



City of Spokane

2017 – 2022

Six Year Comprehensive
Street Program



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Date Printed: 6-29-2016

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 Planning, Community, & Economic Development Committee. The draft is then presented to the Plan Commission where the new program elements are critically reviewed for consistency with the city's overall Comprehensive Plan. Lastly, the final draft is then prepared and presented at a Plan Commission public hearing.

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

RESOLUTION 2016-0053

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, 2017 through 2022; and

WHEREAS, the Spokane City Plan Commission, on May 25, 2016, following a public hearing, found the 2017-2022 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 2017-2022 Six-Year Comprehensive Street Program;

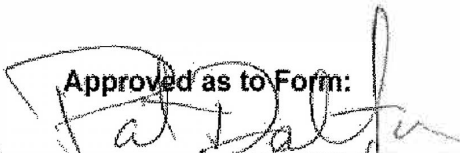
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2017-2022 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 20th day of June, 2016.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2017-2022 Six Year Comprehensive Street Program is hereby adopted; and,

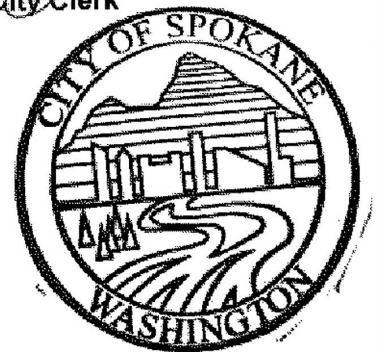
BE IT FURTHER RESOLVED, that a copy of the revised and extended 2017-2022 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2017-2022 Six Year Comprehensive Street Program;

Adopted this 20th day of June, 2016

Approved as to Form:

Assistant City Attorney


Terri Pfister, City Clerk



CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2017-2022 SIX YEAR STREET PROGRAM

A Recommendation of the City Plan Commission certifying that the 2017-2022 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 2017-2022 Six Year Street Program identifies capital project activity which has implications on the growth of the community.

E. The City Plan Commission Transportation Subcommittee held workshops on March 29, 2016 and May 3, 2016 to review new projects for consistency with the goals and policies of the City's Comprehensive Plan, and made a recommendation to the Plan Commission to accept the new projects into the 2017-2022 Six Year Street Program.

F. The City Plan Commission held a workshop on April 13, 2016, and also held a public hearing on May 25, 2016, to obtain public comments on the 2017-2022 Six Year Street Program.

G. The City Council must receive a recommendation from the City Plan Commission to certify that the 2017-2022 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 G.

CONCLUSIONS:

A. The 2017-2022 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.

B. The 2017-2022 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 agrees that the 2017-2022 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 recommends adoption by the Spokane City Council.

B. By a vote of 7 to 7, the Plan Commission recommends the approval of these amended documents by the City Council.



**Todd Beyreuther, Vice President
Spokane Plan Commission**

ACRONYMS

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

ACRONYMS(Continued)

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

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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

Traffic Calming and Transportation Benefit District Programs:

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

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 2017 the projected total to be received from the State Arterial Street Fund is \$3,157,060 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.

Sidewalk Program (SP)

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

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

Public Works Trust Fund

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

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

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

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

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

Six-Year Program Financial Summary

(Costs in \$1,000s)

	2017	2018	2019	2020	2021	2022
<u>OPERATING REVENUES & EXPENSES</u>						
Local Funds Allocation During the Year:	1,310	1,310	1,310	1,310	1,310	1,310
Expenses: Loan Repayment	(117)	(116)	(115)	(115)	(114)	(60)
NET OPERATING REVENUE	\$1,193	\$1,194	\$1,195	\$1,195	\$1,196	\$1,250
<u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1 (REET + MVFT + Paths/Trails)	8,915	4,864	7,280	7,920	9,008	9,882
Grant and Loan Proceeds	34,401	30,072	9,453	19,152	16,089	7,535
	43,316	34,936	16,733	27,072	25,097	17,417
AVAILABLE FOR 6-YR PROGRAM	\$44,509	\$36,130	\$17,928	\$28,267	\$26,292	\$18,668
<u>SIX-YEAR CAPITAL PROGRAM</u>						
SAFETY PROGRAM	3,834	3,367	3,152	0	0	0
BRIDGE REHABILITATION PROGRAM	200	1,000	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	20,310	9,829	4,301	13,213	10,830	5,362
PEDESTRIAN/BIKEWAYS PROGRAM	14,410	9,971	1,693	3,700	4,671	2,510
IMPACT FEE PROGRAM	216	3,967	0	0	0	0
NEIGHBORHOOD PROGRAM	675	716	862	2,346	909	920
6-YEAR STREET PROGRAM	\$39,645	\$28,850	\$10,008	\$19,259	\$16,410	\$8,792
CASH BALANCE: Dec 31	\$4,864	\$7,280	\$7,920	\$9,008	\$9,882	\$9,876

PATHS AND TRAILS RESERVE*	2017	2018	2019	2020	2021	2022
Net Funds Available during the year:						
Estimated balance of funds as of Jan 1	10,000	10,000	10,000	10,000	10,000	10,000
Paths/Trails allocation during the year:	10,000	10,000	10,000	10,000	10,000	10,000
Total:	20,000	20,000	20,000	20,000	20,000	20,000
Estimated expenditures during the year:	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
Balance of Paths/Trail Funds as of Dec 31:	10,000	10,000	10,000	10,000	10,000	10,000
* Amounts may not add as shown due to rounding						

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Safety Program

Streets, Safety Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
CMAQ	\$1,691	\$17	\$0	\$0	\$0	\$0
HSIP	\$1,372	\$520	\$2,852	\$0	\$0	\$0
Levy	\$0	\$2,500	\$0	\$0	\$0	\$0
Other	\$450	\$300	\$0	\$0	\$0	\$0
Ped/Bike	\$0	\$27	\$300	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$264	\$3	\$0	\$0	\$0	\$0
SRTS	\$20	\$0	\$0	\$0	\$0	\$0
TBD	\$0	\$0	\$0	\$0	\$0	\$0
WQTIF	\$37	\$0	\$0	\$0	\$0	\$0
Total	\$3,834	\$3,367	\$3,152	\$0	\$0	\$0

Streets/Safety

Barnes Road from Phoebe to Strong Road

STR-2013-176

Executive Summary

The proposed project will construct a new section of Barnes Road between Phoebe and Strong Road. Separated sidewalk on one side, drainage facilities along the backsides of the curbs, two lanes for vehicular traffic, a bike lane going uphill and shared-use on the downhill side of the roadway

Project Justification

A connection between the Indian Trail area and 5-Mile Prairie has been sought for many years because of the safety concerns of having very limited access in and out due to the topography of the area. Constructing Barnes Road will greatly improve access.

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

This project meets 22 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 3, 2, 4, 5, 6, 7, 8, AND 10.

Location

Other Location

Barnes Road will be constructed between Phoebe and Strong Road.

Project Status

Active

Project number: 2013146
when design and ROW are prepared.

Project has been authorized for design and will move to construction

External Factors

Funding opportunities have allowed this project to move forward.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$2,700	\$2,700	\$2,700	\$2,700	\$2,700	\$2,700	\$32,400

Maintenance Comments

Streets/Safety**Barnes Road from Phoebe to Strong Road**

STR-2013-176

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1,955,000	\$20,000	\$0	\$0	\$0	\$0	\$1,975,000	\$1,975,000
Design	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
Total	\$220,000	\$1,955,000	\$20,000	\$0	\$0	\$0	\$0	\$1,975,000	\$2,195,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$190,300	\$1,691,075	\$17,300	\$0	\$0	\$0	\$0	\$1,898,675
REET	Local	Funded	\$29,700	\$263,925	\$2,700	\$0	\$0	\$0	\$0	\$296,325
Total			\$220,000	\$1,955,000	\$20,000	\$0	\$0	\$0	\$0	\$2,195,000

***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.

Streets/Safety

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

STR-2012-97

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 must travel to clear the crosswalk.

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

This project meets 49 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

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

Project Status

Active

Project number: 2011103
Phase one of this project is the countdown timer portion and was installed in 2013. The remaining work to be done is bumpouts/curb ramps at Main and Division which will be constructed in 2016.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Browne St/Division St Couplet, 3rd Ave to Spokane Falls Blvd**

STR-2012-97

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$632,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$642,000
Design	\$73,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000
Land purchase	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$720,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$730,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
HSIP	State	Funded	\$711,200	\$10,000	\$0	\$0	\$0	\$0	\$0	\$721,200
REET	Local	Funded	\$8,800	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800
Total			\$720,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$730,000

***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.

Streets/Safety

Crestline Street Lane Reduction

STR-2015-2

Executive Summary

This project will restripe a 4-lane road to 2 lanes with a Two Way Left Turn Lane. Bike lanes will be added for the entire length of the project.

Project Justification

This project is intended to improve safety for pedestrians and cyclists by changing lane configuration, and installing bike lanes as proposed on the master bike plan.

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

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Crestline St from Euclid Ave to Francis Ave

Project Status

Active

Project number:2015052

Design 2016; CN planned for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Crestline Street Lane Reduction**

STR-2015-2

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$632,000	\$10,000	\$0	\$0	\$0	\$0	\$642,000	\$642,000
Design	\$73,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000
Land purchase	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$88,000	\$632,000	\$10,000	\$0	\$0	\$0	\$0	\$642,000	\$730,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
HSIP	Federal	Funded	\$79,200	\$632,000	\$10,000	\$0	\$0	\$0	\$0	\$721,200
REET	Local	Funded	\$8,800	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800
Total			\$88,000	\$632,000	\$10,000	\$0	\$0	\$0	\$0	\$730,000

***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.

Streets/Safety

Greene Street at Ermina Avenue Intersection Improvements

STR-2016-78

Executive Summary

Install a traffic signal and adjust traffic lanes/medians as necessary to incorporate left-turn phasing on all legs of the intersection. Signal will be incorporated into the communication system along Greene Street.

Project Justification

This project will improve safety for pedestrian crossings of Greene Street as well as improve traffic flow into and out of the SCC campus and the neighborhood. Traffic flow along the corridor is also expected to improve by incorporating communication between signals, which is limited now by distance between signals.

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

This project meets 32 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2, and 4 - 10.

Location

Other Location

Greene Street at Ermina Avenue

Project Status

Active

Design has begun and will be prepared for construction funding. Applications for construction funding are underway.

External Factors

Applications for construction funding have begun, but as of yet only design funding is in place for 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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Greene Street at Ermina Avenue Intersection Improvements**

STR-2016-78

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$450,000	\$300,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000
Design	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Total	\$40,000	\$450,000	\$300,000	\$0	\$0	\$0	\$0	\$750,000	\$790,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Other	---	Unidentified	\$0	\$450,000	\$300,000	\$0	\$0	\$0	\$0	\$750,000
Redlight	Local	Identified	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Total			\$40,000	\$450,000	\$300,000	\$0	\$0	\$0	\$0	\$790,000

***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.

Streets/Safety

Maxwell-Mission Avenue Lane Reduction

STR-2015-1

Executive Summary

This project will re-stripe a 4-lane road to 2 lanes with a Two Way Left Turn Lane (TWLTL). Bike lanes and/or wide lanes will be added for the entire length of the project. The TWLTL may be left out in a couple of blocks where on-street parking is needed and road width is insufficient for both.

Project Justification

This project is intended to improve safety for pedestrians and cyclists by changing lane configuration, and installing bike lanes as proposed on the master bike plan.

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

This project meets 35 goals as established in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Maxwell and Mission Avenues, from Maple St to Washington St.

Project Status

Active

Project number: 2015053 CN Planned for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Maxwell-Mission Avenue Lane Reduction**

STR-2015-1

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$379,000	\$10,000	\$0	\$0	\$0	\$0	\$389,000	\$389,000
Design	\$44,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000
Land purchase	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
Total	\$51,000	\$379,000	\$10,000	\$0	\$0	\$0	\$0	\$389,000	\$440,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
HSIP	Federal	Funded	\$45,900	\$379,000	\$10,000	\$0	\$0	\$0	\$0	\$434,900
REET	Local	Funded	\$5,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,100
Total			\$51,000	\$379,000	\$10,000	\$0	\$0	\$0	\$0	\$440,000

***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.

Streets/Safety

Monroe Street Lane Reduction and Hardscape

STR-2015-3

Executive Summary

This project will change North Monroe Street from 5 lanes to 3 lanes. The restriping will start just north of Indiana and continue to the top of the hill near Kiernan Street. Hardscape improvements such as wider sidewalk, street furniture, stormwater facilities, curb extensions, medians, and a HAWK signal will be confined to the 13-block area between Knox and Cora. Pedestrian lighting will be installed along the south half of the corridor.

Project Justification

This project is intended to improve safety for pedestrians and cyclists by changing lane configuration in order to reduce likelihood of collisions, and to improve the pedestrian zone by providing a wider sidewalk.

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

This project meets 54 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Monroe St. From Indiana Ave. To Kiernan Ave.

Project Status

Active

Project number: 2015054

Design planned for 2016 CN planned for 2018-2019

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$139,200

Maintenance Comments

Streets/Safety

Monroe Street Lane Reduction and Hardscape

STR-2015-3

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$3,027,000	\$3,152,000	\$0	\$0	\$0	\$6,179,000	\$6,179,000
Design	\$80,000	\$358,000	\$0	\$0	\$0	\$0	\$0	\$358,000	\$438,000
Land purchase	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$80,000	\$388,000	\$3,027,000	\$3,152,000	\$0	\$0	\$0	\$6,567,000	\$6,647,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
HSIP	Federal	Funded	\$70,000	\$351,200	\$500,000	\$2,852,000	\$0	\$0	\$0	\$3,773,200
Levy	Local	Funded	\$0	\$0	\$2,500,200	\$0	\$0	\$0	\$0	\$2,500,200
Ped/Bike	Federal	Funded	\$0	\$0	\$26,800	\$300,000	\$0	\$0	\$0	\$326,800
WQTIF	Local	Funded	\$10,000	\$36,800	\$0	\$0	\$0	\$0	\$0	\$46,800
Total			\$80,000	\$388,000	\$3,027,000	\$3,152,000	\$0	\$0	\$0	\$6,647,000

*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.

Streets/Safety

Regal, Bemiss, Shaw Pedestrian Safety

STR-2016-8

Executive Summary

Sidewalk and bumpout construction within the vicinity of two elementary schools and one middle school. The project will support safe walking routes and improve separation of vehicle traffic from pedestrian traffic. Also included are similar facilities to improve crossings near the community center

Project Justification

This project will construct sidewalk where none exist to provide a safe walking route for elementary school children to and from their schools. In addition, curb bumpouts will be constructed to enhance safety by shortening street crossing distances and providing a buffer space between vehicles and pedestrians.

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

This project meets 38 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Various sidewalk locations near Regal Elementary, Shaw Elementary, and Bemiss Elementary.

Project Status

Active

Project number: 2015116
Spring of 2017.

Project design Spring of 2016, construction in Fall of 2016 or

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Regal, Bemiss, Shaw Pedestrian Safety**

STR-2016-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$693,175	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$703,175
Design	\$56,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,254
Total	\$749,429	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$759,429

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Redlight	Local	Funded	\$36,416	\$0	\$0	\$0	\$0	\$0	\$0	\$36,416
REET	Local	Funded	\$72,500	\$0	\$0	\$0	\$0	\$0	\$0	\$72,500
SRTS	Federal	Funded	\$549,513	\$10,000	\$0	\$0	\$0	\$0	\$0	\$559,513
TBD	Local	Funded	\$91,000	\$0	\$0	\$0	\$0	\$0	\$0	\$91,000
Total			\$749,429	\$10,000	\$0	\$0	\$0	\$0	\$0	\$759,429

***Status definitions**

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

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

Streets/Safety

Ridgeview Elementary Pedestrian Safety

STR-2016-23

Executive Summary

Construct new sidewalk to facilitate pedestrian travel to and from Ridgeview Elementary School.

Project Justification

Currently there is no sidewalk along this project's proposed routes, which are primary school pedestrian routes. This project will provide the needed sidewalks. In addition, curb bumpouts will be constructed to enhance safety by shortening street crossing distances and providing a buffer space between vehicles and pedestrians.

