0	0	611,424
UAP	Federal	Encumbered	1,271,808	96,768	0	0	0	0	0	1,368,576
Total			1,840,000	140,000	0	0	0	0	0	1,980,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Francis Avenue I.T.S.- Division St. to West City Limits

2012-STR-50

Executive Summary:

Intelligent Transportation System to include fiber optic communication infrastructure & installation of I.T.S. devices.DESIGN ONLY.

Project Justification:

Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

Location:

Francis Ave from Division St to West City Limits

Project Status:

Currently on Hold

External Factors:

Money from this project was shifted by priority to Francis Ave ITS, Division to East City limits. There may not be enough money to complete the project and we may have to re-apply for more funding.

Maintenance:

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

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Francis Avenue I.T.S.- Division St. to West City Limits

2012-STR-50

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	0	40,000	60,000	0	0	0	0	100,000	100,000
Total	0	40,000	60,000	0	0	0	0	100,000	100,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2013	2014	2015	2016	2017	2018	
CMAQ	Federal	Awarded	0	34,600	51,900	0	0	0	0	86,500
REET	Local	Encumbered	0	5,400	8,100	0	0	0	0	13,500
Total			0	40,000	60,000	0	0	0	0	100,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

General Engineering-Street

2012-STR-99

Executive Summary:

Expenditures for 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.

Location:

Citywide

Project Status:

Ongoing

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

General Engineering-Street

2012-STR-99

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
---	0	466,000	480,000	494,000	509,000	524,000	540,000	3,013,000	3,013,000
Total	0	466,000	480,000	494,000	509,000	524,000	540,000	3,013,000	3,013,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	0	466,000	480,000	494,000	509,000	524,000	540,000	3,013,000
Total			0	466,000	480,000	494,000	509,000	524,000	540,000	3,013,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Havana Street Study - Trent to Mission Avenue Link Study

2012-STR-75

Executive Summary:

Study establishment of a link to Mission Avenue after construction of the new Havana St. bridge. To include modifications of Trent and Mission I/S. See T04B001

Project Justification:

This study will assess/analyze the traffic patterns for trucks and vehicles as they maneuver between Havana, Trent and Mission. The study's intent is to identify mobility inefficiencies and provide recommendations for alternative intersection configurations.

Location:

Havana St, Mission to Trent

Project Status:

Study is scheduled to take place in 2016. This will allow normal traffic patterns in the area to develop prior to the study.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Havana Street Study - Trent to Mission Avenue Link Study

2012-STR-75

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	2,341	0	0	0	71,647	0	0	71,647	73,988
Total	2,341	0	0	0	71,647	0	0	71,647	73,988

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	0	0	0	0	9,988	0	0	9,988
STP	Federal	Encumbered	2,341	0	0	0	61,659	0	0	64,000
Total			2,341	0	0	0	71,647	0	0	73,988

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Maple/Ash Streets I.T.S. River to North City Limits

2012-STR-38

Executive Summary:

Install Fiber Optic Comm. Infrastructure and ITS devices in Maple/Ash from Spokane River to North City Limits (Conduit placed in 3 phases). Status: Phase 3 (NW.Blvd. to River) was completed with 2010-11 Construction.

Project Justification:

Currently there are no ITS devices along this corridor. This project will give the city of Spokane and the SRTMC the equipment and infrastructure to better manage the region's traffic on the existing transportation system.

Location:

Maple & Ash Streets, River to North City Limits

Project Status:

Construction in 2012, 10% funds shown in 2013 will cover final costs.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Maple/Ash Streets I.T.S. River to North City Limits

2012-STR-38

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	1,571,000	300,000	0	0	0	0	0	300,000	1,871,000
Design	101,000	0	0	0	0	0	0	0	101,000
Total	1,672,000	300,000	0	0	0	0	0	300,000	1,972,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Awarded	1,446,280	259,500	0	0	0	0	0	1,705,780
REET	Local	Encumbered	225,720	40,500	0	0	0	0	0	266,220
Total			1,672,000	300,000	0	0	0	0	0	1,972,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Minor Construction Assistance

2012-STR-100

Executive Summary:

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

Project Justification:

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

Location:

Citywide

Project Status:

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Minor Construction Assistance

2012-STR-100

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000
Total	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000	240,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	0	40,000	40,000	40,000	40,000	40,000	40,000	240,000
Total			0	40,000	40,000	40,000	40,000	40,000	40,000	240,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Northwest Spokane Transportation Study

2012-STR-55

Executive Summary:

Identify future local transportation infrastructure needs in the northwest portion of the city and adjacent county in coordination with the requirements of the Nine Mile Corridor study. SRTC will oversee the study process with the City & Citizen Input.

Project Justification:

This project is a regional look at traffic issues in the Northwest side of Spokane.

Location:

Northwest Spokane

Project Status:

Incomplete

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Northwest Spokane Transportation Study

2012-STR-55

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Planning	0	75,000	0	0	0	0	0	75,000	75,000
Total	0	75,000	0	0	0	0	0	75,000	75,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Other	Local	Encumbered	0	50,000	0	0	0	0	0	50,000
REET	Local	Encumbered	0	25,000	0	0	0	0	0	25,000
Total			0	75,000	0	0	0	0	0	75,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Riverside Drive Phase I

2012-STR-35

Executive Summary:

Construct a new principle arterial extending Riverside Avenue East from Division tying into Trent Avenue at Sherman Street. Includes 5 ft. bike lanes and separated sidewalks.

Project Justification:

The university master plan calls for a more pedestrian friendly environment. The new alignment of Riverside Drive will allow major vehicle to be routed around the campus and allow for the downgrading of Spokane Falls Blvd which runs through the center of campus.

Location:

Riverside Drive East of Division

Project Status:

Project is Complete with a few small punch list items.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Riverside Drive Phase I

2012-STR-35

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	5,878,610	40,000	10,000	0	0	0	0	50,000	5,928,610
Total	5,878,610	40,000	10,000	0	0	0	0	50,000	5,928,610

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Fed Discret.	Federal	Encumbered	2,911,785	0	0	0	0	0	0	2,911,785
FY 2004 Fed ENH	Federal	Encumbered	40,000	0	0	0	0	0	0	40,000
REET	Local	Encumbered	474,264	16,000	10,000	0	0	0	0	500,264
State Discret	State	Encumbered	502,561	24,000	0	0	0	0	0	526,561
UAP	State	Encumbered	1,950,000	0	0	0	0	0	0	1,950,000
Total			5,878,610	40,000	10,000	0	0	0	0	5,928,610

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Riverside Drive - Phase II & III

2012-STR-36

Executive Summary:

Design and construct an extension of future Riverside Drive beginning at Sherman Street and running easterly to Trent Avenue at Perry Street. Project to include 5ft. bike lanes and separated sidewalks.

Project Justification:

The university master plan calls for a more pedestrian friendly environment. The new alignment of Riverside Drive will allow major vehicle to be routed around the campus and allow for the downgrading of Spokane Falls Blvd which runs through the center of campus.

Location:

Extension of Riverside Drive beginning at Sherman St running easterly to Trent ave at Perry St.

Project Status:

Currently in ROW aquisition. Construction planned for 2013 but could be pushed to 2014 depending on ROW.

External Factors:

Have begun Right of Way Aquisition. If railroad doesn't cooperate there may be some alignment adjustments.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Riverside Drive - Phase II & III

2012-STR-36

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	1,110,651	4,437,998	1,176,351	0	0	0	6,725,000	6,725,000
Design	244,321	200,679	0	0	0	0	0	200,679	445,000
Land purchase	1,000,000	2,447,800	0	0	0	0	0	2,447,800	3,447,800
Total	1,244,321	3,759,130	4,437,998	1,176,351	0	0	0	9,373,479	10,617,800

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Fed Discret.	Federal	Encumbered	551,631	935,000	763,119	0	0	0	0	2,249,750
REET	Local	Encumbered	123,000	855,130	855,130	476,351	0	0	0	2,309,611
Section 112	Federal	Encumbered	0	585,000	900,000	0	0	0	0	1,485,000
State Discret	State	Encumbered	369,690	884,000	619,749	0	0	0	0	1,873,439
UAP	State	Encumbered	200,000	500,000	1,300,000	700,000	0	0	0	2,700,000
Total			1,244,321	3,759,130	4,437,998	1,176,351	0	0	0	10,617,800

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Spokane Falls Boulevard Enhancement Project

2012-STR-60

Executive Summary:

Street enhancements from Division St. to Sherman Ave. The enhancements will be scoped with input from the University District stakeholders. Project likely to include pedestrian buffers, room for cyclists & traffic along with traffic calming measures.

Project Justification:

With the expansion of the Riverpoint Campus there is a need to make Spokane Falls Blvd more pedestrian and Bike friendly. traffic will be diverted to Martin Luther King Jr. Way and Spokane Falls Blvd will be reduced to 2 lanes to create a more campus like roadway.

Location:

Spokane Falls Blvd from Division to Sheridan

Project Status:

On Ad. Construction to be completed in 2012.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Spokane Falls Boulevard Enhancement Project

2012-STR-60

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	1,080,000	130,000	0	0	0	0	0	130,000	1,210,000
Design	75,000	0	0	0	0	0	0	0	75,000
Total	1,155,000	130,000	0	0	0	0	0	130,000	1,285,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Fed Discret.	Federal	Encumbered	930,000	70,000	0	0	0	0	0	1,000,000
REET	Local	Encumbered	0	35,000	0	0	0	0	0	35,000
WSDOT	Local	Encumbered	225,000	25,000	0	0	0	0	0	250,000
Total			1,155,000	130,000	0	0	0	0	0	1,285,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Transportation Strategic Plan Update

2012-STR-101

Executive Summary:

Update of Chapter 4 of the City of Spokane's Comprehensive Plan. Project to include support for both the development of the Pedestrian Plan & updates to the Bike Plan.

Project Justification:

The current Transportation Master plan was written in 2000. The plan needs to be updated every 7 years to align the project list with current needs. This project is intended to update the plan including all transportation modes.

Location:

Citywide

Project Status:

Project underway.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Transportation Strategic Plan Update

2012-STR-101

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Planning	250,000	250,000	0	0	0	0	0	250,000	500,000
Total	250,000	250,000	0	0	0	0	0	250,000	500,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
REET	Local	Encumbered	250,000	250,000	0	0	0	0	0	500,000
Total			250,000	250,000	0	0	0	0	0	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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

PEDESTRIAN & BIKEWAYS



Streets, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2013	2014	2015	2016	2017	2018
CDBG	0	0	0	0	0	0
CMAQ	267	43	0	0	0	0
Other	0	0	5,063	0	0	0
Paths/Trails	113	10	10	10	10	10
Private	0	0	500	0	0	0
RCO	0	0	0	0	0	0
REET	55	7	0	0	0	0
STP	73	0	0	0	0	0
STP-ENH	0	0	0	0	0	0
TBD Fund	180	0	0	0	0	0
TCSP	10	0	1,629	0	0	0
UDRA Fund	83	0	0	0	0	0
Total	781	60	7,202	10	10	10

SIX – YEAR PEDESTRIAN & BIKEWAYS PROGRAM

2013 - 2018

PEDESTRIAN PROGRAM

On February 14th 2011, City Council adopted Ordinance No. C34690 establishing the allocation of 10% of the Transportation Benefit District (TBD) revenue generated to implement the Pedestrian Program of the City of Spokane's Six-Year Comprehensive Street Program. The funding will remain in place for six years beginning in 2012. The collection of the TBD funds began in September of 2011. The City is currently developing a Pedestrian Master Plan that will help identify the pedestrian facilities that would ultimately be funded with TBD revenue under this Pedestrian & Bikeways section of the Program. TBD funding available in 2012 is on the order of \$150,000 and is expected to be at almost \$180,000 in 2013 and subsequent years. The front-work of the Pedestrian Master Plan was utilized to select projects for 2012, and future projects under this program will also be identified from the Pedestrian Master Plan.

The CTAB committee is responsible to recommend select projects to be funded by TBD. For 2013, they have committed \$90,000 to ADA curb ramp compliance and \$90,000 to sidewalk infill. Project locations will be selected through community outreach conducted by CTAB.

BIKEWAYS PROGRAM

The Bikeways Program implements the long range goals of the City's Bikeways Plan.

The Bikeways Plan is a long range plan that was first adopted as the "Bike Routes Plan" by the City Council on October 12, 1976. In 1980 the City Plan Commission and City Council respectively adopted a Bikeway Plan as a part of the Comprehensive Plan for the City of Spokane. An updated version of the 1980 Plan was adopted by the City Plan Commission on March 11, 1987, and subsequently by the City Council on February 15, 1988. In 1996 the City adopted the Bikeway Plan the Spokane Regional Transportation Council created in 1993. This Plan outlined, policies, design standards, education needs, funding, and implementation for the plan.

On February 17, 1992, an ordinance establishing a Bicycle Advisory Board (BAB) was approved by the City Council. This Board is charged with the duties of providing advice and direction to the City Council and all departments and offices of the City on matters relating to bicycling and to raise public awareness of bicycling issues.

With the adoption of the 2001 Comprehensive Plan, all previously adopted Bike Plans were rescinded with the intent to, "...undertake additional planning for non-motorized travel to address more specifically the needs of bicyclists and pedestrians." The last update to the Comprehensive Plan prior to the most current, went into effect on January 17, 2007 and specifically added a statement that, "Future planning should include an integrated Master Bike Plan that defines the goals and design elements for bicycling facilities in the City." Revisions to the Bike Master Plan began in early 2008. This work culminated in an amendment to the Comprehensive Plan which was adopted on June 8th 2009. Implementation of bike facilities, based on the new Master Bike Plan, will continue as funding becomes available.

FUNDING:

LOCAL

10% of the Transportation Benefit District (TBD) revenue will be allocated to pedestrian projects identified in the Pedestrian Master Plan. These funds will be used whenever possible as match towards both Federal and State funding opportunities.

Greater Spokane Community Foundation:

An organization that proposes to help in the financing of a City bikeways network. Funds are limited at this time.

STATE

Paths and Trails Reserve:

A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately \$14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

State Arterial Street Funds:

State Arterial Street Funds may be obtained for both pedestrian and bikeway facilities as long as the facility is a component part of a street improvement project and available for funding.

State Transportation Improvement Board (TIB) Funds:

A sidewalk program is included in TIB's funding program. Historically these funds have been limited to projects under \$250,000 and TIB will not participate in any needed right-of-way costs.

FEDERAL

Community Development Block Grant Program:

This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. Funds for pedestrian and bicycle facilities are included.

Federal Arterial Street Funds:

The same is true here as for the State funds.

ADA Curb ramps

2012-STR-463

Executive Summary:

Upgrade curb ramps to ADA standards within each council district.

Project Justification:

Federal mandates on ADA compliance and safety needs require attention to curb ramp improvements.

Location:

Five intersections per council district. Project areas to be determined and recommended by the CTAB committee.

Project Status:

Construction in 2013 pending TBD Board Approval of the CTAB committee recommendations.

External Factors:

Funds to be distributed evenly between council districts.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

ADA Curb ramps

2012-STR-463

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	90,000	0	0	0	0	0	90,000	90,000
Total	0	90,000	0	0	0	0	0	90,000	90,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
TBD Fund	Local	Encumbered	0	90,000	0	0	0	0	0	90,000
Total			0	90,000	0	0	0	0	0	90,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Ben-Burr Trail Connection to the Centennial Trail

2012-STR-71

Executive Summary:

Multi-use trail covering 4 sections. Underhill Park to Liberty Park, Planned bike facility on 5th ave. to Liberty Park, Liberty Park to Erie/Riverside Dr. Extension & Centennial Bridge at Gonzaga to old Brown Bld. Supply property. Design & ROW only.

Project Justification:

The city is committed to connecting the trail system and provide multimodal transportation throughout the region while increasing the safety of pedestrians and bicyclist.

Location:

Ben Burr Trail between Fiske St and the Centennial Trail.

Project Status:

Awaiting Enviromental Classification Summary, Design to be done in 2012 and ROW purchased in 2013. Money shown in 2014 will cover closeout.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Ben-Burr Trail Connection to the Centennial Trail

2012-STR-71

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	100,000	0	0	0	0	0	0	0	100,000
Land purchase	195,843	143,174	50,000	0	0	0	0	193,174	389,017
Total	295,843	143,174	50,000	0	0	0	0	193,174	489,017

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	82,904	123,846	43,250	0	0	0	0	250,000
REET	Local	Encumbered	12,939	19,328	6,750	0	0	0	0	39,017
STP	Federal	Encumbered	100,000	0	0	0	0	0	0	100,000
STP-ENH	Federal	Encumbered	100,000	0	0	0	0	0	0	100,000
Total			295,843	143,174	50,000	0	0	0	0	489,017

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Bike Route Signing and Striping

2012-STR-63

Executive Summary:

Striping and conversion of signs to MUTCD standards

Project Justification:

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

Location:

Citywide

Project Status:

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Bike Route Signing and Striping

2012-STR-63

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	10,000	10,000	10,000	10,000	10,000	10,000	60,000	60,000
Total	0	10,000	10,000	10,000	10,000	10,000	10,000	60,000	60,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Paths/Trails	Local	Encumbered	0	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Total			0	10,000	10,000	10,000	10,000	10,000	10,000	60,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Centennial Trail - Mission Avenue Crossing

2012-STR-73

Executive Summary:

Study to determine improvements to the crossing of the Centennial Trail at Mission Avenue.

Project Justification:

The existing at-grade crossing is dangerous because of the volume of vehicles, bicyclist, and pedestrians and the physical complexities of the crossing

Location:

Centennial trail at Mission.

Project Status:

Project is currently under way and will be completed in 2012.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Centennial Trail - Mission Avenue Crossing

2012-STR-73

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Planning	187,500	62,500	0	0	0	0	0	62,500	250,000
Total	187,500	62,500	0	0	0	0	0	62,500	250,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
STP	Federal	Encumbered	187,500	62,500	0	0	0	0	0	250,000
Total			187,500	62,500	0	0	0	0	0	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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Centennial Trail Gap (Bridge avenue to Boone & Summit)

2012-STR-72

Executive Summary:

Design of a trail on the old railroad grade beginning at approximately Bridge Avenue and ending at the intersection of Boone and Summit. \$ 7,425 saved by leveraging local funds.

Project Justification:

The city is committed to connecting the trail system and provide multimodal transportation throughout the region while increasing the safety of pedestrians and bicyclist.

Location:

Along the Spokane River from Boone to Summit.

Project Status:

Plans are expected in spring of 2012. Money shown in 2013 will handle closeout.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Centennial Trail Gap (Bridge avenue to Boone & Summit)

2012-STR-72

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	85,000	10,000	0	0	0	0	0	10,000	95,000
Total	85,000	10,000	0	0	0	0	0	10,000	95,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
STP	Federal	Encumbered	85,000	10,000	0	0	0	0	0	95,000
Total			85,000	10,000	0	0	0	0	0	95,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Division Street Gateway Improvements

2012-STR-67

Executive Summary:

Significant aesthetic and functional pedestrian & safety improvements to Division St. from I-90 offramp to Sharp Avenue. Initial phase includes definition, development & partial design.

Project Justification:

This project is intended to enhance Spokane's visual image on Division street and provide a safe and effective transportation corridor for all modes of travel.

Location:

Division Street from freeway to Sharp Ave

Project Status:

Study & partial design currently underway and should be completed in 2012.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Division Street Gateway Improvements

2012-STR-67

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Design	742,000	83,000	0	0	0	0	0	83,000	825,000
Total	742,000	83,000	0	0	0	0	0	83,000	825,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
UDRA Fund	Federal	Encumbered	742,000	83,000	0	0	0	0	0	825,000
Total			742,000	83,000	0	0	0	0	0	825,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Downtown Bicycle Network Completion

2012-STR-74

Executive Summary:

Completion of a comprehensive bicycle network concentrating on the downtown area as recommended by a recent study.