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

This project meets 38 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Joseph Avenue from Belt Street to Ash Street; Everett Avenue from Belt Street to Monroe Street.

Project Status

Active

Project number: 2013160
2016.

Project to be designed in Spring 2016. Construction in Fall of

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Safety**Ridgeview Elementary Pedestrian Safety**

STR-2016-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$743,895	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$753,895
Design	\$60,312	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,312
Land purchase	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$819,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$829,207

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
REET	Local	Funded	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
SRTS	Federal	Funded	\$793,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$803,207
Total			\$819,207	\$10,000	\$0	\$0	\$0	\$0	\$0	\$829,207

***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	2017	2018	2019	2020	2021	2022
Fed Disc	\$200	\$1,000	\$0	\$0	\$0	\$0
Total	\$200	\$1,000	\$0	\$0	\$0	\$0

Streets/Bridge Rehabilitation

Post Street Bridge Replacement

STR-2012-26

Executive Summary

Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunk-line and water transmission mains.

Project Justification

The current structure is deteriorating and needs to be replaced. A type, size, and location study is underway, and will address all modes of travel.

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

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Post St. Crossing at Spokane River.

Project Status

Active

Project Number: 2001041 Project needs have changed. A Type, Size, & Location Study is being conducted to determine project scope prior to any further funding requests.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Bridge Rehabilitation

Post Street Bridge Replacement

STR-2012-26

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Design	\$812,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,012,000
Total	\$812,000	\$200,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,200,000	\$2,012,000


Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Fed Disc	Federal	Funded	\$812,000	\$200,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,012,000
Total			\$812,000	\$200,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,012,000

*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.

A photograph of a street intersection with a crosswalk, framed by a geometric pattern of blue and purple triangles. The pattern consists of a grid of triangles, some of which are filled with blue or purple, creating a mosaic effect around the central image. The central image shows a street with a crosswalk, a yellow fire hydrant, and a white signpost. The background includes a brick house and trees.

Capital Improvement Program

Streets, Capital Improvements Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
Bond Util	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$100	\$0	\$0	\$0	\$0	\$0
Integrated	\$0	\$0	\$0	\$0	\$0	\$0
LEVY	\$7,236	\$3,100	\$2,113	\$4,690	\$5,270	\$2,245
Levy Match	\$0	\$2,579	\$1,493	\$5,660	\$4,530	\$2,150
MVA	\$75	\$0	\$0	\$0	\$0	\$0
Other	\$2,750	\$0	\$0	\$1,750	\$0	\$0
Ped/Bike	\$1,597	\$0	\$0	\$0	\$0	\$0
PEIP	\$10	\$0	\$0	\$500	\$400	\$320
Private	\$5	\$0	\$0	\$0	\$0	\$0
Redlight	\$200	\$0	\$0	\$0	\$0	\$0
REET	\$4,574	\$1,130	\$596	\$613	\$630	\$647
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
STP	\$2,158	\$2,940	\$0	\$0	\$0	\$0
TBD STREET	\$5	\$0	\$0	\$0	\$0	\$0
TIB	\$1,600	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
WQTIF	\$0	\$80	\$100	\$0	\$0	\$0
Total	\$20,310	\$9,829	\$4,301	\$13,213	\$10,830	\$5,362

Streets/Capital Improvements

1st Ave, Erie St to Altamont St.

STR-2015-5

Executive Summary

This is a residential grind and overlay pavement preservation project. The work will include minor subgrade repair, crack sealing, modifying ADA ramps, striping (as necessary) and traffic control. This project will also include a sewer line replacement in the street from Napa to Crestline.

Project Justification

This section of road is deteriorating and needs repair. This street is also within the 'Target Improvement Area'.

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

This project meets 25 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

1st Ave, Erie St to Altamont St.

Project Status

Active

Project number: 2014118
Phase 2 2017.

CN planned for two phases, with completion of Phase 1 in 2016 and

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**1st Ave, Erie St to Altamont St.**

STR-2015-5

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$678,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$683,390
Design	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,000
Total	\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$759,390

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
TBD STREET	Local	Funded	\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$759,390
Total			\$754,390	\$5,000	\$0	\$0	\$0	\$0	\$0	\$759,390

***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.

Streets/Capital Improvements

1st Avenue, Maple St to Bernard St

STR-2016-25

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrade lighting. Project will be integrated with utility work to include replacement of water distribution main from Madison to Howard Streets.

Project Justification

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

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

This project meets 51 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

First Avenue between Maple Street and Bernard Street.

Project Status

Active

Project number:2016091

Design 2019; Construction 2020

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**1st Avenue, Maple St to Bernard St**

STR-2016-25

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$5,370,000	\$0	\$0	\$5,370,000	\$5,370,000
Design	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$400,000
Total	\$0	\$0	\$0	\$400,000	\$5,370,000	\$0	\$0	\$5,770,000	\$5,770,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$400,000	\$2,570,000	\$0	\$0	\$2,970,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Total			\$0	\$0	\$0	\$400,000	\$5,370,000	\$0	\$0	\$5,770,000

***Status definitions**

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

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

Streets/Capital Improvements

37th Ave from Regal to East City limits

STR-2012-61

Executive Summary

Design & ROW of roadway to current City of Spokane standards. Project includes separated sidewalks, left turn pockets, bike lanes, and stormwater facilities. A water line will also be included.

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.

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

This project meets 59 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

37th Ave, Regal to East City Limits

Project Status

Active

Project number: 2006167

Currently in design with 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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**37th Ave from Regal to East City limits**

STR-2012-61

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$2,254,493	\$2,050,000	\$50,000	\$0	\$0	\$0	\$0	\$2,100,000	\$4,354,493
Design	\$475,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475,939
Land purchase	\$370,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,500
Total	\$3,100,932	\$2,050,000	\$50,000	\$0	\$0	\$0	\$0	\$2,100,000	\$5,200,932

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Bond Util	Local	Funded	\$133,478	\$0	\$0	\$0	\$0	\$0	\$0	\$133,478
REET	Local	Funded	\$267,454	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$367,454
STP	Federal	Funded	\$1,200,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$1,700,000
TIB	Federal	Funded	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$3,100,932	\$2,050,000	\$50,000	\$0	\$0	\$0	\$0	\$5,200,932

***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.

Streets/Capital Improvements

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Executive Summary

Construct full depth roadway, repair sidewalk. This project will also replace a segment of the water distribution main, and provide for stormwater separation.

Project Justification

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

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

This project meets 34 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

4th Avenue between Sunset Hwy and Maple Street

Project Status

Active

Project number: 2016095

Design: 2021; Construction: 2022

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$36,000

Maintenance Comments

Streets/Capital Improvements**4th Avenue, Sunset Hwy to Maple St**

STR-2016-30

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$840,000	\$840,000	\$840,000
Design	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$0	\$100,000	\$840,000	\$940,000	\$940,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$0	\$100,000	\$320,000	\$420,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	\$220,000
Total			\$0	\$0	\$0	\$0	\$0	\$100,000	\$840,000	\$940,000

***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.

Streets/Capital Improvements

Five Mile Road, Lincoln Road to Strong Road

STR-2015-11

Executive Summary

Complete a full depth roadway replacement for 4600 feet of roadway from Lincoln Rd to Strong Rd. Place missing sidewalk and update existing ADA Ramps. Install bike lanes and build a roundabout at Strong and 5-mile road.

Project Justification

This section of road is deteriorating and is in need of rehabilitation.

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

This project meets 40 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Five Mile Road, Lincoln Road to Strong Road

Project Status

Active

Project number: 2015056

CN is scheduled for 2016 as a Levy project.

External Factors

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$40,200

Maintenance Comments

Streets/Capital Improvements**Five Mile Road, Lincoln Road to Strong Road**

STR-2015-11

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$2,815,000	\$20,000	\$0	\$0	\$0	\$0	\$2,835,000	\$2,835,000
Design	\$384,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$384,000
Land purchase	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
Total	\$459,000	\$2,815,000	\$20,000	\$0	\$0	\$0	\$0	\$2,835,000	\$3,294,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
LEVY	Local	Identified	\$459,000	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$3,294,000
Total			\$459,000	\$2,835,000	\$0	\$0	\$0	\$0	\$0	\$3,294,000

***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.

Streets/Capital Improvements

Fort George Wright, Government Way to River

STR-2016-31

Executive Summary

Construct full depth roadway and repair sidewalk. Project will also replace the water distribution main, and provide stormwater separation. Incorporation of the area plan as much as feasible.

Project Justification

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

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

This project meets 49 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Fort George Wright between Government Way and the Spokane River

Project Status

Active

Project number: 2016096

Design: 2020; Construction: 2021

External Factors

A planning effort around Land Use is currently underway. This includes consideration for safety, STA routing, and future development potential. Initial results point to a very different cross section than what exists today. Traffic signals are also under consideration to accommodate future system requirements. Incorporate these planning efforts as project is chartered for design. The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$120,000

Maintenance Comments

Streets/Capital Improvements**Fort George Wright, Government Way to River**

STR-2016-31

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,390,000	\$0	\$3,390,000	\$3,390,000
Design	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$300,000	\$3,390,000	\$0	\$3,690,000	\$3,690,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$300,000	\$1,740,000	\$0	\$2,040,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$1,650,000	\$0	\$1,650,000
Total			\$0	\$0	\$0	\$0	\$300,000	\$3,390,000	\$0	\$3,690,000

***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.

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.

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

Location

Other Location

Citywide

Project Status

Active

Project number: 2016006 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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**General Engineering-Street**

STR-2012-99

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$590,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$3,390,000	\$3,980,000
Total	\$590,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$3,390,000	\$3,980,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
REET	Local	Funded	\$590,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$3,980,000
Total			\$590,000	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$3,980,000

***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.

Streets/Capital Improvements

Havana St, 57th Ave to 37th Ave Water & Street

STR-2014-16

Executive Summary

This project will install a 36-inch water main in Havana Street from 57th Ave to 37th Ave. Integrated Storm water improvements and complete streets elements are also included. Placement of bicycle lanes along the roadway are also under consideration.

Project Justification

Current water line is deteriorating and needs replacing. Bike lanes will be installed to provide a 1-mile bicycle corridor and connect Ben Burr trail at south Myrtle St. to the bike lanes on 37th Ave.

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

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Havana Street from 57th Ave to 37th Ave.

Project Status

Active

Project number: 2014079

Currently in Design, construction planned for 2016-2017

External Factors

Bicycle facilities are under consideration with the 'Link Spokane' update to the Transportation chapter of the Comprehensive Plan.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$81,000

Maintenance Comments

Streets/Capital Improvements**Havana St, 57th Ave to 37th Ave Water & Street**

STR-2014-16

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$223,762	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223,762
Design	\$426,238	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$476,238
Total	\$650,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Bond Util	Local	Funded	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Integrated	Local	Funded	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
REET	Local	Funded	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$150,000
Total			\$650,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$700,000

***Status definitions**

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

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

Streets/Capital Improvements

Indiana Ave, Division St to Perry St.

STR-2015-7

Executive Summary

Complete full-depth replacement of approximately 3,200 feet of roadway incorporating stormwater swales between existing sidewalk and curb and a 2-lane travel way with parking & bike lanes on each side of street. Swale areas will be constructed between existing trees. Integrated W/Water & Stormwater.

Project Justification

This section of road is deteriorating and needs repair. This is also a collector street to the Avista campus and experiences a significant level of truck traffic. Trolley rails will be removed as well, MS4 flows will be reduced by incorporating swales.

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

This project meets 45 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Indiana Ave, Division St to Perry St.

Project Status

Active

Project number: 2014134 and 2014150

Phase 1 is scheduled for CN in 2015 and Phase 2 in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$8,300	\$8,300	\$8,300	\$8,300	\$8,300	\$8,300	\$49,800

Maintenance Comments

Streets/Capital Improvements**Indiana Ave, Division St to Perry St.**

STR-2015-7

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$3,849,627	\$179,127	\$0	\$0	\$0	\$0	\$0	\$179,127	\$4,028,754
Design	\$408,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408,167
Total	\$4,257,794	\$179,127	\$0	\$0	\$0	\$0	\$0	\$179,127	\$4,436,921

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
LEVY	Local	Funded	\$4,257,794	\$179,127	\$0	\$0	\$0	\$0	\$0	\$4,436,921
Total			\$4,257,794	\$179,127	\$0	\$0	\$0	\$0	\$0	\$4,436,921

***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.

Streets/Capital Improvements

Main Avenue, Bernard to Pine - Parking Pilot

STR-2016-32

Executive Summary

Lane reconfiguration of Main Avenue to accommodate diagonal parking in the center of the street between Browne and Division streets. Re-striping of lanes extends to Bernard and Pine streets. Project also includes installation of pedestrian crossing mid-block between Browne and Division.

Project Justification

The project is meant to increase parking capacity in the vicinity of Main Ave at Division St. This is a pilot to test the use of center parking, in an effort to improve economic opportunity in the project vicinity.

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

This project meets 49 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Main Avenue from Bernard Street to Pine Street

Project Status

Active

Project is under design for construction in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Main Avenue, Bernard to Pine - Parking Pilot

STR-2016-32

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$140,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000
Design	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
Total	\$160,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
PEIP	Local	Funded	\$90,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Private	Private	Funded	\$55,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Total			\$145,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$160,000

*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.

Streets/Capital Improvements

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Executive Summary

Construct full depth roadway, and repair sidewalk. Project will also replace water distribution main.

Project Justification

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

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

This project meets 33 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Maple Street between Riverside Avenue and Pacific Avenue

Project Status

Active

Project number: 2016094

Design:2019;Construction:2020

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$500	\$500	\$500	\$500	\$500	\$500	\$6,000

Maintenance Comments

Streets/Capital Improvements**Maple Street, Riverside Ave to Pacific Ave**

STR-2016-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$540,000	\$0	\$540,000	\$540,000
Design	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$60,000
Total	\$0	\$0	\$0	\$0	\$60,000	\$540,000	\$0	\$600,000	\$600,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$60,000	\$270,000	\$0	\$330,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$270,000	\$0	\$270,000
Total			\$0	\$0	\$0	\$0	\$60,000	\$540,000	\$0	\$600,000

***Status definitions**

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

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

Streets/Capital Improvements

Minor Construction Assistance

STR-2012-100

Executive Summary

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

Project Justification

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

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

Location

Other Location

Citywide

Project Status

Active

Ongoing during every construction season

External Factors

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Minor Construction Assistance**

STR-2012-100

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000
Total	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
REET	Local	Funded	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$280,000
Total			\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$280,000

***Status definitions**

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

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

Streets/Capital Improvements

Mission Ave, Division St to Hamilton St.

STR-2015-15

Executive Summary

This preservation project will replace the surface of 0.6 Mi of Mission Avenue and improve modal service by upgrading ADA ramps, concrete landing at transit stops, improved median pass-throughs. Asphalt in planter strips will be replaced with vegetation.

Project Justification

This section of road is deteriorating and needs repair.

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

This project meets 20 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Mission Ave, Division St to Hamilton St.

Project Status

Active

Project number: 2014092

CN Planned for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Mission Ave, Division St to Hamilton St.**

STR-2015-15

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1,308,400	\$0	\$0	\$0	\$0	\$0	\$1,308,400	\$1,308,400
Design	\$157,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157,600
Land purchase	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000
Total	\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$0	\$1,308,400	\$1,576,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
STP	Federal	Funded	\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$0	\$1,576,000
Total			\$267,600	\$1,308,400	\$0	\$0	\$0	\$0	\$0	\$1,576,000

***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.

Streets/Capital Improvements

Monroe/Lincoln Couplet

STR-2013-105

Executive Summary

Rebuild the full depth roadway section on Monroe and Lincoln Streets from 8th Ave. to Main Ave. Minor curb replacement will occur as necessary. Street trees will be added/replaced where possible. Sight distance to be addressed at the 7th Ave Intersection. This project is integrated W/Stormwater.

Project Justification

The purpose of this project is to rebuild and extend the life of this segment of Monroe and Lincoln Streets.

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

This project meets 16 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2, 4, 5, 6, 7, 9, AND 10.

Location

Other Location

Monroe & Lincoln Corridor from 8th Ave to Main Ave

Project Status

Active

Project numbers: 2012115 & 2014107

Project under design with construction planned for 2015-2017

External Factors

Phase 1 of this project will incorporate stormwater improvements in coordination with CSO reduction efforts.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$4,200	\$4,200	\$4,200	\$4,200	\$4,200	\$4,200	\$100,800

Maintenance Comments

Streets/Capital Improvements**Monroe/Lincoln Couplet**

STR-2013-105

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$9,020,636	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$9,670,636
Design	\$894,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$894,405
Total	\$9,915,041	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000	\$10,565,041

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$4,148,906	\$650,000	\$0	\$0	\$0	\$0	\$0	\$4,798,906
REET	Local	Funded	\$1,175,928	\$0	\$0	\$0	\$0	\$0	\$0	\$1,175,928
STP	Federal	Funded	\$3,390,131	\$0	\$0	\$0	\$0	\$0	\$0	\$3,390,131
TIB	State	Funded	\$1,200,076	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,076
Total			\$9,915,041	\$650,000	\$0	\$0	\$0	\$0	\$0	\$10,565,041

***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.

Streets/Capital Improvements

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Executive Summary

Construct full depth roadway, and repair sidewalks. This project will also replace distribution main and provide for stormwater separation.

Project Justification

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

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

This project meets 27 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

Project Status

Active

Project number: 2016093

Design: 2021; Construction: 2022

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$21,600

Maintenance Comments

Streets/Capital Improvements**Napa Street, Sprague Ave to 2nd Ave**

STR-2016-28

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,675,000	\$1,675,000	\$1,675,000
Design	\$0	\$0	\$0	\$0	\$0	\$325,000	\$0	\$325,000	\$325,000
Total	\$0	\$0	\$0	\$0	\$0	\$325,000	\$1,675,000	\$2,000,000	\$2,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$0	\$325,000	\$875,000	\$1,200,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Total			\$0	\$0	\$0	\$0	\$0	\$325,000	\$1,675,000	\$2,000,000

***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.

Streets/Capital Improvements

North Monroe Corridor Revitalization

STR-2012-448

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. There will be multiple phases to the project, including the existing funded phase north of Indiana.

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.

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

This project meets 53 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Monroe Street between the Spokane River and Cora Avenue

Project Status

Active

Project number: 2013922

Seeking funds to design and construct; Leveraging TIF funds.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$7,900	\$7,900	\$7,900	\$7,900	\$7,900	\$7,900	\$94,800

Maintenance Comments

Streets/Capital Improvements**North Monroe Corridor Revitalization**

STR-2012-448

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000	\$1,750,000
Design	\$0	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$180,000	\$180,000
Total	\$0	\$0	\$80,000	\$100,000	\$1,750,000	\$0	\$0	\$1,930,000	\$1,930,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Other	State	Unidentified	\$0	\$0	\$0	\$0	\$1,750,000	\$0	\$0	\$1,750,000
WQTIF	Local	Funded	\$0	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$180,000
Total			\$0	\$0	\$80,000	\$100,000	\$1,750,000	\$0	\$0	\$1,930,000

***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.

Streets/Capital Improvements

Pettet Drive Reconstruction

STR-2016-42

Executive Summary

Project will reconstruct Pettet Drive full depth, storm water management with construction of MS4 Elimination facility, construct bio-retention swales for storm water treatment, construct a mixed-use trail on along the bluff-side of Pettet Drive.

Project Justification

The proposed MS4 facility is part of the Integrated Clean Water Plan (ICWP) to reduce levels of toxins entering the Spokane River. This project is also being integrated with a Street project to reconstruct Pettet Drive deteriorating pavement, and to construct a mixed-use trail in accordance with Spokane's Master Bike Plan, and Spokane's Master Pedestrian Plan.

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

This project meets 40 goals in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Pettet Drive between TJ Meenach Drive and Augusta Avenue

Project Status

Active

Project number: 2015099

Design 2015; Construction 2016

External Factors

Project will be constructed to coordinate with the Bloomsday Run to minimize negative impact to event.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$33,000

Maintenance Comments

Streets/Capital Improvements**Pettet Drive Reconstruction**

STR-2016-42

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1
Total	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
Utility	State	Funded	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total			\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1

***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.

Streets/Capital Improvements

Ray-Thor St, 17th Ave to 3rd Ave ET AL

STR-2015-17

Executive Summary

Apply preservation treatments that may consist of crack sealing, grind and overlay, or other pavement rejuvenation techniques. Upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

Project Justification

The purpose of this project is to extend the life of this segment of Ray Street.

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

This project meets 12 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4 and TR 6-10.

Location

Other Location

Ray St from 17th Ave to 3rd Ave

Project Status

Active

Project number: 2014151

CN is planned for 2018. Seeking funding opportunities to pay for

CN.

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Ray-Thor St, 17th Ave to 3rd Ave ET AL**

STR-2015-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$2,979,348	\$0	\$0	\$0	\$0	\$2,979,348	\$2,979,348
Design	\$0	\$359,594	\$0	\$0	\$0	\$0	\$0	\$359,594	\$359,594
Land purchase	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
Total	\$0	\$389,594	\$2,979,348	\$0	\$0	\$0	\$0	\$3,368,942	\$3,368,942

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$389,594	\$1,500,000	\$0	\$0	\$0	\$0	\$1,889,594
Levy Match	Federal	Unidentified	\$0	\$0	\$1,479,348	\$0	\$0	\$0	\$0	\$1,479,348
Total			\$0	\$389,594	\$2,979,348	\$0	\$0	\$0	\$0	\$3,368,942

***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.

Streets/Capital Improvements

Riverside Avenue, Maple St to Monroe St

STR-2016-27

Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade lighting. Project will also include replacement of water line, and perform CSO facility installation from Jefferson to Monroe Streets.

Project Justification

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

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

This project meets 51 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Riverside Avenue between Maple Street and Monroe Street

Project Status

Active

Project number: 2016092

Design: 2021; Construction: 2022

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Riverside Avenue, Maple St to Monroe St**

STR-2016-27

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000	\$2,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$225,000	\$0	\$225,000	\$225,000
Total	\$0	\$0	\$0	\$0	\$0	\$225,000	\$2,200,000	\$2,425,000	\$2,425,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$0	\$225,000	\$1,050,000	\$1,275,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$1,050,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total			\$0	\$0	\$0	\$0	\$0	\$225,000	\$2,200,000	\$2,425,000

***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.

Streets/Capital Improvements

Riverside Avenue, Monroe St to Division St

STR-2016-79

Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade lighting. Project will also include replacement of water line and storm system updates.

Project Justification

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

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

This project meets 60 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Riverside Avenue between Monroe Street and Division Street

Project Status

Active

Project number: 2016120

Design: 2018; Construction: 2020

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place. This project alignment is part of the STA Central City Line program, and will be prioritized to align with schedules for delivery of that program.

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Riverside Avenue, Monroe St to Division St**

STR-2016-79

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,200,000	\$0	\$0	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$200,000	\$220,000	\$0	\$0	\$0	\$420,000	\$420,000
Total	\$0	\$0	\$200,000	\$220,000	\$4,200,000	\$0	\$0	\$4,620,000	\$4,620,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$200,000	\$220,000	\$1,100,000	\$0	\$0	\$1,520,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Total			\$0	\$0	\$200,000	\$220,000	\$4,200,000	\$0	\$0	\$4,620,000

***Status definitions**

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

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

Streets/Capital Improvements

Riverside Drive - Phase II & III

STR-2012-36

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.

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

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

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

Project Status

Active

Project is a little behind schedule due to ROW negotiations, Phase 2 was split into two sub phases, The west half of the project (Phase 2a) will begin construction in June-2015, the east half (Phase 2b) will be bid in the fall and constructed in spring of 2016. Roadway should be open to traffic by September-2016.

External Factors

Right of way process

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$195,000

Maintenance Comments

Streets/Capital Improvements**Riverside Drive - Phase II & III**

STR-2012-36

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$5,971,297	\$4,175,000	\$500,000	\$0	\$0	\$0	\$0	\$4,675,000	\$10,646,297
Design	\$724,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$724,928
Land purchase	\$3,316,497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,316,497
Total	\$10,012,722	\$4,175,000	\$500,000	\$0	\$0	\$0	\$0	\$4,675,000	\$14,687,722

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
HPP	Federal	Funded	\$1,948,051	\$100,000	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	State	Funded	\$1,798,439	\$75,000	\$0	\$0	\$0	\$0	\$0	\$1,873,439
REET	Local	Funded	\$2,181,232	\$3,900,000	\$500,000	\$0	\$0	\$0	\$0	\$6,581,232
Sec 112	Federal	Funded	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,485,000
TIB	State	Funded	\$2,600,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000
Total			\$10,012,722	\$4,175,000	\$500,000	\$0	\$0	\$0	\$0	\$14,687,722

***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.

Streets/Capital Improvements

Rowan Ave, Driscoll St to Monroe St

STR-2015-8

Executive Summary

Pave roadway to full depth. Repurpose roadway with two 11-foot travel lanes and bike lanes from Driscoll to F St. and two 11.5'-foot travel lanes and bike lanes from F St to Alberta St. and remove parking. Swales will be built on Driscoll to collect Stormwater. Integrated with water and Stormwater.

Project Justification

This section of road is deteriorating and needs repair. Reduction of MS4 stormwater flow will be achieved through bypass to swales.

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

This project meets 47 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Rowan Ave, Driscoll St to Monroe St

Project Status

Active

Project numbers: 2014135 & 2014152 Phase 1 to be constructed in 2015 and Phase 2 will be constructed in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$27,000

Maintenance Comments

Streets/Capital Improvements**Rowan Ave, Driscoll St to Monroe St**

STR-2015-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$5,694,583	\$565,000	\$0	\$0	\$0	\$0	\$0	\$565,000	\$6,259,583
Design	\$706,631	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$706,631
Total	\$6,401,214	\$565,000	\$0	\$0	\$0	\$0	\$0	\$565,000	\$6,966,214

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
LEVY	Local	Funded	\$6,401,214	\$565,000	\$0	\$0	\$0	\$0	\$0	\$6,966,214
Total			\$6,401,214	\$565,000	\$0	\$0	\$0	\$0	\$0	\$6,966,214

***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.

Streets/Capital Improvements

Sharp Avenue Pervious Asphalt Pilot Project

STR-2015-4

Executive Summary

A low impact development stormwater project will be constructed in Sharp Avenue to determine viability of permeable pavements within the traveled lanes. The project will also include bioretention swale, street trees, and standard pavement. Curb extensions will also be installed. This project is integrated with storm water, Wastewater, and Water

Project Justification

This project will reduce the amount of pollutants going into the Spokane River. Transportation elements include the installation of curb extensions and the transition from present striping to the proposed alignment.

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

This project meets 37 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Pearl St. to Hamilton St.

Project Status

Active

Project number: 2014040

CN planned for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$6,200	\$6,200	\$6,200	\$6,200	\$6,200	\$6,200	\$37,200

Maintenance Comments

Streets/Capital Improvements

Sharp Avenue Pervious Asphalt Pilot Project

STR-2015-4

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1
Total	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
Utility	State	Funded	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total			\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1

*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.

Streets/Capital Improvements

Sprague Avenue Investment Phase II - Browne St to Sherman St

STR-2016-69

Executive Summary

Fulfill the intents of the South University District Sprague Corridor Investment Strategy by implementing the 3-lane section on Sprague through placement of streetscape and updating traffic signals. Landscaping will facilitate integrated stormwater disposal, as possible.

Project Justification

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

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

This project meets 59 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Sprague Avenue - Browne Street to Sherman Street

Project Status

Active

Application phase seeking design and construction funding.

External Factors

This project is not yet fully funded for design and construction. The City is actively applying for grants to move this project forward.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Sprague Avenue Investment Phase II - Browne St to Sherman St**

STR-2016-69

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$2,985,000	\$320,000	\$0	\$0	\$3,305,000	\$3,305,000
Design	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$300,000	\$2,985,000	\$320,000	\$0	\$0	\$3,605,000	\$3,605,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$300,000	\$1,492,500	\$160,000	\$0	\$0	\$1,952,500
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$1,492,500	\$160,000	\$0	\$0	\$1,652,500
Total			\$0	\$0	\$300,000	\$2,985,000	\$320,000	\$0	\$0	\$3,605,000

***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.

Sprague Avenue Rebuild- Sprague Corridor Investment Strategy

STR-2014-67

Executive Summary

This project will fulfill the intents of the South University District Sprague Corridor Investment Strategy by implementing the 3-lane section on Sprague through placement of streetscape and updating traffic signals. Landscaping is also envisioned with possible integrated stormwater disposal.

Project Justification

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

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

This project meets 59 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Sprague Avenue - Hamilton Street to Fiske Street

Project Status

Active

Application phase seeking design and construction funding. 2014 applications are for the initial phase build-out for hardscape elements, lighting and landscaping at intersections. Future applications will gather funds toward fulfilling these needs along the full corridor.

External Factors

This project is not yet fully funded for design and construction. The City is actively applying for grants to move this project forward.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$160,800

Maintenance Comments

Sprague Avenue Rebuild- Sprague Corridor Investment Strategy

STR-2014-67

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$6,771,879	\$0	\$0	\$0	\$0	\$0	\$6,771,879	\$6,771,879
Design	\$500,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$550,000
Total	\$500,000	\$6,821,879	\$0	\$0	\$0	\$0	\$0	\$6,821,879	\$7,321,879

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
LEVY	Local	Funded	\$310,058	\$2,275,000	\$0	\$0	\$0	\$0	\$0	\$2,585,058
Other	---	Unidentified	\$0	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$2,750,000
Ped/Bike	Federal	Funded	\$189,942	\$1,596,879	\$0	\$0	\$0	\$0	\$0	\$1,786,821
Redlight	Local	Funded	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Total			\$500,000	\$6,821,879	\$0	\$0	\$0	\$0	\$0	\$7,321,879

*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.

Streets/Capital Improvements

Sprague Avenue, Cedar St to Browne St

STR-2016-24

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, upgrade lighting. Project will also replace waterline, and perform CSO 24 work.

Project Justification

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

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

This project meets 59 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Sprague Avenue from Cedar Street to Browne Street

Project Status

Active

Project number: 2016090

Design: 2020; Construction: 2021

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements**Sprague Avenue, Cedar St to Browne St**

STR-2016-24

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$5,620,000	\$0	\$5,620,000	\$5,620,000
Design	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$600,000
Total	\$0	\$0	\$0	\$0	\$600,000	\$5,620,000	\$0	\$6,220,000	\$6,220,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Identified	\$0	\$0	\$0	\$0	\$500,000	\$2,610,000	\$0	\$3,110,000
Levy Match	Federal	Unidentified	\$0	\$0	\$0	\$0	\$0	\$2,610,000	\$0	\$2,610,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$400,000	\$0	\$500,000
Total			\$0	\$0	\$0	\$0	\$600,000	\$5,620,000	\$0	\$6,220,000

***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.

Streets/Capital Improvements

Sunset Blvd from Lindeke St to Royal St

STR-2015-9

Executive Summary

This project will replace the surface of 1.3 miles of Sunset Boulevard. It will also improve the modal service by incorporating a bicycle and pedestrian pathway and improving transit accessibility. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.

Project Justification

This section of road is deteriorating and needs repair. There is a significant need and demand for pedestrian and bicycle facilities. Presently, this corridor offers virtually no facilities for bicycle and pedestrian travel.