Project Justification:

The downtown Spokane area consist of a network of principal and minor arterials with daily volumes averaging over 15,000 vehicles per day. Currently many bicyclist do not feel safe to travel in the downtown core due to the lack of facilities. It is also illegal and dangerous for bicyclist to travel on city sidewalks forcing them to ride in the street.

Location:

Downtown Spokane.

Project Status:

Project currently in design, construction planned for 2012/2013.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Downtown Bicycle Network Completion

2012-STR-74

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	635,300	179,200	0	0	0	0	0	179,200	814,500
Design	81,500	0	0	0	0	0	0	0	81,500
Total	716,800	179,200	0	0	0	0	0	179,200	896,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CMAQ	Federal	Encumbered	573,440	143,360	0	0	0	0	0	716,800
REET	Local	Encumbered	143,360	35,840	0	0	0	0	0	179,200
Total			716,800	179,200	0	0	0	0	0	896,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Fish Lake Trail - Phase 3

2012-STR-68

Executive Summary:

The final project, from Scribner Road to Fish Lake, to construct a multi use path ultimately linking Spokane to Fish Lake. This segment includes two crossings of active railroad lines.

Project Justification:

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

Location:

Fish Lake Trail, Scribner Rd to Fish Lake

Project Status:

Currently in design phase and trying to get ROW agreement from the railroad.

External Factors:

Issues obtaining ROW agreement from the Railroad.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Fish Lake Trail - Phase 3

2012-STR-68

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	0	0	7,192,000	0	0	0	7,192,000	7,192,000
Design	208,000	0	0	0	0	0	0	0	208,000
Total	208,000	0	0	7,192,000	0	0	0	7,192,000	7,400,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
Other	Local	Unidentified	0	0	0	5,062,610	0	0	0	5,062,610
Private	Private	Unidentified	0	0	0	500,000	0	0	0	500,000
TCSP	Federal	Awarded	208,000	0	0	1,629,390	0	0	0	1,837,390
Total			208,000	0	0	7,192,000	0	0	0	7,400,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Historic Iron Bridge

2012-STR-69

Executive Summary:

Rehabilitation of the old railroad bridge, east of Broadway and Springfield, for use as a trail. Status: Scheduled for 2012 construction, Funds shown in 2013 will cover final costs.

Project Justification:

This connection across the river is a vital link needed to help support non-motorized transportation. It also connects the Centennial trail and the future Ben Burr Trail.

Location:

Railroad bridge east of Broadway and Springfield. Immediately upriver from Trent bridge.

Project Status:

Construction is expected to be complete in 2012.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Historic Iron Bridge

2012-STR-69

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	991,082	102,788	0	0	0	0	0	102,788	1,093,870
Design	175,000	0	0	0	0	0	0	0	175,000
Total	1,166,082	102,788	0	0	0	0	0	102,788	1,268,870

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
CDBG	Federal	Encumbered	200,000	0	0	0	0	0	0	200,000
Paths/Trails	Local	Encumbered	10,000	102,788	0	0	0	0	0	112,788
RCO	State	Encumbered	354,082	0	0	0	0	0	0	354,082
STP-ENH	Federal	Encumbered	602,000	0	0	0	0	0	0	602,000
Total			1,166,082	102,788	0	0	0	0	0	1,268,870

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Sidewalk Infill

2012-STR-462

Executive Summary:

Construct sidewalk in priority corridors within each council district.

Project Justification:

TBD program initiated to implement the Pedestrian Program.

Location:

Project areas to be determined and recommended by the CTAB committee.

Project Status:

Construction in 2013 pending TBD Board approval of the CTAB committee recommendations.

External Factors:

Funds to be distributed evenly between council districts.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Sidewalk Infill

2012-STR-462

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	90,000	0	0	0	0	0	90,000	90,000
Total	0	90,000	0	0	0	0	0	90,000	90,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
TBD Funds	Local	Encumbered	0	90,000	0	0	0	0	0	90,000
Total			0	90,000	0	0	0	0	0	90,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

U.District Pedestrian & Bicycle Bridge Study

2012-STR-70

Executive Summary:

Pedestrian bridge to connect East Sprague Business District to the University District

Project Justification:

To alleviate safety concerns for an increasing number of students, faculty, employees, visitors, residents and others commuting to and from the U-district urban campus.

Location:

Riverpoint campus at approximately Sherman Street extending over the BNSF railroad and MLK Jr. Way to Sprague Ave.

Project Status:

Study to be completed in 2012. Money shown in 2013 will cover project closeout.

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

U.District Pedestrian & Bicycle Bridge Study

2012-STR-70

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Planning	435,000	10,000	0	0	0	0	0	10,000	445,000
Total	435,000	10,000	0	0	0	0	0	10,000	445,000

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
TCSP	Federal	Encumbered	435,000	10,000	0	0	0	0	0	445,000
Total			435,000	10,000	0	0	0	0	0	445,000

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

NEIGHBORHOOD PROGRAM

The City of Spokane, Business and Development Services Department (B&DS) focuses on economic development activities guided by Comprehensive Plan policies, such as Centers and Corridors and/or the Office of the Mayor. Often these activities include multimodal transportation related projects.

The City of Spokane's Comprehensive Plan was adopted by the City Council on May 21, 2001. The overall transportation goal for the City is to *"Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents."* The plan recognizes how individual design features, such as pedestrian buffer strips, influence the availability, appeal, and use of transportation choices along with providing a catalyst for private investment and development. **Multimodal transportation projects are implementing these comprehensive plan policies:**

CHAPTER 4.6 STREET STANDARDS: Implementing the Standards

The process for how these proposed street standards will be implemented; including how development projects will be reviewed to ensure compliance with the standards will be determined and specified at a later phase of plan development. The following discussion is intended to identify key issues about implementation and to provide a framework for that later work. The intent of the city is to use a multidisciplinary city staff team in its process for applying street standards to specific projects. This multidisciplinary staff review team will provide input into the design process, beginning as early as possible in the review process and continuing as needed until construction is completed. While this narrative outlines key issues about the process, the exact review process for any project will depend to some extent on the nature of the project. For example, the review process for projects that meet the street standards outright will be different from projects that involve a deviation from the standards. (For an explanation of the reasoning behind allowing deviations, see policy TR 10.2, "Innovation to Meet Spirit.")

DESIGN/PRESERVATION POLICY 1.3 Urban Trees and Landscape Areas

Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.

NEIGHBORHOOD POLICY 4.12 Pedestrian Buffer Strips

Require that sidewalks be separated from the street by a pedestrian buffer strip on all new or redeveloped streets to provide a safe place to walk.

TRANSPORTATION POLICY 2.7 Safe Sidewalks

Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

TRANSPORTATION POLICY 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

TRANSPORTATION POLICY 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

NATURAL ENVIRONMENT POLICY 12.1 Street Trees

Plant trees along all streets.

FUNDING:

LOCAL:

With the City's assistance in implementation and grant pursuit, B&DS has leveraged private, neighborhood community development, or federal funds as a match for the design and construction of specific capital improvement projects. Currently, funds are being generated by the Photo-Red Program. Potential sources of additional funds have been identified in the program and when additional City funding becomes available there will be a larger pool from which to leverage funds and/or to implement neighborhood and targeted area projects. These programs are made up of small projects that fulfill program intents. Program summaries are given within this section. Individual project sheets (as provided in prior sections) are reserved for projects that more fully fit the description of "Capital Project".

The Photo-Red Program provides funding for traffic calming projects. The project list for this program is currently in review and is based on safety needs throughout the city. Although the program must still be approved by Council for 2013, the current estimate of available project funding is \$560,000.

NEIGHBORHOOD IMPROVEMENT PROGRAM

Community Development Block Grant and Street Bond Paving Program

2013 Construction

<u>Project Name</u>		<u>Funding</u>
12th Ave Spruce to Inland Empire Way& 11th from Latah Creek to Cour D' Alene Wy, and Spruce St from 12th Ave to 11th Ave	2004 Bond	\$536,000
	LID Assessment	\$357,000
	CDBG	\$179,000
	Total Cost	\$1,072,000
25th Ave, from Freya St to ½ block west of Rebecca	2004 Bond	\$193,000
	LID Assessment	\$407,000
	Total Cost	\$600,000
Sycamore St from Everett to Nebraska, Rowan from Freya to Sycamore, Sanson from Freya to Sycamore	2004 Bond	\$549,000
	LID Assessment	\$398,000
	CDBG	\$183,000
	Total Cost	\$1,130,000
Riverside Ave from Altamont to Cook, Cook from Sprague to Riverside	2004 Bond	\$212,000
	LID Assessment	\$248,000
	Total Cost	\$460,000
Panorama Drive, Palm Place to Strong Rd	2004 Bond	\$214,000
	LID Assessment	\$107,000
	Total Cost	\$321,000
Nebraska Ave from Lincoln to Post	2004 Bond	\$75,000
	LID Assessment	\$75,000
	Total Cost	\$150,000
Rockwood Blvd, 10th Ave to Southeast Blvd	LID Assessment	\$550,000
	Total Cost	\$550,000

2014 Construction

Florida, Queen to Rowan	2004 Bond	\$171,000
	LID Assessment	\$171,000
	CDBG	\$171,000
	Total Cost	\$513,000

APPENDIX A – IMPACT FEE PROGRAM

TRANSPORTATION IMPACT FEE PROGRAM

Planning Horizon - 2013 - 2028

On November 17, 2008, City Council adopted Ordinance No. C34305 establishing a transportation impact fee by adopting Chapter 17D.030 to Title 17 of the Spokane Municipal Code. The Ordinance was conditioned upon: (1) Completion of a Transportation Baseline Study; (2) An adjusted impact fee rate schedule to reflect the projects identified by the Transportation Baseline Study; and (3) Adoption of permanent funding mechanism to supplement the City's ability to eliminate existing transportation deficiencies.

The final amended Impact Fee ordinance was passed on Feb 10, 2011 by City Council and implemented on March 12, 2011.