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

This project meets 42 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Sunset Blvd from Lindeke St to Royal St

Project Status

Active

Project number: 2014094 CN is planned for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$13,100	\$13,100	\$13,100	\$13,100	\$13,100	\$13,100	\$78,600

Maintenance Comments

Streets/Capital Improvements**Sunset Blvd from Lindeke St to Royal St**

STR-2015-9

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$2,940,069	\$0	\$0	\$0	\$0	\$2,940,069	\$2,940,069
Design	\$365,563	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365,563
Land purchase	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Total	\$365,563	\$350,000	\$2,940,069	\$0	\$0	\$0	\$0	\$3,290,069	\$3,655,632

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
STP	Federal	Funded	\$365,563	\$350,000	\$2,940,069	\$0	\$0	\$0	\$0	\$3,655,632
Total			\$365,563	\$350,000	\$2,940,069	\$0	\$0	\$0	\$0	\$3,655,632

***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.

Streets/Capital Improvements

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Executive Summary

Complete a full depth roadway replacement for 4,900 feet of roadway from TJ Meenach Bridge to Northwest Blvd. including on and off Ramps on TJ Meenach Bridge. Bike lanes will be added and will also include minor ADA Ramp replacement.

Project Justification

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

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

This project meets 39 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

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

Project Status

Active

Project number: 2014153 CN scheduled for 2018

External Factors

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$36,000

Maintenance Comments

Streets/Capital Improvements**TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd**

STR-2015-10

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
Design	\$0	\$341,800	\$0	\$0	\$0	\$0	\$0	\$341,800	\$341,800
Total	\$0	\$341,800	\$2,200,000	\$0	\$0	\$0	\$0	\$2,541,800	\$2,541,800

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Levy	Local	Funded	\$0	\$341,800	\$1,100,000	\$0	\$0	\$0	\$0	\$1,441,800
Levy Match	---	Unidentified	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
Total			\$0	\$341,800	\$2,200,000	\$0	\$0	\$0	\$0	\$2,541,800

***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.

Streets/Capital Improvements

Transportation Strategic Plan Update

STR-2012-101

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.

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

Location

Other Location

Citywide

Project Status

Active

Project number: 2012040 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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Capital Improvements

Transportation Strategic Plan Update

STR-2012-101

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Planning	\$340,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$350,000
Total	\$340,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$350,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
REET	Local	Funded	\$340,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$350,000
Total			\$340,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$350,000

*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 Program

Streets, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
BOND	\$360	\$0	\$0	\$0	\$0	\$0
CMAQ	\$1,211	\$53	\$611	\$517	\$1,105	\$0
DSP	\$50	\$0	\$0	\$0	\$0	\$0
LEAP WA	\$4,000	\$4,800	\$0	\$0	\$0	\$0
Levy	\$1,941	\$510	\$0	\$0	\$0	\$0
Levy Match	\$0	\$390	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$1,344	\$3,456	\$1,850
Paths/Trails	\$10	\$10	\$10	\$10	\$10	\$10
PEIP	\$250	\$250	\$250	\$0	\$0	\$0
PRIVATE	\$41	\$0	\$0	\$0	\$0	\$0
PWTF	\$0	\$0	\$0	\$0	\$0	\$0
RCO - ALEA	\$0	\$418	\$0	\$0	\$0	\$0
RCO - WWRP	\$0	\$1,300	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$250	\$100	\$650
REET	\$523	\$42	\$84	\$88	\$0	\$0
STP	\$3,629	\$349	\$0	\$0	\$0	\$0
TAP	\$600	\$30	\$0	\$0	\$0	\$0
TBD	\$0	\$82	\$738	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$1,492	\$0	\$0
TIB	\$533	\$0	\$0	\$0	\$0	\$0
UDRA	\$1,263	\$1,737	\$0	\$0	\$0	\$0
Total	\$14,411	\$9,971	\$1,693	\$3,700	\$4,671	\$2,510

Streets/Pedestrian and Bikeways

2013 Downtown Pedestrian Improvements

STR-2014-19

Executive Summary

These improvements will reduce barriers for disabled persons and make the pedestrian environment downtown safer and more enjoyable for people of all abilities. The project will remove elements of blight from the area and encourage private investment in the surrounding properties and strengthen the Downtown's position as the heart of the community.

Project Justification

These improvements will reduce barriers for disabled persons and make the pedestrian environment downtown safer and more enjoyable for people of all abilities. The project will remove elements of blight from the area and encourage private investment in the surrounding properties and strengthen the Downtown's position as the heart of the community.

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

This project meets 25 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-4 and TR 6-10.

Location

Other Location

Central Business District, Spokane

Project Status

Active

Project number: 2013156 & 2015075

Design 2016; CN expected to be in 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

2013 Downtown Pedestrian Improvements

STR-2014-19

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1,868,347	\$0	\$0	\$0	\$0	\$0	\$1,868,347	\$1,868,347
Design	\$101,012	\$32,548	\$0	\$0	\$0	\$0	\$0	\$32,548	\$133,560
Total	\$101,012	\$1,900,895	\$0	\$0	\$0	\$0	\$0	\$1,900,895	\$2,001,907

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$0	\$1,112,400	\$0	\$0	\$0	\$0	\$0	\$1,112,400
DSP	Private	Funded	\$0	\$49,600	\$0	\$0	\$0	\$0	\$0	\$49,600
PEIP	Local	Funded	\$101,012	\$0	\$0	\$0	\$0	\$0	\$0	\$101,012
REET	Local	Funded	\$0	\$205,848	\$0	\$0	\$0	\$0	\$0	\$205,848
TIB	State	Funded	\$0	\$533,047	\$0	\$0	\$0	\$0	\$0	\$533,047
Total			\$101,012	\$1,900,895	\$0	\$0	\$0	\$0	\$0	\$2,001,907

*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.

Streets/Pedestrian and Bikeways

2016-2017 ADA Ramp Replacement Project

STR-2015-164

Executive Summary

A two year ADA ramp placement project to construct missing ramps within the Downtown and Council District areas. Initial locations for 2016. 2017 projects will be identified by 2016 utilizing a similar process of working with Council members and the Pedestrian Master Plan to identify project locations. The intent is to balance the work within the Downtown area and the Council Districts.

Project Justification

ADA compliance is a federal mandate.

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

This project meets 23 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Various locations in the Downtown Core and all three council districts

Project Status

Active

Project number: 2015115 CN to begin in 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**2016-2017 ADA Ramp Replacement Project**

STR-2015-164

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$360,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$720,000
Design	\$108,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000
Land purchase	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000
Total	\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$360,000	\$900,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
BOND	Local	Funded	\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$900,000
Total			\$540,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$900,000

***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.

Streets/Pedestrian and Bikeways

Addison and Standard Bicycle and Pedestrian Corridor

STR-2014-20

Executive Summary

Complete a 5-mile bicycle-pedestrian corridor from Holland Ave at Colton St. Along Colton, Addison, and Standard, connecting to existing bike lanes at Buckeye and Division to the South. This project adds new bike lanes, transition improvements at intersections and adds missing sidewalk.

Project Justification

This is a 5-mile bicycle corridor that is on the city's Master Bike Plan and sits between two major north/south vehicle corridors. Adding bicycle and pedestrian facilities provides a safer alternative for pedestrians and cyclist.

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

This project meets 31 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Addison and Standard streets from Buckeye Ave to Holland Ave.

Project Status

Active

Project number: 2013162

CN planned for 2015; complete 2016

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Addison and Standard Bicycle and Pedestrian Corridor

STR-2014-20

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$586,300	\$75,200	\$0	\$0	\$0	\$0	\$0	\$75,200	\$661,500
Design	\$66,100	\$7,400	\$0	\$0	\$0	\$0	\$0	\$7,400	\$73,500
Land purchase	\$43,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$4,800	\$48,000
Total	\$695,600	\$87,400	\$0	\$0	\$0	\$0	\$0	\$87,400	\$783,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
CMAQ	Federal	Funded	\$587,038	\$73,760	\$0	\$0	\$0	\$0	\$0	\$660,798
REET	Local	Funded	\$108,562	\$13,640	\$0	\$0	\$0	\$0	\$0	\$122,202
Total			\$695,600	\$87,400	\$0	\$0	\$0	\$0	\$0	\$783,000

*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.

Streets/Pedestrian and Bikeways

Ben-Burr Trail Connection to the Centennial Trail

STR-2012-71

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 Building Supply property.

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.

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

This project meets 35 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Ben Burr Trail between Fiske St and the Centennial Trail.

Project Status

Active

Project number: 2010091

Design complete. Construction in 2016 Complete construction in 2017.

External Factors

This project will likely combine with stormwater CSO reduction efforts. These may include work on Erie street adjacent to the trail construction.

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$8,100	\$8,100	\$8,100	\$8,100	\$8,100	\$8,100	\$145,800

Maintenance Comments

Streets/Pedestrian and Bikeways**Ben-Burr Trail Connection to the Centennial Trail**

STR-2012-71

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$1,180,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$1,200,000
Design	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
Land purchase	\$426,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$426,232
Total	\$1,706,232	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$1,726,232

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
CMAQ	Federal	Funded	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
REET	Local	Funded	\$76,232	\$0	\$0	\$0	\$0	\$0	\$0	\$76,232
STP	Federal	Funded	\$1,380,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Total			\$1,706,232	\$20,000	\$0	\$0	\$0	\$0	\$0	\$1,726,232

***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.

Streets/Pedestrian and Bikeways

Bike Route Signing and Striping

STR-2012-63

Executive Summary

Striping and conversion of signs to MUTCD standards

Project Justification

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

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

Location

Other Location

Citywide

Project Status

Active

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

External Factors

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Bike Route Signing and Striping

STR-2012-63

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
Paths/Trails	Local	Funded	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Total			\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000

*Status definitions

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

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

Streets/Pedestrian and Bikeways

Bike Share Feasibility Study

STR-2016-14

Executive Summary

This project will complete the preliminary engineering phase of a paid bike-share program for the City of Spokane. The scope of work will include a feasibility study with a forecast for user demand, financial assessment, risk analysis, operating model and recommendation of how to proceed.

Project Justification

The project will make bicycle riding more accessible to residents, workers, students, and visitors in the city core. The bike-share stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc, within a 2-mile radius.

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

This project meets 31 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

N/A - project study only

Project Status

Active

Project number: 2016088

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Bike Share Feasibility Study

STR-2016-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Design	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
CMAQ	Federal	Funded	\$0	\$0	\$53,200	\$0	\$0	\$0	\$0	\$53,200
REET	Local	Funded	\$0	\$0	\$26,800	\$0	\$0	\$0	\$0	\$26,800
Total			\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000

*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.

Streets/Pedestrian and Bikeways

Centennial Trail, Mission Ave Gap Phase 1

STR-2015-14

Executive Summary

This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by implementing item such as landscaped buffer strip between R/R ROW and the trail, enlarged islands, enhanced ADA ramps, colored/textured crosswalks, countdown timers, and wider sidewalks/path on Mission.

Project Justification

This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

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

This project meets 40 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

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

Project Status

Active

Project number: 2014095 CN is scheduled for 2017

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$300	\$300	\$300	\$300	\$300	\$300	\$3,600

Maintenance Comments

Streets/Pedestrian and Bikeways**Centennial Trail, Mission Ave Gap Phase 1**

STR-2015-14

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$413,250	\$0	\$0	\$0	\$0	\$0	\$413,250	\$413,250
Design	\$49,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,250
Land purchase	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Total	\$79,250	\$413,250	\$0	\$0	\$0	\$0	\$0	\$413,250	\$492,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
PRIVATE	Local	Funded	\$7,925	\$41,325	\$0	\$0	\$0	\$0	\$0	\$49,250
STP	Federal	Funded	\$71,325	\$371,925	\$0	\$0	\$0	\$0	\$0	\$443,250
Total			\$79,250	\$413,250	\$0	\$0	\$0	\$0	\$0	\$492,500

***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.

Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

Executive Summary

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

Project Justification

This existing at-grade crossing is presently dangerous because of the volume of vehicles, bicyclists, and pedestrians and the physical complexities of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

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

This project meets 40 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

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

Project Status

Active

Project number: 2014095 CN is scheduled for 2017

External Factors

This project will fall after phase 1 which will install surface improvements. Phase 3, tunneling under the railroad tracks may occur before or after this bridging phase.

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Centennial Trail, Mission Ave Gap Phase 2**

STR-2016-77

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,500,000	\$2,850,000	\$2,850,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Other	---	Unidentified	\$0	\$0	\$0	\$0	\$0	\$0	\$1,850,000	\$1,850,000
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$650,000	\$1,000,000
Total			\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,500,000	\$2,850,000

***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.

Streets/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Executive Summary

Perform Greenway street enhancements to include construction of new sidewalks where none exist, update ADA compliance, provide distinctive Greenway information/directional signage, provide marked separate/shared bike lanes, modify traffic signage and install traffic calming elements.

Project Justification

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

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

Project meets 53 out of 85 goals within chapter 4 of the Comprehensive Plan.

Location

Other Location

Cincinnati Street from Spokane Falls Blvd to Euclid Ave

Project Status

Active

Project number: 2016081

Design: 2017; Construction: 2018

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$11,500	\$11,500	\$11,500	\$11,500	\$11,500	\$11,500	\$138,000

Maintenance Comments

Streets/Pedestrian and Bikeways**Cincinnati Greenway**

STR-2016-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$1,183,000	\$0	\$0	\$0	\$1,183,000	\$1,183,000
Design	\$5,000	\$20,000	\$82,000	\$0	\$0	\$0	\$0	\$102,000	\$107,000
Total	\$5,000	\$20,000	\$82,000	\$1,183,000	\$0	\$0	\$0	\$1,285,000	\$1,290,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$5,000	\$20,000	\$0	\$445,000	\$0	\$0	\$0	\$470,000
TBD	Local	Funded	\$0	\$0	\$82,000	\$738,000	\$0	\$0	\$0	\$820,000
Total			\$5,000	\$20,000	\$82,000	\$1,183,000	\$0	\$0	\$0	\$1,290,000

***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.

Streets/Pedestrian and Bikeways

Division St, 3rd Ave to Spokane Falls Blvd

STR-2015-12

Executive Summary

This project is intended to improve the pedestrian safety and traffic flow on Division street with Curb extensions, ADA curb ramps, traffic signal adjustments, merge area adjustment between 4th and 2nd, on-street parking improvements, pedestrian lighting, streetscape and sidewalk improvements.

Project Justification

Investments in the Division corridor will enhance accessibility between city and regional centers. The project will improve transportation quality and efficiency. This project has been included in several downtown focused investment studies.

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

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Division St, 3rd Ave to Spokane Falls

Project Status

Active

Project number: 2014149
scheduled for 2017

This project is the result of the 'Division Street Gateway' study. CN

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200	\$19,200

Maintenance Comments

Streets/Pedestrian and Bikeways**Division St, 3rd Ave to Spokane Falls Blvd**

STR-2015-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$3,137,557	\$348,618	\$0	\$0	\$0	\$0	\$3,486,175	\$3,486,175
Design	\$294,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,157
Land purchase	\$133,766	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$233,766
Total	\$427,923	\$3,237,557	\$348,618	\$0	\$0	\$0	\$0	\$3,586,175	\$4,014,098

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
STP	Federal	Funded	\$427,923	\$3,237,557	\$348,618	\$0	\$0	\$0	\$0	\$4,014,098
Total			\$427,923	\$3,237,557	\$348,618	\$0	\$0	\$0	\$0	\$4,014,098

***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.

Streets/Pedestrian and Bikeways

Downtown Bicycle Network Completion

STR-2013-89

Executive Summary

Complete the on-street bicycle facilities in downtown Spokane, according to the adopted Master Bike Plan, with adjustments as necessary.

Project Justification

While it is illegal to ride bicycles on the sidewalks downtown, the on-street facilities were greatly lacking. This project will complete a functional bicycle network in the downtown core.

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

This project meets 31 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

Downtown core of Spokane

Project Status

Active

Project numbers: 2011074, 2014154, 2016076
includes Main Ave and Spokane Falls Blvd.

Final phase of this project will be completed in 2015 which

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Downtown Bicycle Network Completion

STR-2013-89

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$795,049	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$801,049
Design	\$94,951	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,951
Total	\$890,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$896,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$711,800	\$5,000	\$0	\$0	\$0	\$0	\$0	\$716,800
REET	Local	Funded	\$178,200	\$1,000	\$0	\$0	\$0	\$0	\$0	\$179,200
Total			\$890,000	\$6,000	\$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.

Streets/Pedestrian and Bikeways

Fish Lake Trail - Phase 3

STR-2012-68

Executive Summary

Phase 3a includes paving the trail from Scribner Rd to Queen Lucas Lake (2.1 miles) and complete design and ROW in preparation for phase 3b which includes the remaining paving to Fish Lake and bridge construction. Construction funding for phase 3b has not yet been obtained.

Project Justification

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

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

This project meets 32 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

Fish Lake Trail, Scribner Rd to Fish Lake

Project Status

Active

Project number: 2010048 Project phasing continues. Phase 3a under construction to pave to Queen Lucas Lake. Phase 3b will complete design and RW efforts for remaining segment of the trail.

External Factors

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

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Fish Lake Trail - Phase 3**

STR-2012-68

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$551,562	\$0	\$0	\$0	\$2,456,283	\$2,456,282	\$0	\$4,912,565	\$5,464,127
Design	\$254,149	\$0	\$0	\$0	\$18,851	\$0	\$0	\$18,851	\$273,000
Land purchase	\$0	\$0	\$0	\$0	\$260,100	\$0	\$0	\$260,100	\$260,100
Total	\$805,711	\$0	\$0	\$0	\$2,735,234	\$2,456,282	\$0	\$5,191,516	\$5,997,227

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Other	---	Unidentified	\$0	\$0	\$0	\$0	\$1,243,507	\$2,456,282	\$0	\$3,699,789
TCSP	Federal	Funded	\$805,711	\$0	\$0	\$0	\$1,491,727	\$0	\$0	\$2,297,438
Total			\$805,711	\$0	\$0	\$0	\$2,735,234	\$2,456,282	\$0	\$5,997,227

***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 to Centennial Trail Connection

STR-2016-22

Executive Summary

Design study to determine best route option for the Fish Lake trail extension.

Project Justification

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

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

This project meets 35 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

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

Project Status

Active

Project number: 2016089

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Fish Lake Trail to Centennial Trail Connection**

STR-2016-22

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Planning	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
CMAQ	Federal	Funded	\$0	\$0	\$0	\$166,250	\$0	\$0	\$0	\$166,250
REET	Local	Funded	\$0	\$0	\$0	\$83,750	\$0	\$0	\$0	\$83,750
Total			\$0	\$0	\$0	\$250,000	\$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.

Streets/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Executive Summary

Design and a Multi-use Path from Spokane Community College to Felts Field along the Spokane River.

Project Justification

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

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

This project meets 34 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-8 and TR 10.

Location

Other Location

From Spokane Community College to Felts Field.

Project Status

Active

Project number: 2014059

Project is in Design. Will seek federal funding for CN.

External Factors

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

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$1,100,000	\$1,100,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total	\$250,000	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$1,100,000	\$1,350,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Other	---	Unidentified	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$1,100,000
Total			\$250,000	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0	\$1,350,000

*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.

Streets/Pedestrian and Bikeways

Parking Environment Improvement Program

STR-2016-71

Executive Summary

Improve the parking environment in the downtown core by installing such things as street furniture, way-finding kiosks, street trees, lighting and electrical needs, new tree grates, and by placing new sidewalk or replacing sidewalk in poor condition.

Project Justification

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

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

This project meets 23 goals or policies in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 3, 4, 5, 6, 7, 9, and 10.

Location

Other Location

Downtown Core

Project Status

Active

This program participates in downtown core projects. Refer to the following projects: 1st Ave - Maple to Bernard; 4th Ave - Sunset to Maple; Main Ave - Bernard to Pine; Riverside Ave - Maple to Monroe; Sprague - Cedar to Browne.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways

Parking Environment Improvement Program

STR-2016-71

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$225,000	\$225,000	\$225,000	\$0	\$0	\$0	\$675,000	\$675,000
Design	\$0	\$25,000	\$25,000	\$25,000	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$750,000	\$750,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
PEIP	Local	Identified	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$750,000
Total			\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0	\$750,000

*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.

Streets/Pedestrian and Bikeways

South Gorge Trail

STR-2015-13

Executive Summary

This project includes approx 1.3 mi of mixed use trail along the north side of Spokane River. The trail is a mixture of a 10 ft wide paved asphalt or concrete path and will begin at the south end of the Sandifur Bridge and end near Glover Field connecting to a widened Sidewalk along Main Ave.

Project Justification

This project upon completion will provide a key trail link between People's Park and Glover Field Park, with eventual connection to downtown Spokane. The project will also reconstruct Clarke Avenue street and replace the street's water main that are in disrepair and in need of replacement.

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

This project meets 50 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1-10.

Location

Other Location

North side of Spokane River from Sandifur Bridge to Glover Field through the 'Peaceful Valley' Neighborhood.

Project Status

Active

Project numbers: 2014091 - Phase 1, Clarke Ave Improvements; 2016059 Phase 2, South Gorge Trail Completion

Phase 1 to be designed and constructed in 2016; Phase 2 to be designed and constructed in 2017, with funding will be sought through grant opportunities.

External Factors

Phase 2 of this project will rely heavily on award of grant funding through the Recreation and Conservation Office (RCO).

The Levy program was predicated on use of grant funds to maximize functionality of the program. Such grant expectations are shown below as 'Levy Match' with an 'Unidentified' status until grants are in place.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$108,000

Maintenance Comments

Streets/Pedestrian and Bikeways

South Gorge Trail

STR-2015-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$1,940,500	\$2,260,600	\$0	\$0	\$0	\$0	\$4,201,100	\$4,201,100
Design	\$485,117	\$0	\$357,200	\$0	\$0	\$0	\$0	\$357,200	\$842,317
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$485,117	\$1,940,500	\$2,617,800	\$0	\$0	\$0	\$0	\$4,558,300	\$5,043,417

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
Levy	Local	Identified	\$485,117	\$1,940,500	\$509,500	\$0	\$0	\$0	\$0	\$2,935,117
Levy Match	Local	Unidentified	\$0	\$0	\$390,000	\$0	\$0	\$0	\$0	\$390,000
RCO - ALEA	State	Identified	\$0	\$0	\$418,300	\$0	\$0	\$0	\$0	\$418,300
RCO - WWRP	State	Identified	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0	\$1,300,000
Total			\$485,117	\$1,940,500	\$2,617,800	\$0	\$0	\$0	\$0	\$5,043,417

*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
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Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

Streets/Pedestrian and Bikeways

Sprague Ave at Sherman St Pedestrian Plaza

STR-2013-113

Executive Summary

Construct a plaza connecting the south landing of the University District Gateway Bridge to East Sprague with a distinctive plaza entrance. The Plaza will prioritize pedestrian, bicycle, and transit modes of transportation.

Project Justification

Tie the Gateway Bridge to Sprague Avenue and open up opportunities for development and investment at this connection hub. The plaza also provides a functional alternative for the STA Medical Shuttle to quickly connect students to the Medical District.

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

This project meets 27 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Sprague Ave at Sherman St to the south landing of the University District Gateway Bridge

Project Status

Active

Project number: 2015150 Design in 2016 for construction in 2017/2018.

External Factors

This project will need to be coordinated with the University District Gateway Bridge, and delivery of the final product should be such that the bridge and plaza can be opened to traffic as one.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Sprague Ave at Sherman St Pedestrian Plaza**

STR-2013-113

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$902,200	\$45,100	\$0	\$0	\$0	\$0	\$947,300	\$947,300
Design	\$105,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,200
Total	\$105,200	\$902,200	\$45,100	\$0	\$0	\$0	\$0	\$947,300	\$1,052,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
REET	Local	Funded	\$35,200	\$302,200	\$15,100	\$0	\$0	\$0	\$0	\$352,500
TAP	Federal	Funded	\$70,000	\$600,000	\$30,000	\$0	\$0	\$0	\$0	\$700,000
Total			\$105,200	\$902,200	\$45,100	\$0	\$0	\$0	\$0	\$1,052,500

***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.

Streets/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Executive Summary

The 3.2-mile project will improve the ped/bike connections along Sunset Hwy. Project will connect to a year-2018 bicycle lane project at Royal St., and continue west as a bike lane and shared-use path. Strategic sidewalk segments will provide transit stops locations and pedestrian street crossings.

Project Justification

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

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

This project meets 41 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

Location

Other Location

Sunset Highway between Royal Street and Deer Heights

Project Status

Active

Project number: 2016087 Design 2017

External Factors

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

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**Sunset Highway Bike Path - Royal to Deer Heights - Design**

STR-2016-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,104,869	\$0	\$1,104,869	\$1,104,869
Design	\$0	\$0	\$0	\$0	\$441,631	\$0	\$0	\$441,631	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$163,500	\$0	\$0	\$163,500	\$163,500
Total	\$0	\$0	\$0	\$0	\$605,131	\$1,104,869	\$0	\$1,710,000	\$1,710,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
CMAQ	Federal	Funded	\$0	\$0	\$0	\$0	\$353,305	\$0	\$0	\$1,621,674
REET	Local	Funded	\$0	\$0	\$0	\$0	\$88,326	\$0	\$0	\$88,326
Total			\$0	\$0	\$0	\$0	\$605,131	\$1,104,869	\$0	\$1,710,000

***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.

Streets/Pedestrian and Bikeways

U-District Pedestrian & Bicycle Bridge

STR-2016-74

Executive Summary

Construct a Pedestrian and Bicycle Rail Overpass Bridge within the University District.

Project Justification

With the current growth of River point Campus there is a need for students to move to and from housing, shopping, classes and local services. Connectivity to the south is lacking. The U-district ped/bike bridge will provide the connectivity needed and also help revitalize the Sprague district.

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

This project meets 27 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

From E Riverside & Sherman to EWU Campus

Project Status

Active

Project number: 2009105, 2012119 Design and ROW Complete. Construction planned for 2017.

External Factors

Delivery of construction is based on the availability of funding within the State Budget. Also, this project must coordinate with the Sprague at Sherman Pedestrian Plaza project which will connect the south landing of the bridge with Sprague Avenue and Transit.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Pedestrian and Bikeways**U-District Pedestrian & Bicycle Bridge**

STR-2016-74

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$5,262,954	\$6,537,046	\$0	\$0	\$0	\$0	\$11,800,000	\$11,800,000
Design	\$2,044,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,044,600
Land purchase	\$1,554,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554,500
Total	\$3,599,100	\$5,262,954	\$6,537,046	\$0	\$0	\$0	\$0	\$11,800,000	\$15,399,100

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
LEAP WA	State	Funded	\$0	\$4,000,000	\$4,800,000	\$0	\$0	\$0	\$0	\$8,800,000
PWTF	Federal	Funded	\$3,154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,154,500
TCSP	Federal	Funded	\$444,600	\$0	\$0	\$0	\$0	\$0	\$0	\$444,600
UDRA	Local	Funded	\$0	\$1,262,954	\$1,737,046	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$3,599,100	\$5,262,954	\$6,537,046	\$0	\$0	\$0	\$0	\$15,399,100

***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.



Impact Fee Program

TRANSPORTATION IMPACT FEE PROGRAM

Planning Horizon - 2017 - 2032

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

Region	Project Name	Description	Estimated Cost	Bicycle Facilities	Project Source		Approximate Build Timeline		
					6-Year Plan	Baseline Project	5-year	10-year	15-year
DOWNTOWN	8th Avenue/McClellan Street	Re-Stripe intersection to accommodate a westbound thru-left and thru-right lane configuration	\$61,000	No Bike Fac		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	No Bike Fac		X			
	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	No Bike Fac		X			
	5th Avenue/Sherman Street Intersection	Install new traffic signal.	\$350,000	Bike Lanes on 4th & Sherman, Shared Rdwy on 5th	X				
	2nd Avenue/Monroe Street Intersection Improvement	Provide for separate westbound left-turn lanes and left-thru lane.	\$549,000	No Bike Fac		X			
	Ash Street Two-Way Conversion	Convert Ash St from Broadway Ave to Dean Ave. from one-way travel to two-way travel. This will include re-construction the traffic island at Dean & Ash and adding appropriate signing striping at Broadway & Ash.	\$300,000	No Bike Fac		X			
	DOWNTOWN TOTAL		\$1,960,000						
NORTHWEST	Cedar Road/Country Homes Boulevard Intersection	Install new traffic signal.	n/a	Bike Lanes on Country Homes	X		Completed		
	NW Boulevard/Monroe Street Intersection Improvement**	Provide new traffic signal equipment to provide traffic signal detection and coordination.	\$350,000	Bike Lanes on NW Blvd.		X			
	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	No Bike Fac		X			
	Assembly Street/Francis Avenue Intersection	Construct Roundabout	\$1,800,000	Bike Lane on Assembly, Driscoll, & 9 Mile	X				
	Wellesley/Driscoll Intersection	Construct Roundabout	\$1,591,000	Bike Lane on Driscoll, No Bike Fac. On Wellesley	X				
	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	Shared Rdwy on Maple/Ash, Bike Lane on NW		X			
	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	Shared Rdwy Maple/Ash, Boone No Bike Fac.		X			
	Assembly/Wellesley Intersection	Construct Roundabout	\$1,061,000	Assembly Bike Lane, Wellesley No Bike Fac.	X				
	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	Bike Lane - N. Indian Trail Rd.	X				
	SR 291/Rifle Club Intersection	Install new traffic signal.	\$350,000	Bike Lane @ 9Mile	X				
	NORTHWEST TOTAL		\$9,402,000						
SOUTH	Regal/Palouse Intersection	Construct new traffic signal or roundabout.	n/a	No Bike Fac	X		Completed		
	29th/Freya Intersection***	Intersection Improvement Project	\$0***	Shared Rdwy @ Freya	X				
	29th Ave Improvement Project	Construct TWLTL from east of Pittsburg to Southeast Blvd.	\$2,925,000	No Bike Fac	X				
	37th/Freya Intersection	Construct Traffic Signal (partially completed with 37th Avenue Roadway Project)	\$250,000	Bike Lanes on 37th, Shared Rdwy @ Freya	X				
	37th/Perry Intersection	Realign Intersection	\$796,000	Bike Lanes on 37th, No Bike Fac @ Perry	X				
	37th Ave Roadway Project	Widen 37th Ave to 3-lanes and upgrade to arterial standards from Regal Street to Freya Street.	\$4,585,000	Bike Lanes on 37th	X				
	Regal/Freya Connection	Provide connectivity project to link Regal and Freya on 44th Avenue or 42nd Avenue alignment.	n/a	Bike Lanes on Freya, No Bike Fac. along 44th	X		Completed		
	Southeast Blvd/Rockwood	Construct Traffic Signal	\$350,000	Bike Lanes on SE and Rockwood	X				
	SOUTH TOTAL		\$8,906,000						
NORTHEAST	Crestline/Rowan Intersection	Realign intersection and install traffic signal.	\$1,454,000	Marked/Shared Rdwy on Crestline & Rowan	X				
	Havana Street Overpass Project	Construct a grade separation for Havan Street over the UP railroad tracks.	n/a	No Bike Fac	X		Completed		
	Lincoln Road	Construct new 5-lane cross-section roadway from Nevada to Crestline Street	\$1,970,000	No Bike Fac on Lincoln, Bike Lane on Crestline	X				
	Perry/Wellesley Intersection	Realign intersection and install traffic signal.	\$1,454,000	No Bike Fac	X				
	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	No Bike Fac	X	X			
	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	Bike Lanes on Buckeye, Shared Rdwy on N. Foothills, No Bike Fac on Div or Ruby		X			
	Francis Avenue/Nevada Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$830,000	No Bike Fac		X			
	Sprague Avenue/Freya Street Intersection Improvement	Construct dual eastbound and westbound left-turn-lanes.	\$823,000	No Bike Fac on Sprague, Shared Rdwy on Freya	X	X			
	Wellesley/Freya Intersection	Construct Signal or Roundabout	\$562,000	Bike Lanes on Freya & Wellesley	X				
	Hamilton Street Corridor Enhancement Project	Construct traffic signal modification to accommodate protected or protected/permitted signal phasing.	\$2,800,000	No Bike Fac on Hamilton, Shared Rdwy on Mission, Bike Lanes on Sharp	X				

Streets, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
CMAQ	\$186	\$2,638	\$0	\$0	\$0	\$0
IMPACT FEE	\$15	\$665	\$0	\$0	\$0	\$0
REET	\$15	\$665	\$0	\$0	\$0	\$0
Total	\$216	\$3,967	\$0	\$0	\$0	\$0

Streets/Impact Fee Projects

Hamilton St. Corridor Enhancement Project

STR-2013-109

Executive Summary

Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow.