Adopted in 1990 the Washington legislature passed the Growth Management Act (GMA). One of GMA's primary goals required cities to provide adequate public facilities and services concurrent with development. The statute authorizing impact fees under GMA is [RCW 82.02.050](#), which provides as follows:

Counties, cities and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

The purpose of Impact Fees is to ensure that adequate transportation facilities are available to serve new growth; promote orderly growth and development; and require new growth and development to pay a proportionate share of the cost of new facilities needed to serve new growth. Impact fees help pay for transportation system improvements that provide service to the community at large in addition to mitigating direct impacts of new development.

In addition, Washington cities have a variety of other options available for imposing traffic impact fees on new development. The following statutes provide the authorization to impose traffic impact fees: Subdivision Exactions – Ch. 58.17 RCW; State Environmental Policy Act (Mitigation Measures)-Ch. 43.21C RCW; Voluntary Agreements-RCW 82.02.020; Transportation Benefit District Act-RCW 35.21.225 and Ch. 36.73 RCW; Local Transportation Act-Ch. 39.92 RCW; and Growth Management Act-Ch. 82.02 RCW.

The City will be seeking additional funds from local, State and Federal sources since Impact Fees, in accordance with RCW 82.02.050, cannot pay for 100% of project costs. Impact Fee related projects will be placed in the Program once funding has been obtained. The list of Impact Fee Projects below indicates generally what timeframe the projects are intended to be constructed within, funding dependent.

PROJECTS WITH ASSOCIATED IMPACT FEES

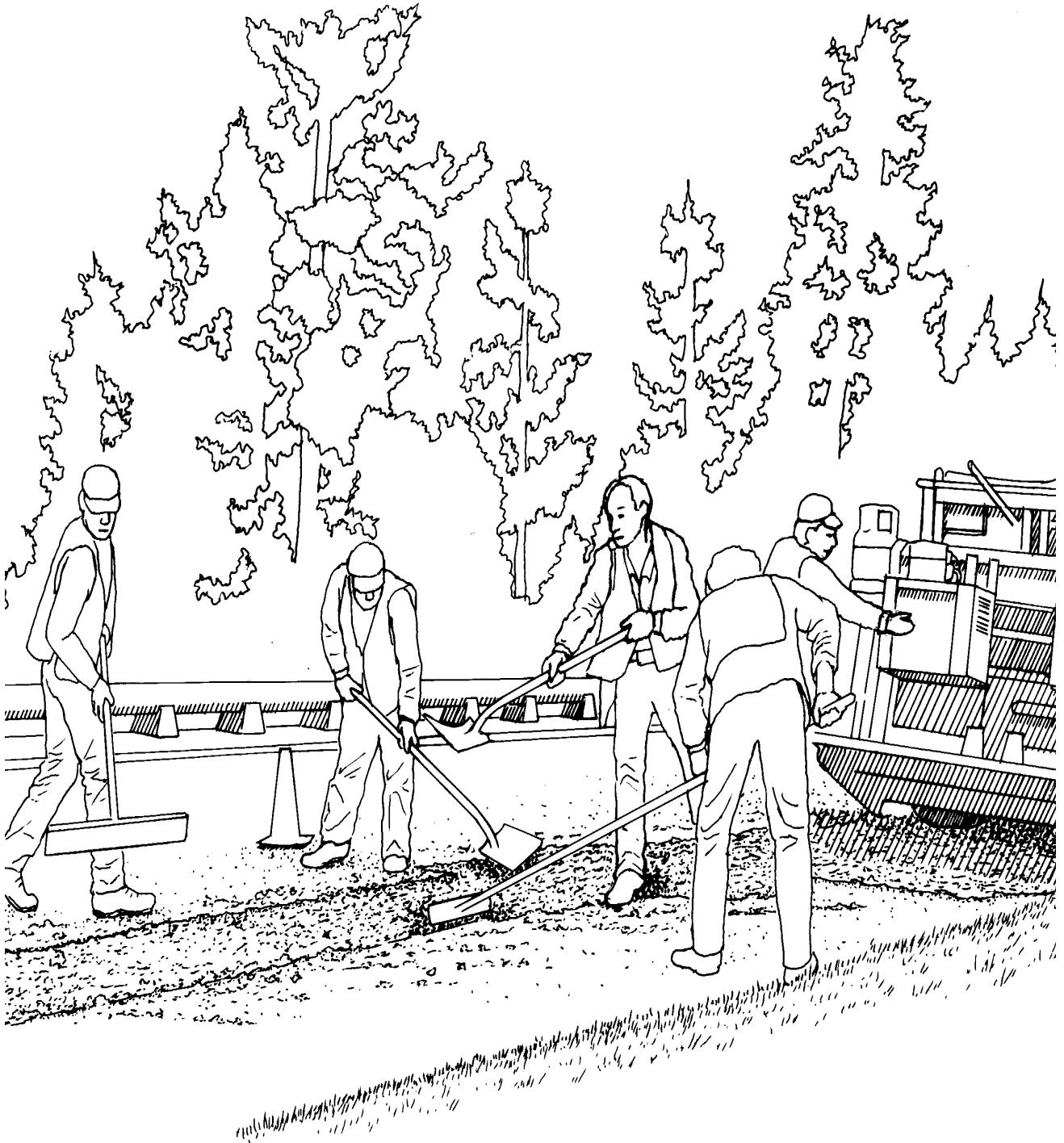
Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
8th Avenue/McClellan Street	Re-Stripe intersection to accommodate a westbound thru-left and thru-right lane configuration	\$61,000	DTWN		X	No Bike Fac			
Post Street Corridor Project	Preliminary design and engineering for Post Street Corridor from the Spokane Falls to Buckeye	\$0	DTWN	X					
Mallon Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X	No Bike Fac			
Broadway Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	DTWN		X				
5th Avenue/Sherman Street Intersection	Install new traffic signal.	\$350,000	DTWN	X		Bike Lanes on 4th & Sherman, Shared Rdwy on 5th			
Spokane Falls Boulevard/Division Street (US 2, US 395) Intersection Improvement	N/A	N/A	DTWN		X				
3rd Avenue/Lincoln Street Intersection Improvement	N/A	N/A	DTWN		X				
2nd Avenue/Monroe Street Intersection Improvement	Provide for separate westbound left-turn lanes and left-thru lane.	\$549,000	DTWN		X	No Bike Fac			
Cedar Road/Country Homes Boulevard Intersection	Install new traffic signal.	\$650,000	NW	X		Bike Lanes on Country Homes			
NW Boulevard/Monroe Street Intersection Improvement**	Provide new traffic signal equipment to provide traffic signal detection and coordination.	\$350,000	NW		X	Bike Lanes on NW Blvd.			
Boone Avenue/Monroe Street Intersection Improvement**	Provide eastbound and westbound protected/permitted phasing and upgrade signal equipment to accommodate vehicle detection and intersection coordination.	\$350,000	NW		X	No Bike Fac			
Assembly Street/Francis Avenue Intersection	Construct Roundabout	\$1,800,000	NW	X		Bike Lane on Assembly, Driscoll, & 9 Mile			
Wellesley/Driscoll Intersection	Construct Roundabout	\$1,591,000	NW	X		Bike Lane on Driscoll, No Bike Fac. On Wellesley			
Northwest Boulevard/Maple Street - Ash Street Intersection Improvement	Re-Stripe the northbound through lane at the NW Blvd/Maple St to accommodate a dedicated left- and thru-left lane configuration (3- NB thru lanes). Adjust signal timing to accommodate split phasing for the northbound thru movement.	\$750,000	NW		X	Shared Rdwy on Maple/Ash, Bike Lane on NW			
Boone/Maple-Ash Intersection Improvement	Construct northbound left and right-turn lanes. Install westbound right-turn lanes. Includes modification to traffic signal equipment.	\$500,000	NW		X	Shared Rdwy Maple/Ash, Boone No Bike Fac.			
Assembly/Wellesley Intersection	Construct Roundabout	\$1,061,000	NW	X		Assembly Bike Lane, Wellesley No Bike Fac.			
North Indian Trail Road Widening Project - Barnes South to Kathleen	Widen North Indian Trail Road with 2 thru lanes each direction and a Two Way Center Turn Lane	\$3,000,000	NW	X		Bike Lane - N. Indian Trail Rd.			
SR 291/Rifle Club Intersection	Install new traffic signal.	\$350,000	NW	X		Bike Lane @ 9Mile			

PROJECTS WITH ASSOCIATED IMPACT FEES (Continued)

Project Name	Description	Estimated Cost	Region	Project Source		Bicycle Facilities	Approx. Build Timeline		
				6-Year Plan	Baseline Project		5-year	10-year	15-year
Regal/Palouse Intersection	Construct new traffic signal or roundabout.	\$550,000	STH	X		No Bike Fac			
14th/Bernard Intersection	Intersection Improvement Project	\$0	STH	X					
29th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Shared Rdwy @ Freya			
29th Ave Improvement Project	Construct TWLTL from east of Pittsburg to Southeast Blvd.	\$2,925,000	STH	X		No Bike Fac			
37th/Freya Intersection***	Intersection Improvement Project	\$0***	STH	X		Bike Lanes on 37th, Shared Rdwy @ Freya			
37th/Perry Intersection	Realign Intersection	\$796,000	STH	X		Bike Lanes on 37th, No Bike Fac @ Perry			
37th Ave Roadway Project	Widen 37th Ave to 3-lanes and upgrade to arterial standards from Regal Street to Freya Street.	\$4,585,000	STH	X		Bike Lanes on 37th			
Regal/Freya Connection	Provide connectivity project to link Regal and Freya on 44th Avenue or 42nd Avenue alignment.	\$2,016,000	STH	X		Bike Lanes on Freya, No Bike Fac. along 44th			
Southeast Blvd/Rockwood	Construct Traffic Signal	\$350,000	STH	X		Bike Lanes on SE and Rockwood			
Sunset/Assembly Intersection	Capacity Improvement	\$5,354,000	STH	X					
Crestline/Rowan Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		Marked/Share d Rdwy on Crestline & Rowan			
Havana Street Overpass Project	Construct a grade separation for Havan Street over the UP railroad tracks.	\$2,750,000	NE	X		No Bike Fac			
Lincoln Road	Construct new 5-lane cross-section roadway from Nevada to Crestline Street	\$1,970,000	NE	X		No Bike Fac on Lincoln, Bike Lane on Crestline			
Perry/Wellesley Intersection	Realign intersection and install traffic signal.	\$1,454,000	NE	X		No Bike Fac			
Lincoln/Nevada Intersection Improvements	Construct separate eastbound and westbound left-turn lanes. Includes widening the west leg of Lincoln Avenue and constructing 5-lane cross section on Lincoln Avenue east of Nevada for approximately 1000 Feet.	\$1,400,000	NE	X	X	No Bike Fac			
North Foothills Boulevard/Ruby-Division Street Intersections	Construct traffic signal modification for dual eastbound and westbound left-turn lanes (side-by-side). Split signal phasing.	\$550,000	NE		X	Bike Lanes on Buckeye, Shared Rdwy on N. Foothills, No Bike Fac on Div or Ruby			
Francis Avenue/Nevada Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$830,000	NE		X	No Bike Fac			
Sprague Avenue/Freya Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$823,000	NE	X	X	No Bike Fac on Sprague, Shared Rdwy on Freya			
Wellesley/Freya Intersection	Construct Signal or Roundabout	\$562,000	NE	X		Bike Lanes on Freya & Wellesley			
Hamilton Street Corridor Enhancement Project	Construct traffic signal modification to accommodate protected or protected/permitted signal phasing.	\$2,800,000	NE	X	X	No Bike Fac on Hamilton, Shared Rdwy on Mission, Bike Lanes on Sharp			

APPENDIX B – STREET MAINTENANCE PROGRAM

STREET MAINTENANCE



Streets, Other Funding Summary

(in thousands of dollars)

Fund Source	2013	2014	2015	2016	2017	2018
RET, SAS, GF	3,650	3,668	3,660	3,667	3,945	4,023
Total	3,650	3,668	3,660	3,667	3,945	4,023

General Resurfacing

2012-STR-1

Executive Summary:

Rehabilitate existing roadways. Funding source comes from the first 1/4% of Real Estate Excise Tax.

Project Justification:

This project is necessary to maintain a usable roadway surface for vehicles.

Location:

Citywide

Project Status:

Ongoing

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

General Resurfacing

2012-STR-1

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	1,859,068	1,823,431	1,759,666	1,710,275	1,928,843	1,946,631	11,027,914	11,027,914
Total	0	1,859,068	1,823,431	1,759,666	1,710,275	1,928,843	1,946,631	11,027,914	11,027,914

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
RET, SAS	---	Encumbered	0	1,859,068	1,823,431	1,759,666	1,710,275	1,928,843	1,946,631	11,027,914
Total			0	1,859,068	1,823,431	1,759,666	1,710,275	1,928,843	1,946,631	11,027,914

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

Street Lighting

2012-STR-1

Executive Summary:

Used for Maintenance and operation of street lights. Funding source comes from the first 1/4% of Real Estate Excise Tax.

Project Justification:

Street lights are essential for visibility at night for both drivers and pedestrians. They are a safety feature.

Location:

Citywide

Project Status:

Ongoing

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.

	2013	2014	2015	2016	2017	2018
Expected Annual Maintenance	0	0	0	0	0	0

Maintenance Comments:

Street Lighting

2012-STR-1

Spending:

Project Phase	Spending To Date	Estimated Spending							Total
		2013	2014	2015	2016	2017	2018	6-Year Total	
Construction	0	1,791,000	1,845,000	1,900,000	1,957,000	2,016,000	2,076,779	11,585,779	11,585,779
Total	0	1,791,000	1,845,000	1,900,000	1,957,000	2,016,000	2,076,779	11,585,779	11,585,779

Funding:

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2013	2014	2015	2016	2017	2018	Total
RET,SAS	Local	Encumbered	0	1,791,000	1,845,000	1,900,000	1,957,000	2,016,000	2,076,779	11,585,779
Total			0	1,791,000	1,845,000	1,900,000	1,957,000	2,016,000	2,076,779	11,585,779

*Status definitions:

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

Funding amounts in red reflect sources that are unidentified, identified or anticipated.

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**City of Spokane
Public Works &
Utilities Division
Street Department**



Pavement Maintenance Program

**CITY OF SPOKANE
PUBLIC WORKS AND UTILITIES DIVISION
STREET DEPARTMENT**

**PAVEMENT MAINTENANCE PROGRAM
2013 to 2018**

Background:

The City of Spokane's Street Department is responsible for Bridge Maintenance and Inspections, Signal and Lighting Maintenance and Enhancements, Signs and Markings Maintenance, Parking Enforcement, and Street Maintenance. Within the Street Maintenance Program, the major elements are Leaf Pick-Up, Snow Removal, Street Sweeping, Street Grading, Weed Control, and Pavement Maintenance and Repair.

This 6-year program addresses Pavement Maintenance and is intended to be a dynamic, "living" document. Each spring the Street Department will evaluate the roadway conditions and adjust the program as necessary.

There are eight components in maintaining the City's 727 lane miles of arterial streets and 1,418 lane miles of residential streets, for a citywide total of 2,145 lane miles of streets:

Pothole Repair, Sub-Grade Repair, Street Grading, Crack Sealing, Skin Patching, Thick Overlay, Grind/Overlay, Utility Cut Patching.

Work Summary:

Pothole Repair: Potholes are especially prevalent in cities that experience winter weather patterns consisting of many freeze-thaw cycles, and the Street Maintenance Section repairs thousands of potholes every year. The potholes are formed when moisture seeps into cracks in the surface of a road and freezes, causing the water to expand. When the ice thaws, that space is left empty, and frequent or heavy traffic over the crack causes the asphalt to break and fail. The work of the City's pothole repair program is to fill pavement potholes with specialized Cold Mix Asphalt during the winter months and a permanent Hot Mix Asphalt in the summer months. Potholes are classified by depth or severity of hole, and the goal is to patch the most intrusive potholes first.

Sub-grade Repair: The goal of the sub-grade repair program is to repair areas of roadway where both the pavement and the sub-grade have failed. This work requires the asphalt and failed sub-grade to be removed. The depth of the repair depends on the depth of the failed sub-grade, with the average depth of repair twelve inches.

Street Grading: All improved gravel roads are inspected a minimum of two times per year and graded as needed.

Crack Sealing: Between 150,000 and 250,000 linear feet of crack sealant is placed each year. Crack sealant is a specialized hot tar material that forms to the crack and seals it off. Sealing the cracks prevents moisture intrusion into the pavement, helping to prevent potholes from forming.

Skin Patching: The Street Department currently installs approximately four lane miles of skin patching per year. Skin patching adds one inch of asphalt on top of existing pavement, and is a temporary method of improving the surface of an extremely deteriorated or rutted street when there is no funding for a complete repair. Skin patching will last approximately two to three years before the cracks in the original pavement propagate back to the surface.

Thick Overlay: The Street Department currently performs approximately two lane miles of thick overlay per year. This process involves raising all utility manholes and installing 2-3 inches of asphalt overlay. This type of maintenance activity is normally implemented where there are no curbs or sidewalks.

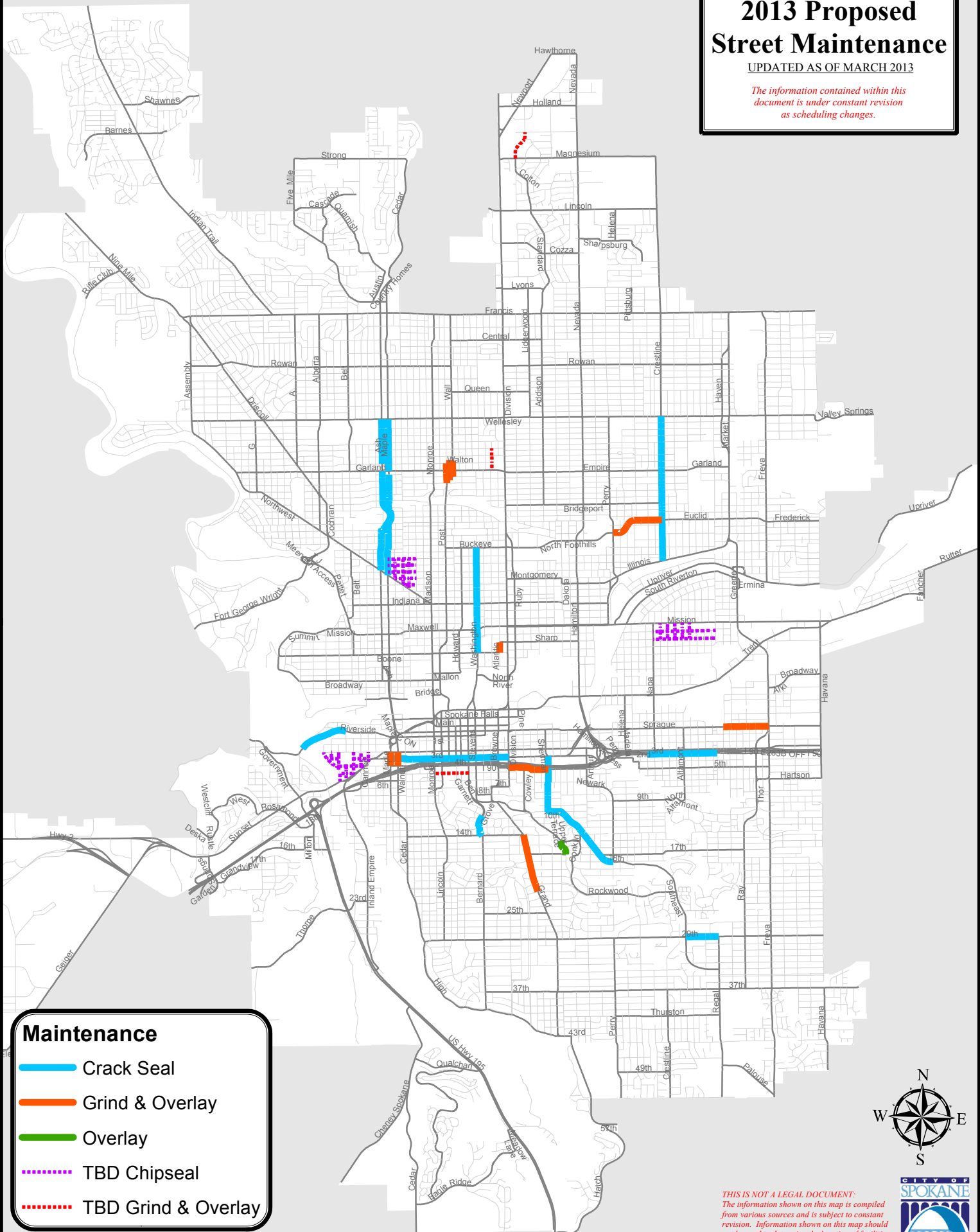
Grind/Overlay: The Department currently performs approximately six lane miles of grind and overlay per year. One goal is to increase this quantity to 8-to-10 lane miles per year. This process involves milling out 2-to-4 inches of asphalt to remove the failed pavement section and installing a new pavement section. Typically, this is appropriate only when the sub-base is structurally sound. The process creates a pavement section that will last 7-to-10 years, depending upon the volume of traffic. To improve the life of the overlay, crack sealant is applied along the joint between the old and the new pavement.