Project Justification

This is an impact fee project intended for congestion mitigation.

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

Chapter 4, TR 2, 3, 4, 5, 6, 7, and 10

Location

Other Location

Hamilton St from Sharp Ave to Desmet Ave

Project Status

Active

Currently in design for construction in 2017

External Factors

If impact fee revenue does not grow to fulfill the budget requirements, this project schedule may be delayed.

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Impact Fee Projects**Hamilton St. Corridor Enhancement Project**

STR-2013-109

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$215,550	\$3,967,066	\$0	\$0	\$0	\$0	\$4,182,616	\$4,182,616
Design	\$83,432	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,432
Land purchase	\$55,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,600
Total	\$139,032	\$215,550	\$3,967,066	\$0	\$0	\$0	\$0	\$4,182,616	\$4,321,648

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
CMAQ	Federal	Funded	\$39,032	\$186,450	\$2,638,066	\$0	\$0	\$0	\$0	\$2,863,548
IMPACT FEE	Local	Funded	\$100,000	\$14,550	\$664,500	\$0	\$0	\$0	\$0	\$779,050
REET	Local	Funded	\$0	\$14,550	\$664,500	\$0	\$0	\$0	\$0	\$679,050
Total			\$139,032	\$215,550	\$3,967,066	\$0	\$0	\$0	\$0	\$4,321,648

***Status definitions**

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

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



Neighborhood Program

Streets, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
OTHER	\$0	\$0	\$167	\$1,523	\$180	\$35
Redlight	\$450	\$450	\$450	\$450	\$450	\$450
TBD	\$225	\$266	\$246	\$373	\$279	\$435
Total	\$675	\$716	\$863	\$2,346	\$909	\$920

Streets/Neighborhood

Traffic Calming Program

STR-2014-23

Executive Summary

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

Project Justification

This program fulfills the redlight traffic calming ordinance.

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

This project meets 27 goals in Chapter 4 of the Comprehensive Plan. Specifically in TR 1, 2 and TR 4-10.

Location

Other Location

Citywide

Project Status

Active

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

External Factors

Includes \$200,000 for Sprague Ave, as approved by council in 2014. This is shown in the expenditure summary for the 'Sprague Ave Rebuild-Sprague Corridor Investment Strategy' 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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Traffic Calming Program**

STR-2014-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$300,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000	\$2,700,000
Design	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Total	\$350,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,050,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
Redlight	Local	Funded	\$350,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$3,050,000
Total			\$350,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$3,050,000

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

Streets/Neighborhood

Transportation Benefit District (TBD) Sidewalk Program

STR-2016-33

Executive Summary

Sidewalk improvements (generally infill) at locations noted above.

Project Justification

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

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

The noted locations meet between 11 and 14 goals in Chapter 4 of the Comprehensive Plan, specifically in TR 1-7 and 9.

Location

Other Location

Locations: Driscoll Blvd - Wellesley to Bismark; Pettet Dr - Mission to Westpoint; Arthur St - 30th to 43rd; Francis Ave - Sutherlin to Assembly; 37th Ave - Latawa to Manito; 11th Ave - Arthur to Perry; Driscoll Blvd - Alberta to Garland; E. Hilliard - Central Ave to Francis Ave; and Division St - Cozza to Magnesium. The Cincinnati Greenway project also uses TBD funding, as shown in the Pedestrian and Bikeways section.

Project Status

Active

Project numbers: Various

Design and Construction: 2016 through 2023.

External Factors

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

Maintenance

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

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Neighborhood**Transportation Benefit District (TBD) Sidewalk Program**

STR-2016-33

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$144,000	\$198,000	\$243,000	\$207,000	\$1,849,500	\$414,000	\$405,000	\$3,316,500	\$3,460,500
Design	\$38,000	\$27,000	\$23,000	\$205,500	\$46,000	\$45,000	\$65,000	\$411,500	\$449,500
Total	\$182,000	\$225,000	\$266,000	\$412,500	\$1,895,500	\$459,000	\$470,000	\$3,728,000	\$3,910,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2017	2018	2019	2020	2021	2022	
OTHER	Local	Unidentified	\$0	\$0	\$0	\$167,000	\$1,523,000	\$180,000	\$35,000	\$1,905,000
TBD	Local	Funded	\$182,000	\$225,000	\$266,000	\$245,500	\$372,500	\$279,000	\$435,000	\$2,005,000
Total			\$182,000	\$225,000	\$266,000	\$412,500	\$1,895,500	\$459,000	\$470,000	\$3,910,000

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



APPENDIX A

Street Operations and Maintenance Program

Streets, Other Funding Summary

(in thousands of dollars)

Fund Source	2017	2018	2019	2020	2021	2022
Additional	\$862	\$1,121	\$1,211	\$962	\$1,142	\$1,076
Levy	\$0	\$3,080	\$3,370	\$4,176	\$4,546	\$4,761
RET, SAS	\$5,233	\$4,569	\$4,689	\$4,739	\$4,750	\$4,955
TBD STREET	\$2,266	\$2,309	\$2,106	\$2,240	\$2,397	\$2,223
Total	\$8,362	\$11,079	\$11,376	\$12,118	\$12,834	\$13,015

Streets/Other

General Resurfacing

STR-2012-461

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.

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

Location

Other Location

Citywide

Project Status

Active

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Other**General Resurfacing**

STR-2012-461

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
Construction	\$0	\$6,285,520	\$8,940,501	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,036	\$55,353,909	\$55,353,909
Total	\$0	\$6,285,520	\$8,940,501	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,036	\$55,353,909	\$55,353,909

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
Additional	Local	Unidentified	\$0	\$862,399	\$1,121,435	\$1,210,985	\$962,115	\$1,141,768	\$1,075,992	\$6,374,694
Levy	---	Identified	\$0	\$0	\$3,079,545	\$3,370,093	\$4,176,065	\$4,545,506	\$4,761,489	\$19,932,698
RET, SAS	Local	Funded	\$0	\$3,157,060	\$2,430,405	\$2,486,431	\$2,470,720	\$2,412,991	\$2,547,938	\$15,505,545
TBD	Local	Funded	\$0	\$2,266,061	\$2,309,115	\$2,105,604	\$2,240,221	\$2,397,353	\$2,223,223	\$13,541,577
Total			\$0	\$6,285,520	\$8,940,500	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,642	\$55,354,514

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

Streets/Other

Street Lighting

STR-2012-460

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.

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

Location

Other Location

Citywide

Project Status

Active

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.

	2017	2018	2019	2020	2021	2022	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Streets/Other**Street Lighting**

STR-2012-460

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2017	2018	2019	2020	2021	2022	6 Year Total	
---	\$0	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$13,428,418	\$13,428,418
Total	\$0	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$13,428,418	\$13,428,418

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2017	2018	2019	2020	2021	2022	Total
RET, SAS	Local	Funded	\$0	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$13,428,418
Total			\$0	\$2,076,000	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$13,428,418

***Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
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**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
2017 to 2022**

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.

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2017 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
2nd Av - Maple to Division	Crack	Arterial	33,875	StMaint	StMaint	\$1.26	\$42,683	2 - S
3rd Av - Magnolia to Regal	Crack	Arterial	15,716	StMaint	StMaint	\$1.26	\$19,802	2 - S
9th - Perry to Altamont	Crack	Arterial	10,962	StMaint	StMaint	\$1.26	\$13,812	2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	StMaint	StMaint	\$1.26	\$37,442	3 - NW
Bridgeport - Division to Crestline	Crack	Arterial	30,757	StMaint	StMaint	\$1.26	\$38,754	1- NE
Crestline St - Illinois to Wellesley	Crack	Arterial	39,056	StMaint	StMaint	\$1.26	\$49,211	1 - NE
Freya St - Liberty to Rich	Crack	Arterial	13,159	StMaint	StMaint	\$1.26	\$16,580	1 - NE
Grand Bl - High to 29th	Crack	Arterial	23,835	StMaint	StMaint	\$1.26	\$30,032	2 - S
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	StMaint	StMaint	\$1.26	\$36,268	3 - NW
Mission - Hamilton to Greene	Crack	Arterial	39,353	StMaint	StMaint	\$1.26	\$49,585	1 - NE
Nevada - Wellesley to Francis	Crack	Arterial	24,766	StMaint	StMaint	\$1.26	\$31,205	1 - NE
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	StMaint	StMaint	\$1.26	\$42,404	2 - S
Washington St - Boone to Buckeye	Crack	Arterial	29,684	StMaint	StMaint	\$1.26	\$37,402	3 - NW
Wellesley Av - A to Maple	Crack	Arterial	21,932	StMaint	StMaint	\$1.26	\$27,634	3 - NW
Altamont - Hartson to Sprague	Grind	Arterial	11,791	StMaint	StMaint	\$30.30	\$357,267	2 - S
Assembly - Rowan to Francis	Grind	Arterial	13,405	StMaint	StMaint	\$30.30	\$406,172	3 - NW
Maxwell Av - Maple to Washington	Grind	Arterial	24,599	StMaint	StMaint	\$30.30	\$745,350	3 - NW
Palouse Hy from Regal to Freya	Grind	Arterial	14,049	StMaint	StMaint	\$30.30	\$425,685	2 - S
Southeast Bl - Regal to 29th	Grind	Arterial	12,667	StMaint	StMaint	\$30.30	\$383,810	2 - S
Thorpe Rd - City Limits to Westwood	Grind	Arterial	12,078	StMaint	StMaint	\$30.30	\$365,963	2 - S
							<u>\$3,157,060</u>	
Freya - Empire to Rowan	Grind	Arterial	16,728	LevyBandAid	StMaint	\$30.00	\$501,840	1 - NE
Garland/Empire - Howard to Nevada	Grind	Arterial	29,800	LevyBandAid	StMaint	\$35.00	\$1,043,000	1-NE/3-NW
Frederick - Freya to Havana	Grind	Arterial	9,932	LevyBandAid	StMaint	\$35.00	\$347,620	2 - NE
							<u>\$1,892,460</u>	
				Total:	\$5,049,520			
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.26	\$53,151	2 - S
Joseph/Standard Et Al	Crack	Residential	21,420	TBD	StMaint	\$1.26	\$26,989	1 - NE
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.26	\$59,670	2 - S
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.26	\$45,361	3 - NW
							<u>\$185,171</u>	
Arrowhead from Shawnee to Bedford Et Al	Chip	Residential	32,596	TBD	Contractor	\$8.59	\$280,000	3 - NW
Broad from Lidgerwood to Nevada	Chip	Residential	23,373	TBD	Contractor	\$8.59	\$200,774	1 - NE
D St from 23rd to Grandview Et Al	Chip	Residential	52,919	TBD	Contractor	\$8.59	\$454,574	2 - S
Crown Av - Assembly to Alameda	Grind	Residential	6,330	TBD	Contractor	\$40.40	\$255,732	3 - NW
Garfield Rd - 29th to 26th	Grind	Residential	5,038	TBD	Contractor	\$40.40	\$203,535	2 - S
Helena St - Trent to Broadway	Grind	Residential	5,067	TBD	Contractor	\$40.40	\$204,707	1 - NE
Gordon & Pittsburg	Grind	Residential	11,920	TBD	Contractor	\$40.40	\$481,568	1 - NE
							<u>\$2,080,890</u>	
Arthur St - 37th to 29th	Grind	Residential	9,143	Add. Funding	StMaint	\$30.30	\$277,033	2 - S
Dalke - Addison to Nevada	Grind	Residential	6,615	Add. Funding	StMaint	\$30.30	\$200,435	1 - NE
Manito Bl - 37th to 33rd	Grind	Residential	12,704	Add. Funding	StMaint	\$30.30	\$384,931	2 - S
							<u>\$862,399</u>	
				Total:	\$3,128,459			

WORK TYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

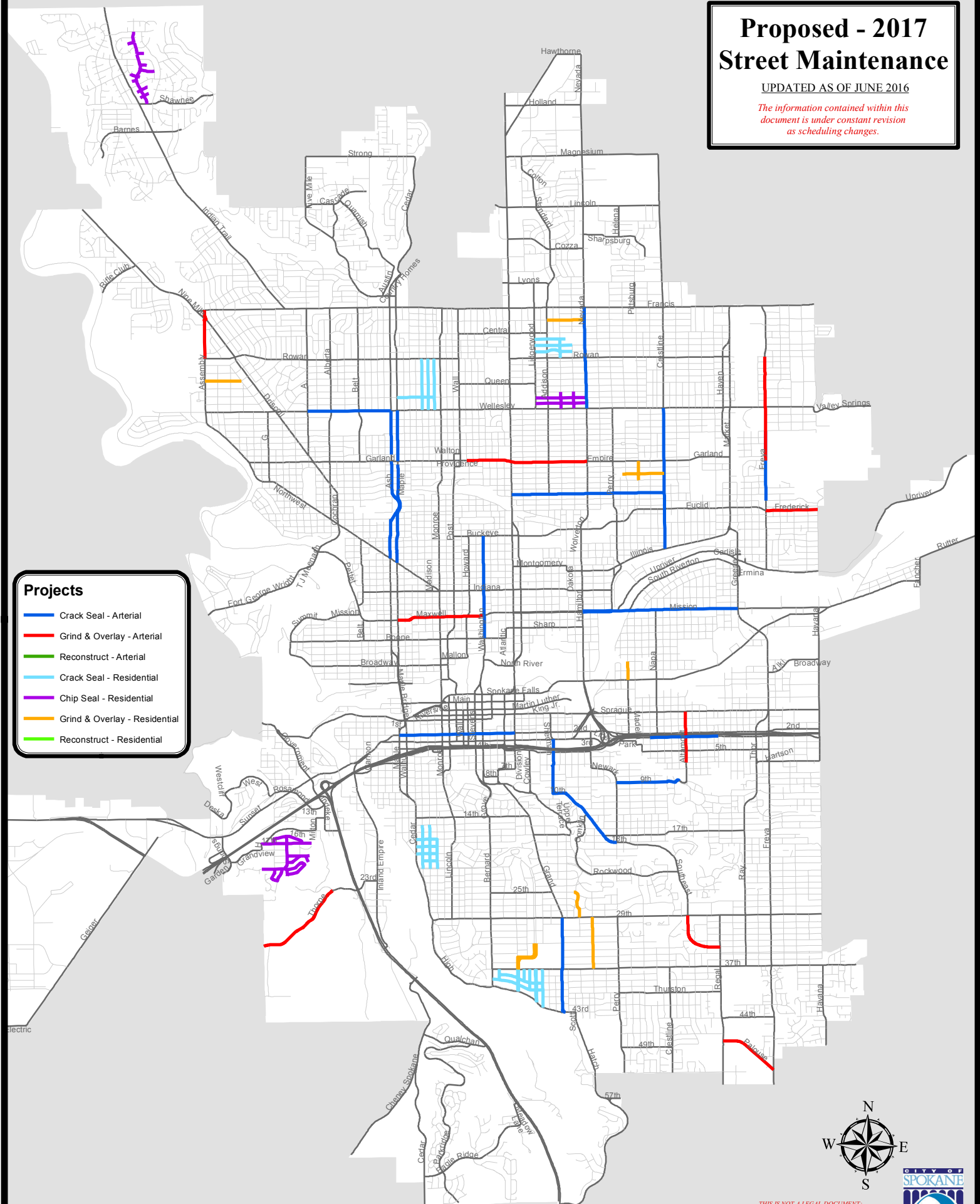
Proposed - 2017 Street Maintenance

UPDATED AS OF JUNE 2016

The information contained within this document is under constant revision as scheduling changes.

Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

2018 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.28	\$22,918	3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.28	\$7,062	3 - NW
Crestline St - Wellesley to Francis	Crack	Arterial	27,414	LevyMaint	StMaint	\$1.28	\$35,090	1 - NE
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.28	\$81,345	3 - NW
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.28	\$20,959	1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.28	\$8,193	2 - S
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.28	\$13,056	3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.28	\$22,135	3 - NW
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.28	\$8,448	2 - S
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.28	\$21,597	3 - NW
Freya St - 37th to Hartson	Grind	Arterial	37,745	LevyMaint	Contractor	\$40.80	\$1,539,996	2 - S
Indian Trail - Kathleen to Barnes	Grind	Arterial	31,832	LevyMaint	Contractor	\$40.80	\$1,298,746	3 - NW
							\$3,079,545	
Assembly - Olympic to Rowan	Grind	Arterial	10,592	LevyBandAid	StMaint	\$35.00	\$370,720	3 - NW
Cedar/Maple/Walnut - 10th to 21st	Grind	Arterial	25,988	LevyBandAid	StMaint	\$35.00	\$909,580	2 - S
Wellesley Av - Division to Nevada	Grind	Arterial	21,449	LevyBandAid	StMaint	\$35.00	\$750,715	1 - NE
							\$2,031,015	
				Total:	\$5,110,560			
27th Av - SE Bl to Ray	Grind	Residential	13,253	StMaint	StMaint	\$30.60	\$405,542	2 - S
5th Av - Freya to Havana	Grind	Residential	11,929	StMaint	StMaint	\$30.60	\$365,027	2 - S
Dalke/Lincoln/Post	Grind	Residential	9,263	StMaint	StMaint	\$30.60	\$283,448	3 - NW
Dalton Av - Maple to Post	Grind	Residential	10,912	StMaint	StMaint	\$30.60	\$333,907	3 - NW
Mayfair St - Queen to Rowan	Grind	Residential	4,397	StMaint	StMaint	\$30.60	\$134,548	1 - NE
Providence - Nevada to Crestline	Grind	Residential	13,692	StMaint	StMaint	\$30.60	\$418,975	1 - NE
South Crescent - Nora to Lacey	Grind	Residential	10,684	StMaint	StMaint	\$30.60	\$326,930	1 - NE
York Av Et Al	Grind	Residential	5,295	StMaint	StMaint	\$30.60	\$162,027	3 - NW
							\$2,430,405	
1st & 2nd from Couer D Alane to Maple	Crack	Residential	21,971	TBD	StMaint	\$1.28	\$28,123	2 - S
4th Av Et Al	Crack	Residential	20,531	TBD	StMaint	\$1.28	\$26,280	2 - S
Cannon/Shannon Et Al	Crack	Residential	31,233	TBD	StMaint	\$1.28	\$39,978	3 - NW
Euclid/Morton from Mayfair to Dalton	Crack	Residential	13,417	TBD	StMaint	\$1.28	\$17,174	1 - NE
Joseph/Washington Et Al	Crack	Residential	66,556	TBD	StMaint	\$1.28	\$85,192	3 - NW
Milton/Queen Et Al	Crack	Residential	35,657	TBD	StMaint	\$1.28	\$45,641	3 - NW
Upper Terrace Rd from Rockwood to Rockwood	Crack	Residential	4,856	TBD	StMaint	\$1.28	\$6,216	2 - S
							\$248,603	
Madelia from 53rd to 49th Et Al	Chip	Residential	31,981	TBD	Contractor	\$8.67	\$277,275	2 - S
Nora from Astor to Hamilton Et Al	Chip	Residential	45,016	TBD	Contractor	\$8.67	\$390,289	1 - NE
Riverview from Northwest to A Et Al	Chip	Residential	25,522	TBD	Contractor	\$8.67	\$221,276	3 - NW
Browne - 21st to 25th	Grind	Residential	4,560	TBD	Contractor	\$40.80	\$186,048	2 - S
Dakota & Weile - Wedgewood to Cozza	Grind	Residential	4,347	TBD	Contractor	\$40.80	\$177,358	1 - NE
Lyons & Victor	Grind	Residential	3,650	TBD	Contractor	\$40.80	\$148,920	3 - NW
Nettleton St - Garland to Longfellow	Grind	Residential	4,423	TBD	Contractor	\$40.80	\$180,458	3 - NW
33rd Av - Division to Lamonte	Grind	Residential	4,510	TBD	Contractor	\$40.80	\$184,008	2 - S
33rd Av - Bernard to Division to	Recon	Residential	4,447	TBD	Contractor	\$66.31	\$294,881	2 - S
							\$2,060,512	
				Total:	\$4,739,520			

WORK TYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

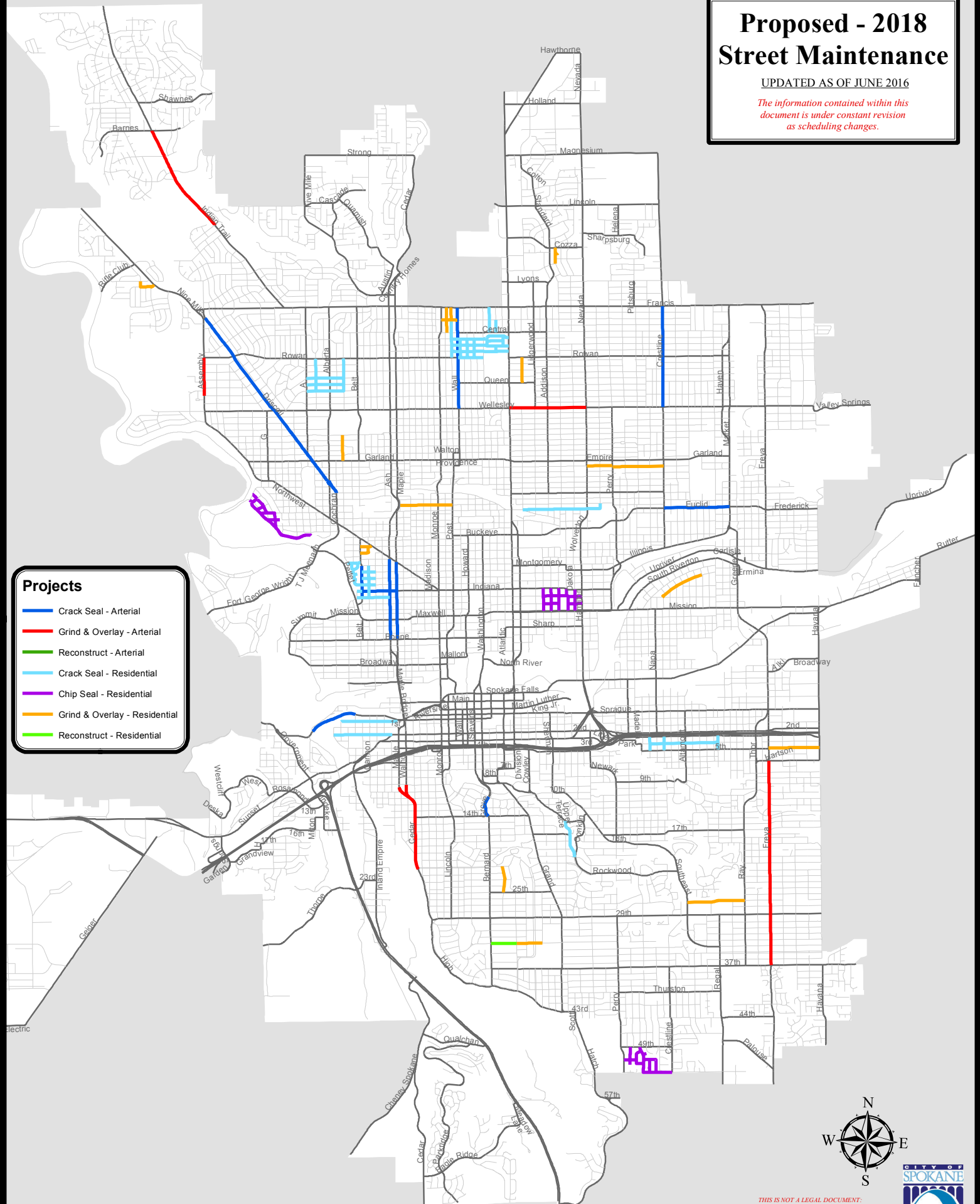
Proposed - 2018 Street Maintenance

UPDATED AS OF JUNE 2016

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Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



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2019 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
29th Av - High to grand	Crack	Arterial	34,090	Levy Maint	StMaint	\$1.29	\$43,976	2 - S
37th Av - Perry to Regal	Crack	Arterial	19,203	LevyMaint	StMaint	\$1.29	\$24,772	2 - S
3rd Av - Division to Arthur	Crack	Arterial	20,578	LevyMaint	StMaint	\$1.29	\$26,546	1 - NE
Alberta St - Northwest to Francis	Crack	Arterial	44,540	LevyMaint	StMaint	\$1.29	\$57,457	3 - NW
Ash St - Wellesley to Country Homes	Crack	Arterial	29,005	LevyMaint	StMaint	\$1.29	\$37,416	3 - NW
Cochran St - Northwest to Courtland	Crack	Arterial	6,218	LevyMaint	StMaint	\$1.29	\$8,021	3 - NW
Hatch Rd - 54th to 43rd	Crack	Arterial	14,331	LevyMaint	StMaint	\$1.29	\$18,487	2 - S
Illinois/Montgomery - Astor to Hamilton	Crack	Arterial	11,547	LevyMaint	StMaint	\$1.29	\$14,896	1 - NE
Maple St - Wellesley to Country Homes	Crack	Arterial	24,986	LevyMaint	StMaint	\$1.29	\$32,232	3 - NW
Market St - Garland to Francis	Crack	Arterial	40,028	LevyMaint	StMaint	\$1.29	\$51,636	1 - NE
Rockwood Bl - Cowley to Southeast	Crack	Arterial	48,879	LevyMaint	StMaint	\$1.29	\$63,054	2 - S
Southeast Bl - 29th to Perry	Crack	Arterial	27,347	LevyMaint	StMaint	\$1.29	\$35,278	2 - S
Indian Trail - Barnes to Ridgecrest	Grind	Arterial	20,587	LevyMaint	Contractor	\$41.21	\$848,390	3 - NW
Northwest/Indiana - Maple to Lincoln	Grind	Arterial	22,253	LevyMaint	Contractor	\$41.21	\$917,046	3 - NW
Regal St - 39th to 29th	Grind	Arterial	15,535	LevyMaint	Contractor	\$41.21	\$640,197	2 - S
Stevens - 3rd to Spokane Falls	Grind	Arterial	13,363	LevyMaint	Contractor	\$41.21	\$550,689	2 - S
							\$3,370,093	
Cowley St - Rockwood to 4th	Grind	Arterial	7,477	LevyBandAid	StMaint	\$35.35	\$264,312	2 - S
Addison - Garland to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$35.35	\$957,419	1 - NE
Wellesley Av - Nevada to Pittsburg	Grind	Arterial	14,171	LevyBandAid	StMaint	\$35.35	\$500,945	1 - NE
							\$1,722,676	
				Total:		\$5,092,769		
40th Av - Arthur to Napa	Grind	Residential	10,987	StMaint	StMaint	\$30.91	\$339,608	2 - S
Bismark Et Al	Grind	Residential	18,988	StMaint	StMaint	\$30.91	\$586,919	3 - NW
Cedar St - 4th to Sprague	Grind	Residential	13,011	StMaint	StMaint	\$30.91	\$402,170	2 - S
Manito Bl - 33rd to 29th	Grind	Residential	5,902	StMaint	StMaint	\$30.91	\$182,431	2 - S
Pacific Park - Pamela to Indian Trail	Grind	Residential	3,650	StMaint	StMaint	\$30.91	\$112,822	3 - NW
Queen Av - Standard to Magnolia	Grind	Residential	14,900	StMaint	StMaint	\$30.91	\$460,559	1 - NE
Wedgewood/Wiscomb/Weile	Grind	Residential	13,003	StMaint	StMaint	\$30.91	\$401,923	1 - NE
							\$2,486,431	
26th thru 28th & Oak	Crack	Residential	8,659	TBD	StMaint	\$1.29	\$11,170	2 - S
Altamont Bl Et Al	Crack	Residential	25,462	TBD	StMaint	\$1.29	\$32,846	2 - S
Dakota Et Al	Crack	Residential	46,698	TBD	StMaint	\$1.29	\$60,240	1 - NE
Fiske - Sinto - Sharp	Crack	Residential	9,836	TBD	StMaint	\$1.29	\$12,688	1 - NE
Myrtle/Longfellow Et Al	Crack	Residential	39,501	TBD	StMaint	\$1.29	\$50,956	1 - NE
							\$167,901	
Fiske from 36th to 33rd Et Al	Chip	Residential	24,641	TBD	Contractor	\$8.76	\$215,855	2 - S
Joseph from Belt to Ash Et Al	Chip	Residential	34,144	TBD	Contractor	\$8.76	\$299,101	3 - NW
St Thomas Moore from Dakota to Nevada Et Al	Chip	Residential	42,208	TBD	Contractor	\$8.76	\$369,742	1 - NE
27th Av - Denver to Pittsburg	Grind	Residential	6,265	TBD	Contractor	\$41.21	\$258,181	2 - S
Colton & Astor	Grind	Residential	7,795	TBD	Contractor	\$42.21	\$329,027	1 - NE
Lindeke St - Northwest to Driscoll	Grind	Residential	6,903	TBD	Contractor	\$41.21	\$284,473	3 - NW
Perry St - Francis to Holyoke	Grind	Residential	4,400	TBD	Contractor	\$41.21	\$181,324	1 - NE
							\$1,937,703	
				Total:		\$4,592,035		

WORKTYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

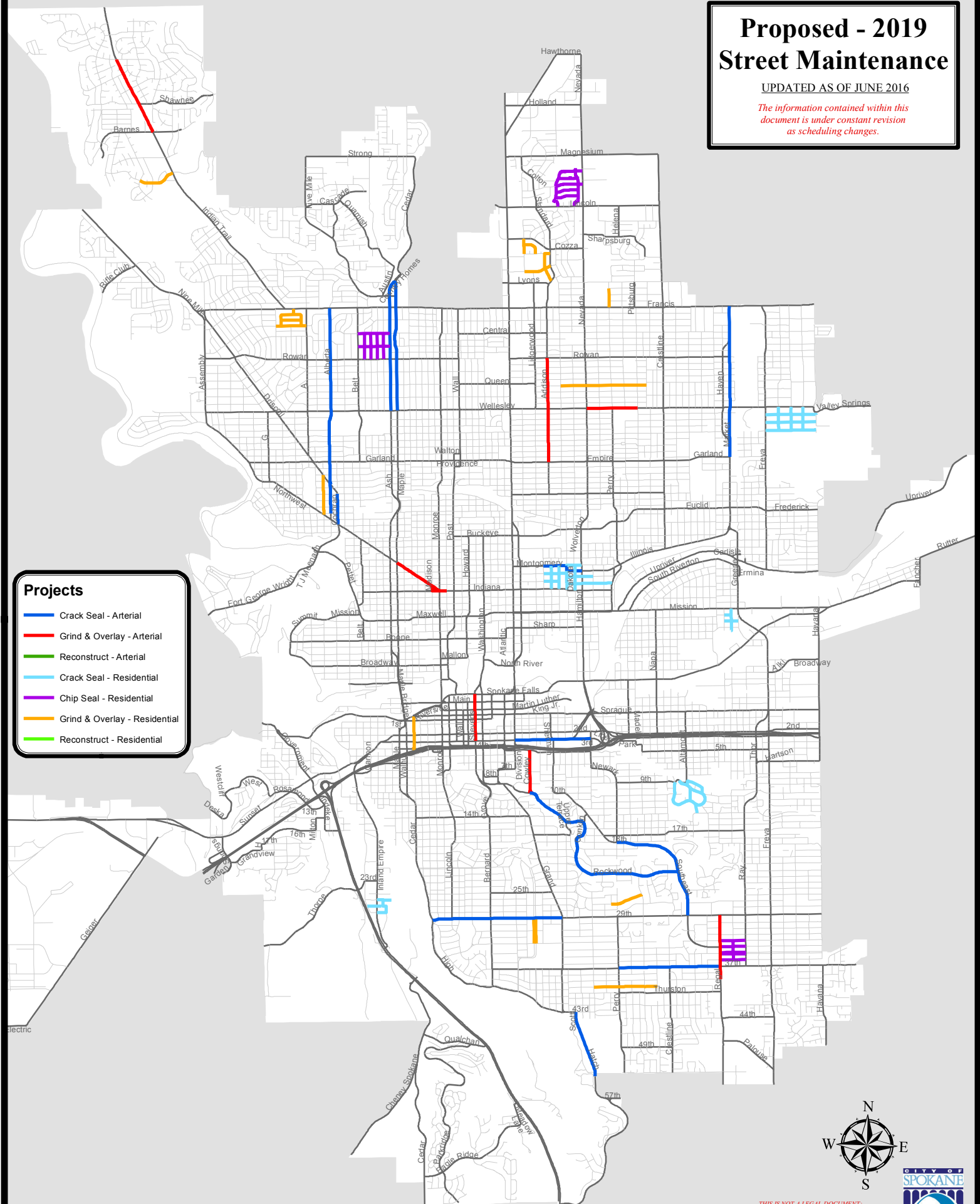
Proposed - 2019 Street Maintenance

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Projects

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- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