Utility Cut Patching: The Street Department places the final asphalt pavement patch around any City utility work performed in the roadway. The work includes removing any temporary pavement patch, grading the sub-grade and placing the final pavement patch.

2013 Proposed Street Maintenance

UPDATED AS OF MARCH 2013

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2013 PROPOSED MAINTENANCE											
Street	From	To	Length	Lanes	Area (yd)	Lane Miles	Schedule	District	\$/Yd.	Total Cost	Comments
ARTERIAL CRACKSEAL											
29TH AV	SOUTHEAST BL	REGAL ST	0.29	4-5	8,075	1.31	2013	S	\$1.00	\$8,075	
3RD AV	MAPLE ST	DIVISION ST	1.13	3-4	33,853	3.89	2013	S	\$1.00	\$33,853	
3RD AV	MAGNOLIA ST	REGAL ST	0.67	2	15,716	1.34	2013	S	\$1.00	\$15,716	
ASH ST	NORTHWEST BL	WELLESLEY AV	1.41	2	29,716	2.88	2013	NW	\$1.00	\$29,716	
CRESTLINE ST	ILLINOIS AV	WELLESLEY AV	1.39	2-5	39,056	5.07	2013	NE	\$1.00	\$39,056	
GROVE ST	14TH AV	SUMNER AV	0.21	4	6,401	0.82	2013	S	\$1.00	\$6,401	
MAPLE ST	NORTHWEST BL	WELLESLEY	1.42	2-3	28,784	2.93	2013	NW	\$1.00	\$28,784	
SOUTHEAST/SHERMAN	PERRY AV	3RD AV	1.34	2-4	33,654	2.88	2013	S	\$1.00	\$33,654	
WASHINGTON ST	BOONE ST	BUCKEYE AV	1.01	4-5	29,684	4.44	2013	NW	\$1.00	\$29,684	
TOTAL CRACKSEAL:			8.86	224,938		25.56	\$224,938				
ARTERIAL GRIND & OVERLAY											
4TH/5TH	DIVISION ST	SHERMAN ST	0.38	2-3	9,398	0.90	2013	S	\$24.00	\$225,557	
ATLANTIC ST	BOONE AV	SHARP AV	0.10	3	2,978	0.30	2013	NW	\$24.00	\$71,467	
GRAND BL	22ND AV	14TH AV	0.57	4	13,293	2.27	2013	S	\$24.00	\$319,040	
MAPLE ST	4TH AV	2ND AV	0.11	4	4,033	0.46	2013	S	\$24.00	\$96,800	MINUS CROSS STREETS
NORTH FOOTHILLS DR	PERRY ST	CRESTLINE ST	0.52	4	13,435	2.08	2013	NE	\$24.00	\$322,432	
POSTWALL	PROVIDENCE AV	WALTON AV	0.44	2	8,054	0.87	2013	NW	\$24.00	\$193,285	
SPRAGUE AV	HAVEN ST	FREYA ST	0.44	4	11,880	1.81	2013	NE	\$24.00	\$285,120	TRAVEL LANES ONLY
WALNUT ST	4TH AV	2ND AV	0.11	3-4	3,753	0.41	2013	S	\$24.00	\$90,080	MINUS CROSS STREETS
TOTAL GRIND & OVERLAY:			2.67	66,824		9.10	\$1,603,781				
ARTERIAL OVERLAY											
UPPER TERRACE RD	17TH AV	ROCKWOOD BL	0.16	2	2,093	0.31	2013	S	\$14.50	\$30,349	THICK OVERLAY
TOTAL OVERLAY:			0.16	2,093		0.31	\$30,349				
2013 MAINT. TOTAL:										\$1,859,068	
RESIDENTIAL GRIND & OVERLAY											
5TH AV	MONROE ST	STEVENS ST	0.32	2	8,272	0.65	2013	S	\$35.00	\$289,528	Contracted Estimate
COLTON ST	MAGNESIUM RD	JAY AV	0.28	2	5,992	0.57	2013	NE	\$35.00	\$209,720	Contracted Estimate
NORMANDIE ST	GARLAND AV	ROCKWELL AV	0.21	2	3,633	0.41	2013	NW	\$35.00	\$127,167	Contracted Estimate
TOTAL RESIDENTIAL GRIND & OVERLAY:			0.81	17,898		1.63	TOTAL TBD FUND:		\$626,414		
RESIDENTIAL CHIPSEAL											
SINTO ST	FROM NAPA	TO REGAL ET AL	1.96	2	37,999	3.92	2013	NE	\$5.50	\$208,994	
CARLISLE AV	FROM MAPLE	TO JEFFERSON ET AL	1.87	2	37,826	3.73	2013	NW	\$5.50	\$208,041	
CHESTNUT ST	FROM SUNSET	TO 2ND ET AL	1.78	2	35,870	3.56	2013	S	\$5.50	\$197,286	
TOTAL RESIDENTIAL CHIPSEAL:			5.61	111,695		11.21	\$614,321				
TOTAL 2013 TBD FUND:										\$1,240,735	

UPDATED AS OF MARCH 2012

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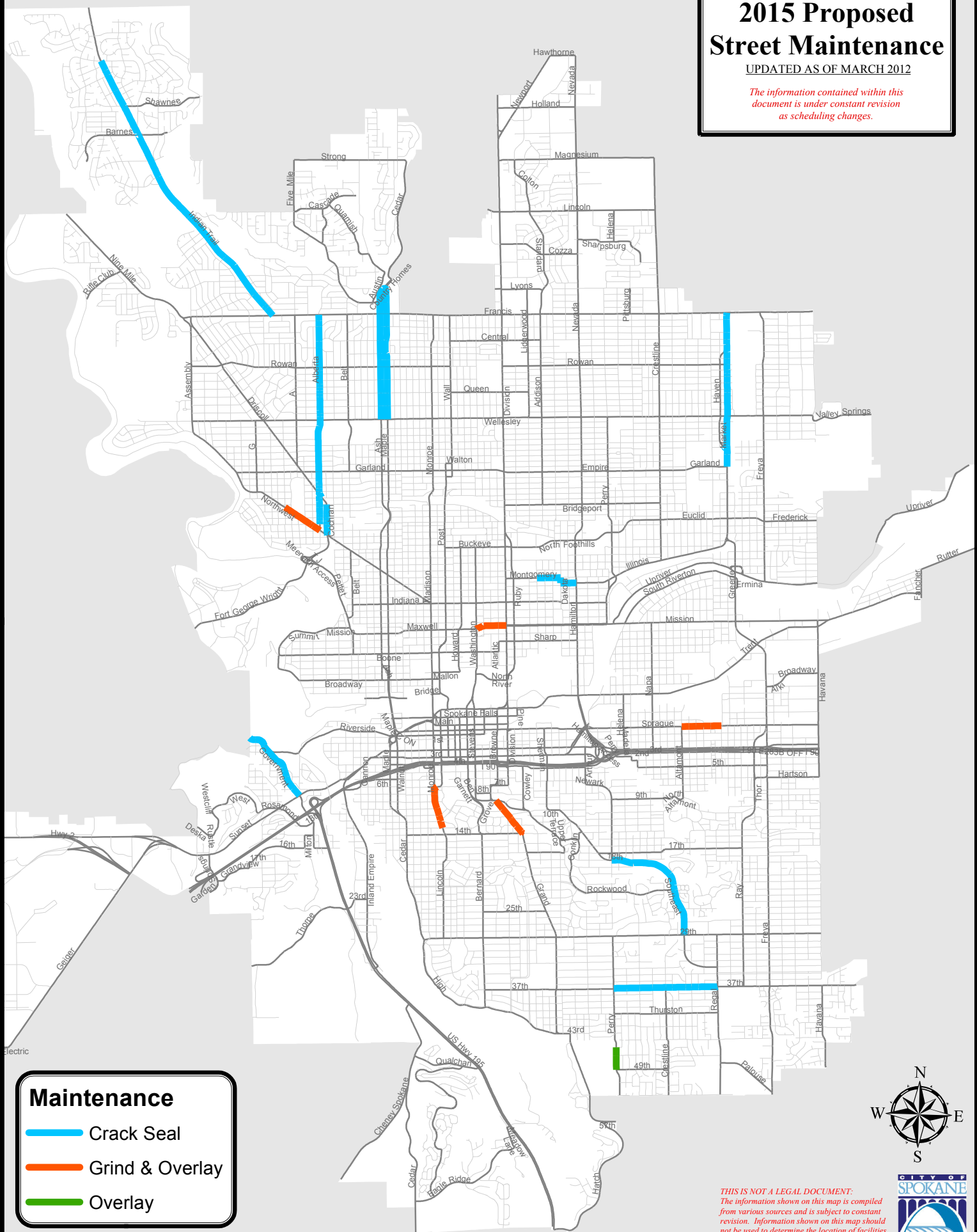
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2014 PROPOSED MAINTENANCE											
Street	From	To	Length	Lanes	Area (yd)	Lane Miles	Schedule	District	\$/Yd.	Total Cost	Comments
ARTERIAL CRACKSEAL											
ASH ST	BOONE AV	NORTHWEST BL	0.75	3	17.905	2.26	2014	NW	\$1.04	\$18,621	
BELT ST	NORA AV	MONTGOMERY AV	0.31	2	5.517	0.63	2014	NW	\$1.04	\$5,737	
CRESTLINE ST	WELLESLEY AV	FRANCIS AV	0.96	4-5	27.414	3.89	2014	NE	\$1.04	\$28,511	
DRISCOLL BL	COURTLAND AV	ASSEMBLY ST	2.20	2-3	63.551	4.80	2014	NW	\$1.04	\$66,093	
HATCH RD	54TH AV	43RD AV	0.67	2	14.331	1.34	2014	S	\$1.04	\$14,904	
INDIANA AV	BELT ST	MAPLE ST	0.34	2	10.200	0.68	2014	NW	\$1.04	\$10,608	
MAPLE ST	BOONE AV	NORTHWEST BL	0.72	3-4	17.293	2.24	2014	NW	\$1.04	\$17,985	
WALL ST	WELLESLEY AV	FRANCIS AV	0.96	2	16.873	1.92	2014	NW	\$1.04	\$17,548	
TOTAL CRACKSEAL:			6.92		173.084	17.74				\$180,008	
ARTERIAL GRIND & OVERLAY											
GRAND BL	29TH	22ND AV	0.46	4	11.269	1.90	2014	S	\$24.96	\$281,271	
LINCOLN/MONROE	17TH AV	13TH AV	0.28	2-4	7.143	0.68	2014	S	\$24.96	\$178,281	
NORTHWEST BL	GARLAND AV	C ST	0.61	2	17.787	1.84	2014	NW	\$24.96	\$443,955	
SPRAGUE AV	IVORY ST	PITTSBURG ST	0.39	4	9.632	1.56	2014	NE	\$24.96	\$240,415	TRAVEL LANES ONLY
POST ST	GRACE AV	KIERMAN AV	0.60	2	10.030	1.20	2014	NW	\$24.96	\$250,354	TRAVEL LANES ONLY
TOTAL GRIND & OVERLAY:			2.34		55.860	7.18				\$1,394,277	
ARTERIAL OVERLAY											
CEDAR RD	COUNTRY HOMES BL	STRONG RD	1.22	2	16.522	2.45	2014	NW	\$15.08	\$249,147	THICK OVERLAY
TOTAL OVERLAY:			1.22		16.522	2.45				\$249,147	
2014 TOTAL:										\$1,823,431	

2015 Proposed Street Maintenance

UPDATED AS OF MARCH 2012

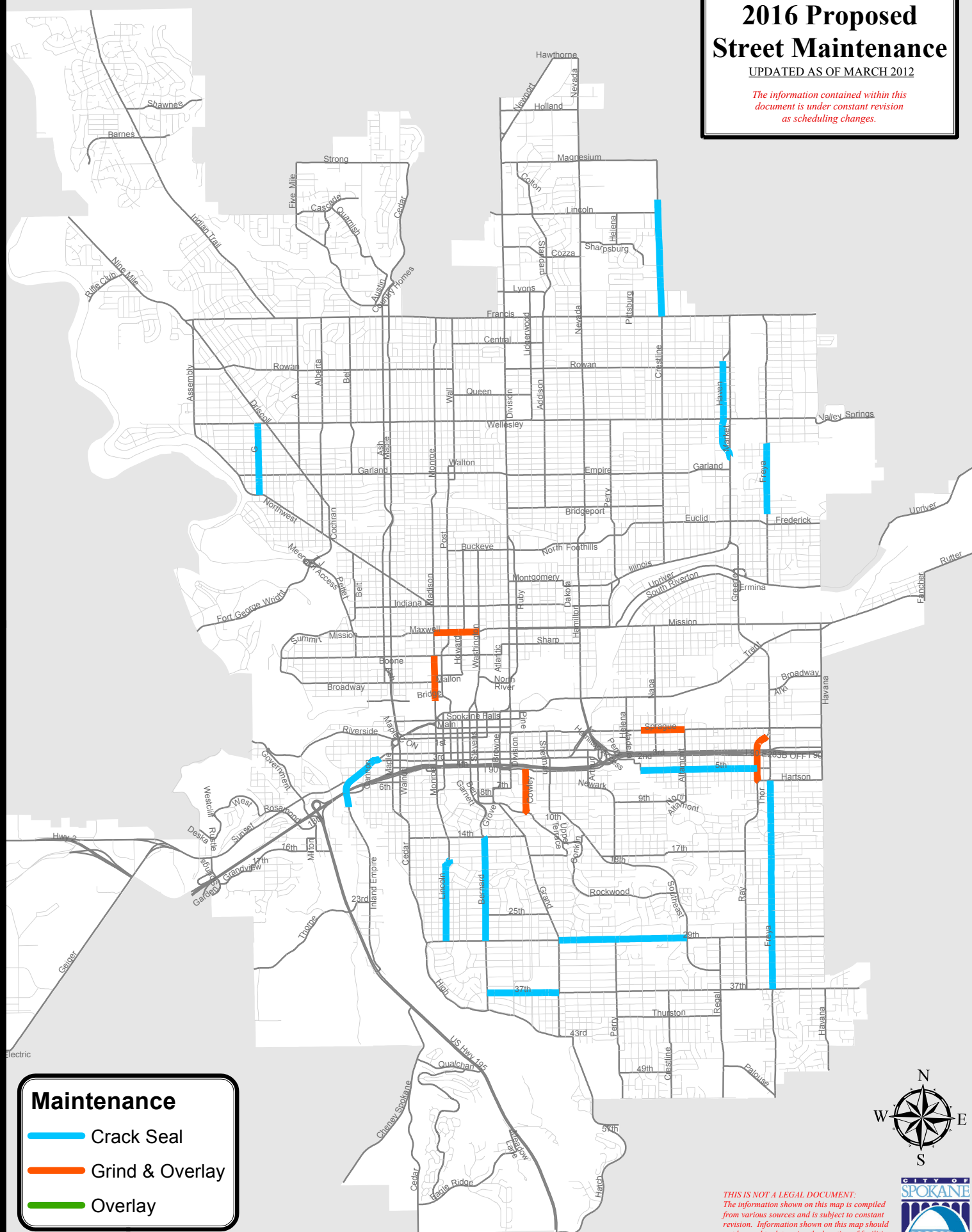
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2015 PROPOSED MAINTENANCE											
Street	From	To	Length	Lanes	Area (yd)	Lane Miles	Schedule	District	\$/Yd.	Total Cost	Comments
ARTERIAL CRACKSEAL											
37TH AV	PERRY ST	REGAL ST	0.98	2	19,203	1.97	2015	S	\$1.08	\$20,770	
ALBERTA ST	NORTHWEST BL	FRANCIS AV	2.04	2-3	44,540	5.77	2015	NW	\$1.08	\$48,174	
ASH ST	WELLESLEY AV	COUNTRY HOMES	1.22	2-4	29,005	2.80	2015	NW	\$1.08	\$31,372	
COCHRAN ST	NORTHWEST BL	COURTLAND AV	0.30	2	6,218	0.59	2015	NW	\$1.08	\$6,725	
GOVERNMENT WY	SUNSET BL	GREENWOOD RD	0.78	4	20,123	3.12	2015	S	\$1.08	\$21,765	
ILLINOIS/MONTGOMERY	ASTOR ST	HAMILTON ST	0.44	2	11,547	0.87	2015	NE	\$1.08	\$12,489	
INDIAN TRAIL RD	FRANCIS AV	RIDGECREST DR	2.99	3-4	78,830	10.03	2015	NW	\$1.08	\$85,262	
MAPLE ST	WELLESLEY AV	COUNTRY HOMES BL	1.22	2-3	24,986	2.53	2015	NW	\$1.08	\$27,025	
MARKET ST	GARLAND AV	FRANCIS AV	1.48	2-5	40,028	4.59	2015	NE	\$1.08	\$43,294	
SOUTHEAST BL	29TH AV	PERRY ST	1.17	2	27,347	2.33	2015	S	\$1.08	\$29,578	
TOTAL CRACKSEAL:			12.61	301,826		34.61	\$326,455				
ARTERIAL GRIND & OVERLAY											
GRAND BL	14TH AV	9TH AV	0.40	4	10,485	1.59	2015	S	\$25.96	\$272,174	
MONROE ST	13TH AV	7TH AV	0.40	4	10,452	1.62	2015	S	\$25.96	\$271,329	
MISSION AV	WASHINGTON ST	DIVISION ST	0.29	4	8,544	1.17	2015	NW	\$25.96	\$221,800	
NORTHWEST BL	C ST	ALBERTA ST	0.46	3	13,528	1.76	2015	NW	\$25.96	\$351,177	
SPRAGUE AV	ALTAMONT ST	HAVEN ST	0.39	4	9,565	1.54	2015	NE	\$25.96	\$248,301	TRAVEL LANES ONLY
TOTAL GRIND & OVERLAY:			1.94	52,576		7.67	\$1,364,780				
ARTERIAL OVERLAY											
PERRY ST	49TH AV	45TH AV	0.21	2	4,363	0.43	2015	S	\$15.68	\$68,431	THICK OVERLAY
TOTAL OVERLAY:			0.21	4,363		0.43	\$68,431				
2015 TOTAL:										\$1,759,666	

UPDATED AS OF MARCH 2012

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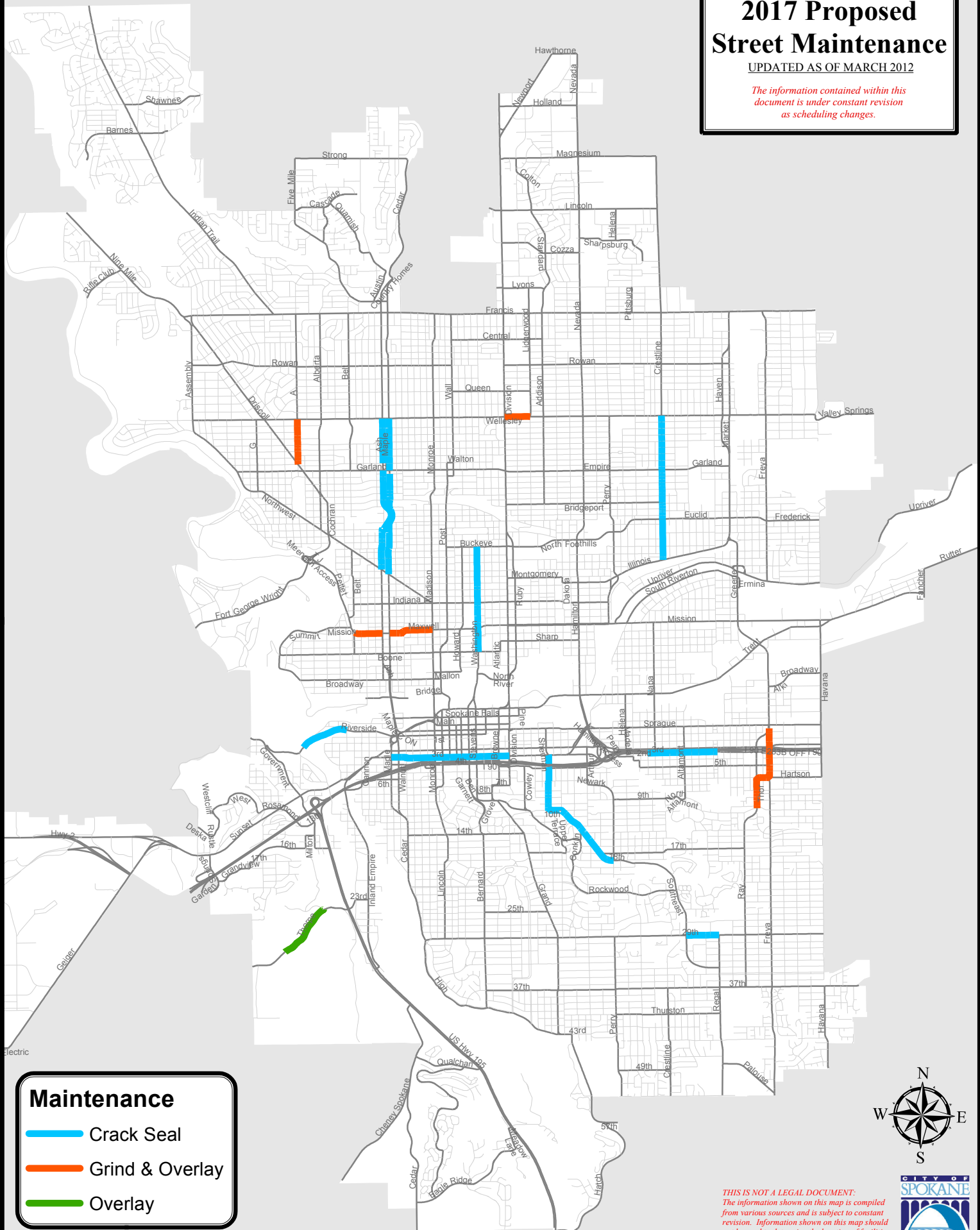
Printed: 4/3/2012

2016 PROPOSED MAINTENANCE											
Street	From	To	Length	Lanes	Area (yd)	Lane Miles	Schedule	District	\$/Yd.	Total Cost	Comments
ARTERIAL CRACKSEAL											
29TH AV	GRAND BL	SOUTHEAST BL	1.17	4-5	32.875	4.78	2016	S	\$1.12	\$36,980	
37TH AV	BERNARD ST	GRAND BL	0.68	2	16.062	1.37	2016	S	\$1.12	\$18,068	
5TH AV	PITTSBURG ST	THOR ST	1.13	2	25.113	2.25	2016	S	\$1.12	\$28,249	
BERNARD ST	29TH AV	14TH AV	1.00	2	24.138	2.01	2016	S	\$1.12	\$27,152	
CRESTLINE ST	FRANCIS AV	BROOKLYN AV	1.10	2	28.190	2.21	2016	NE	\$1.12	\$31,710	
FREYA ST	37TH AV	HARTSON AV	2.01	2	37.745	4.03	2016	S	\$1.12	\$42,458	
FREYA ST	LIBERTY AV	RICH AV	0.68	2	13.159	1.36	2016	NE	\$1.12	\$14,802	
G ST	NORTHWEST BL	WELLESLEY AV	0.69	2	15.034	1.38	2016	NW	\$1.12	\$16,912	
HAVEN ST	RICH AV	NEBRASKA AV	0.91	2	18.459	1.81	2016	NE	\$1.12	\$20,764	
INLAND EMPIRE/SUNSET	9TH AV	OAK ST	0.56	2-4	15.094	1.54	2016	S	\$1.12	\$16,979	
LINCOLN ST	29TH AV	17TH AV W	0.78	2	17.436	1.57	2016	S	\$1.12	\$19,613	
TOTAL CRACKSEAL:			10.72	243,305		24.30	\$273,686				
ARTERIAL GRIND & OVERLAY											
COWLEY ST	ROCKWOOD BL	4TH AV	0.42	2	7.477	0.85	2016	S	\$27.00	\$201,846	
MAXWELL/MISSION	MONROE ST	WASHINGTON ST	0.44	4	12.325	1.75	2016	NW	\$27.00	\$332,744	TRAVEL LANES ONLY -NO ASH TO MAPLE
MONROE ST	MONROE BRIDGE	BOONE AV	0.42	4	10.054	2.09	2016	NW	\$27.00	\$271,428	TRAVEL LANES ONLY
SPRAGUE AV	PITTSBURG ST	ALTAMONT ST	0.42	4	10.360	1.68	2016	NE	\$27.00	\$279,686	
THOR ST	HARTSON AV	1ST AV	0.47	3-4	12.997	1.42	2016	NE / S	\$27.00	\$350,886	
TOTAL GRIND & OVERLAY:			2.17	53.213		7.80	\$1,436,589				
2016 TOTAL:										\$1,710,275	

2017 Proposed Street Maintenance

UPDATED AS OF MARCH 2012

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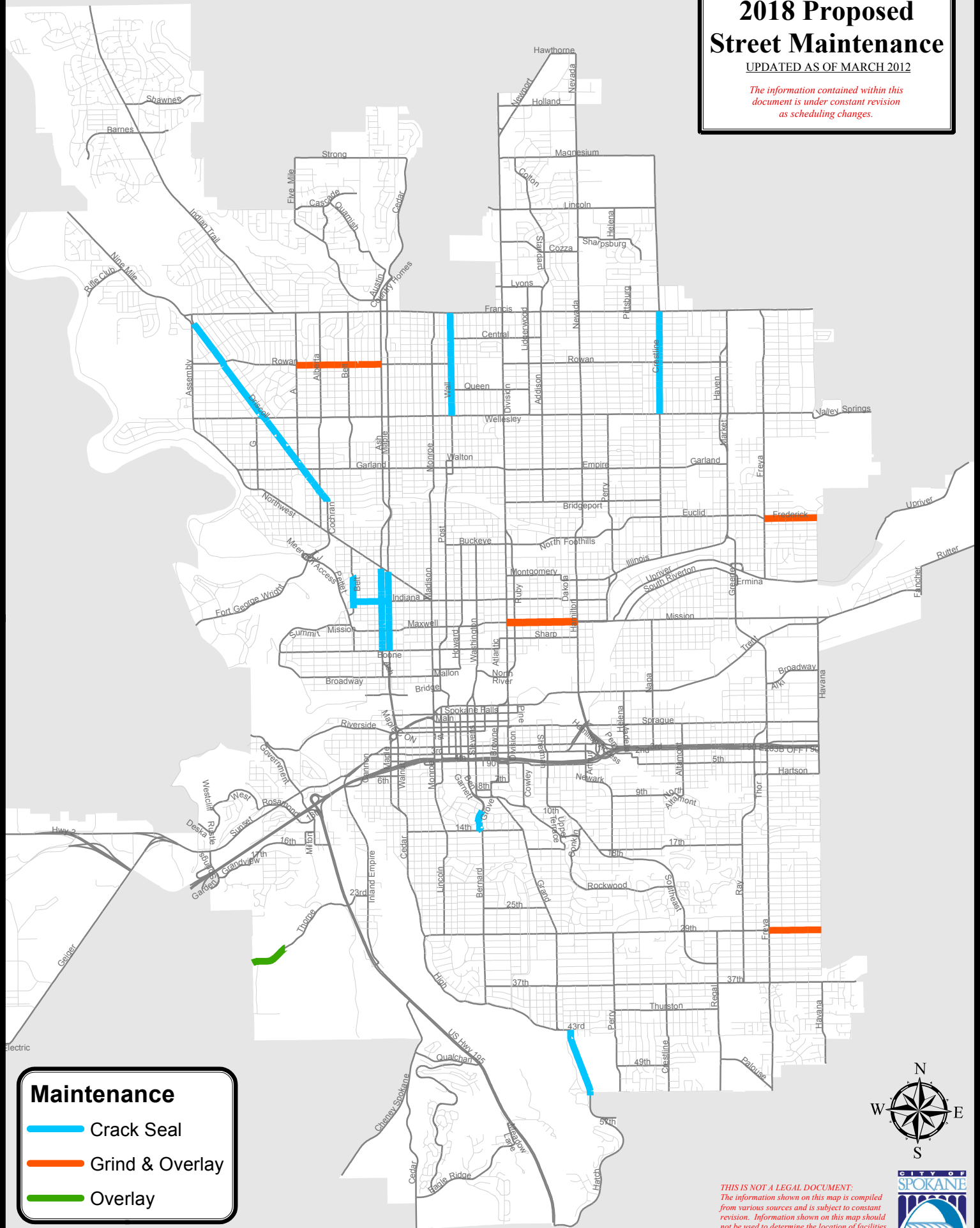
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2018 Proposed Street Maintenance

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Maintenance

- Crack Seal
- Grind & Overlay
- Overlay

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