2020 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
29th Av - Grand to Freya	Crack	Arterial	52,032	LevyMaint	StMaint	\$1.30	\$67,642	2 - S
2nd Av - Division to Arthur	Crack	Arterial	20,595	LevyMaint	StMaint	\$1.30	\$26,774	1 - NE
37th Av - Bernard to Grand	Crack	Arterial	16,062	LevyMaint	StMaint	\$1.30	\$20,881	2 - S
37th Av - Grand to Perry	Crack	Arterial	9,756	LevyMaint	StMaint	\$1.30	\$12,683	2 - S
5th Av - Pittsburg to Thor	Crack	Arterial	25,113	LevyMaint	StMaint	\$1.30	\$32,647	2 - S
Bernard St - 29th to 14th	Crack	Arterial	24,138	LevyMaint	StMaint	\$1.30	\$31,379	2 - S
Crestline St - Francis to Brooklyn	Crack	Arterial	28,190	LevyMaint	StMaint	\$1.30	\$36,647	1 - NE
Francis Av - Division to Freya	Crack	Arterial	67,706	LevyMaint	StMaint	\$1.30	\$88,018	1 - NE
G St - Northwest to Wellesley	Crack	Arterial	15,034	LevyMaint	StMaint	\$1.30	\$19,544	3 - NW
Haven St - Market to Market	Crack	Arterial	18,459	LevyMaint	StMaint	\$1.30	\$23,997	1 - NE
Inland Empire/Sunset - 9th to Oak	Crack	Arterial	15,094	LevyMaint	StMaint	\$1.30	\$19,622	2 - S
Lincoln St - 29th to 17th	Crack	Arterial	17,436	LevyMaint	StMaint	\$1.30	\$22,667	2 - S
Perry/Thurston	Crack	Arterial	16,186	LevyMaint	StMaint	\$1.30	\$21,042	2 - S
Wellesley Av - Maple to Division	Crack	Arterial	29,248	LevyMaint	StMaint	\$1.30	\$38,022	3 - NW
Euclid from Market to Freya	Grind	Arterial	12,947	LevyMaint	Contractor	\$41.62	\$538,854	1 - NE
Mission - Greene to Trent	Grind	Arterial	29,478	LevyMaint	Contractor	\$41.62	\$1,226,874	1 - NE
Regal - 39th to 53rd	Grind	Arterial	25,993	LevyMaint	Contractor	\$41.62	\$1,081,829	2 - S
Wall St - Walton to Wellesley	Grind	Arterial	7,077	LevyMaint	Contractor	\$41.62	\$294,545	3 - NW
Washington - 3rd to Spokane Falls	Grind	Arterial	13,753	LevyMaint	Contractor	\$41.62	\$572,400	2 - S
							<u>\$4,176,065</u>	
Wellesley - Pittsburg to Haven	Grind	Arterial	24,171	LevyBandAid	StMaint	\$35.70	\$862,905	1 - NE
							<u>\$862,905</u>	
				Total:	\$5,038,970			
16th Av - Ray to Havana	Grind	Residential	13,267	StMaint	StMaint	\$31.22	\$414,196	2 - S
21st Av - Lincoln to Bernard	Grind	Residential	9,846	StMaint	StMaint	\$31.22	\$307,392	2 - S
Cincinnati - Bridgeport to Wellesley	Grind	Residential	14,873	StMaint	StMaint	\$31.22	\$464,335	1 - NE
Glass/Courtland/Morton Et Al	Grind	Residential	11,680	StMaint	StMaint	\$31.22	\$364,650	1 - NE
Rosewood Et Al	Grind	Residential	16,853	StMaint	StMaint	\$31.22	\$526,151	3 - NW
Standard/Hill N Dale	Grind	Residential	12,620	StMaint	StMaint	\$31.22	\$393,996	1 - NE
							<u>\$2,470,720</u>	
A St Et Al	Crack	Residential	48,627	TBD	StMaint	\$1.30	\$63,215	3 - NW
Adams/Jefferson/Madison from 4th to Sprague	Crack	Residential	28,753	TBD	StMaint	\$1.30	\$37,379	2 - S
Jackson Av - Ruby to Standard	Crack	Residential	11,630	TBD	StMaint	\$1.30	\$15,119	1 - NE
Napa-Lacrosse to Wellesley/Rich-Napa to Lacey	Crack	Residential	15,728	TBD	StMaint	\$1.30	\$20,446	1 - NE
Pittsburg St Et Al	Crack	Residential	30,282	TBD	StMaint	\$1.30	\$39,367	2 - S
Regal St Et Al	Crack	Residential	26,590	TBD	StMaint	\$1.30	\$34,567	1 - NE
							<u>\$210,093</u>	
Augusta from Monroe to Howard Et Al	Chip	Residential	23,926	TBD	Contractor	\$8.85	\$211,745	3 - NW
Wilding from Standard to Lincoln Et Al	Chip	Residential	32,953	TBD	Contractor	\$8.85	\$291,634	1 - NE
Woodland from F to Rosamond Et Al	Chip	Residential	21,812	TBD	Contractor	\$8.85	\$193,036	2 - S
Longfellow Av - Monroe to Division	Grind	Residential	12,989	TBD	Contractor	\$41.62	\$540,602	3 - NW
Manito - 22nd to Manito Pl	Grind	Residential	1,933	TBD	Contractor	\$41.62	\$80,451	2 - S
Pittsburg - 29th to Rockwood	Grind	Residential	10,432	TBD	Contractor	\$41.62	\$434,180	2 - S
Scott/Garfield - 43rd to Thurston	Grind	Residential	6,534	TBD	Contractor	\$42.62	\$278,479	2 - S
							<u>\$2,030,128</u>	
				Total:	\$4,710,940			

WORK TYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

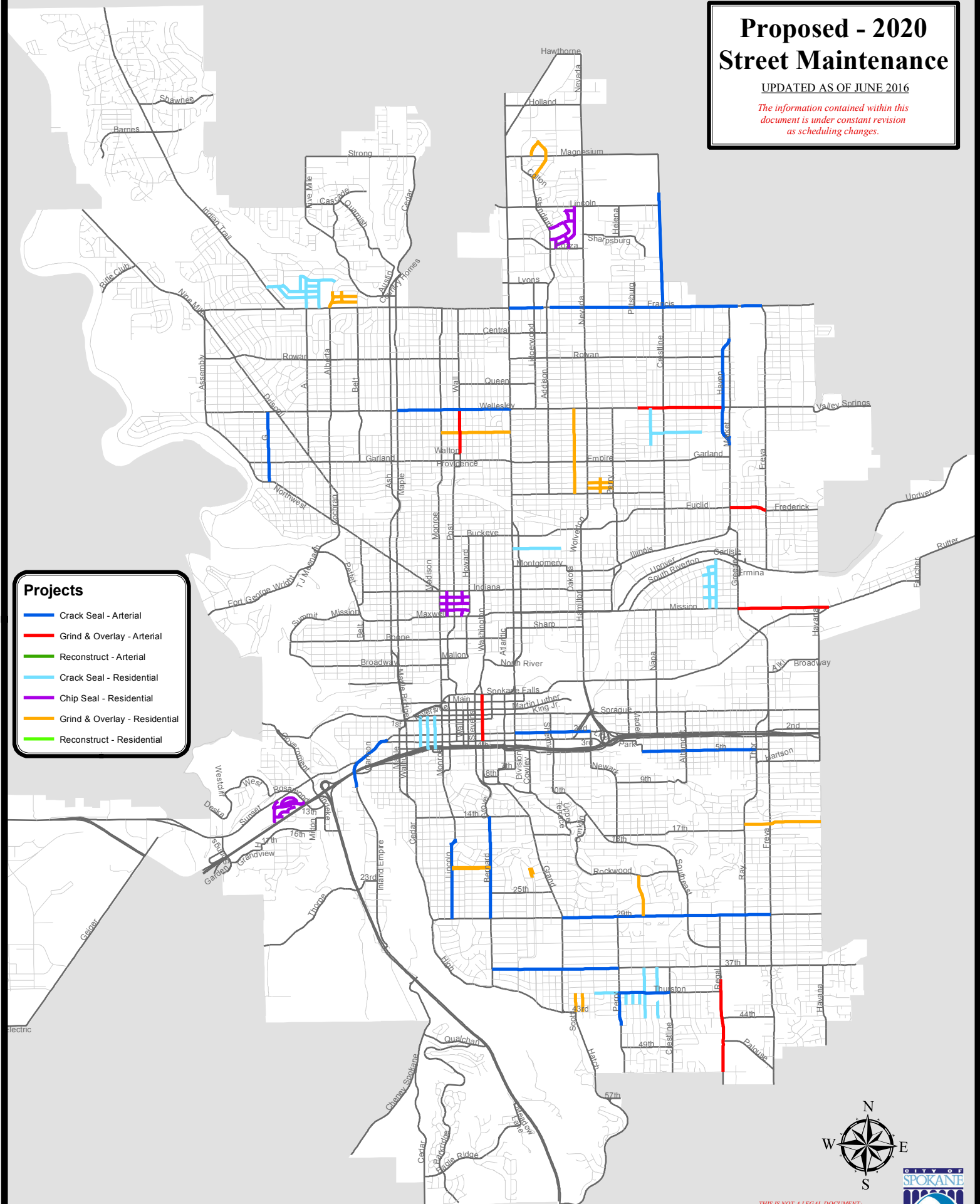
Proposed - 2020 Street Maintenance

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Projects

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- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



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2021 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
2nd Av - Maple to Division	Crack	Arterial	33,875	LevyMaint	StMaint	\$1.31	\$44,376	2 - S
3rd Av - Magnolia to Regal	Crack	Arterial	15,716	LevyMaint	StMaint	\$1.31	\$20,588	2 - S
3rd Av - Maple to Division	Crack	Arterial	33,853	LevyMaint	StMaint	\$1.31	\$44,347	2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	LevyMaint	StMaint	\$1.31	\$38,928	3 - NW
Bridgeport - Division to Crestline	Crack	Arterial	30,757	LevyMaint	StMaint	\$1.31	\$40,292	1 - NE
Crestline St - Illinois to Wellesley	Crack	Arterial	39,056	LevyMaint	StMaint	\$1.31	\$51,163	1 - NE
Freya St - Liberty to Rich	Crack	Arterial	13,159	LevyMaint	StMaint	\$1.31	\$17,238	1 - NE
Grand Bl - High to 29th	Crack	Arterial	23,835	LevyMaint	StMaint	\$1.31	\$31,224	2 - S
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	LevyMaint	StMaint	\$1.31	\$37,707	3 - NW
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	LevyMaint	StMaint	\$1.31	\$44,087	2 - S
Washingto St - Boone to Buckeye	Crack	Arterial	29,684	LevyMaint	StMaint	\$1.31	\$38,886	3 - NW
Wellesley Av - A to Maple	Crack	Arterial	21,932	LevyMaint	StMaint	\$1.31	\$28,731	3 - NW
Eagle Ridge - Cedar to Meadow Lane	Grind	Arterial	30,125	LevyMaint	Contractor	\$42.04	\$1,266,455	2 - S
Indian Trail - Francis to Kathleen	Grind	Arterial	26,411	LevyMaint	Contractor	\$42.04	\$1,110,318	3 - NW
Napa - Sprague to Mission	Grind	Arterial	18,989	LevyMaint	Contractor	\$42.04	\$798,298	1 - NE
Washington - Spokane Falls to Boone	Grind	Arterial	17,873	LevyMaint	Contractor	\$42.04	\$751,381	3 - NW
							\$4,364,019	
29th Av - Freya to Havana	Grind	Arterial	10,341	LevyBandAid	StMaint	\$36.06	\$372,896	2 - S
Empire - Nevada to Crestline	Grind	Arterial	19,496	LevyBandAid	StMaint	\$36.06	\$703,026	1 - NE
							\$1,075,922	
				Total:		\$5,439,942		
17th Av - Ray to Havana	Grind	Residential	13,030	StMaint	StMaint	\$31.53	\$410,836	2 - S
31st - Bernard to Division	Grind	Residential	4,450	StMaint	StMaint	\$31.53	\$140,309	2 - S
A St/7th - Sunset to Riverside	Grind	Residential	7,181	StMaint	StMaint	\$31.53	\$226,417	2 - S
Boone - Freya to Havana	Grind	Residential	10,920	StMaint	StMaint	\$31.53	\$344,308	1 - NE
Cincinnati - Olympic to Joseph	Grind	Residential	8,026	StMaint	StMaint	\$31.53	\$253,060	1 - NE
Dell Dr - Woodside to Five Mile	Grind	Residential	7,352	StMaint	StMaint	\$31.53	\$231,809	3 - NW
Post St - 29th to 25th	Grind	Residential	4,263	StMaint	StMaint	\$31.53	\$134,412	2 - S
Royal Dr Et Al	Grind	Residential	17,231	StMaint	StMaint	\$31.53	\$543,293	3 - NW
Sutherland - Rowan to Bismark	Grind	Residential	4,077	StMaint	StMaint	\$31.53	\$128,548	3 - NW
							\$2,412,991	
11th Av from Altamont to Julia	Crack	Residential	15,383	TBD	StMaint	\$1.31	\$20,152	2 - S
Beacon Av from Dakota to Nevada	Crack	Residential	4,942	TBD	StMaint	\$1.31	\$6,474	1 - NE
C St Et Al	Crack	Residential	30,967	TBD	StMaint	\$1.31	\$40,567	3 - NW
Glass & Courtland from Perry to Crestline	Crack	Residential	18,730	TBD	StMaint	\$1.31	\$24,536	1 - NE
Julia & Decatur	Crack	Residential	6,164	TBD	StMaint	\$1.31	\$8,075	1 - NE
Lacey/Hoffman Et Al	Crack	Residential	47,796	TBD	StMaint	\$1.31	\$62,613	1 - NE
							\$162,416	
35th from Freya to Havana Et Al	Chip	Residential	44,922	TBD	Contractor	\$8.93	\$401,153	2 - S
Buckeye from Crestline to Market Et Al	Chip	Residential	43,250	TBD	Contractor	\$8.93	\$386,223	1 - NE
Deschutes from Tucannon to Excel Et Al	Chip	Residential	50,496	TBD	Contractor	\$8.93	\$450,929	3 - NW
Elm - Indiana to Northwest Bl	Grind	Residential	7,960	TBD	Contractor	\$42.04	\$334,638	3 - NW
Glass/Stone	Grind	Residential	4,603	TBD	Contractor	\$42.04	\$193,510	1 - NE
Pittsburg - 37th to 34th	Grind	Residential	3,310	TBD	Contractor	\$42.04	\$139,152	2 - S
26th Av - Bernard to Division	Grind	Residential	4,447	TBD	Contractor	\$42.04	\$186,952	2 - S
26th Av - Division to Tekoa	Recon	Residential	2,084	TBD	Contractor	\$68.32	\$142,379	2 - S
							\$2,234,937	
				Total:		\$4,810,344		

WORK TYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

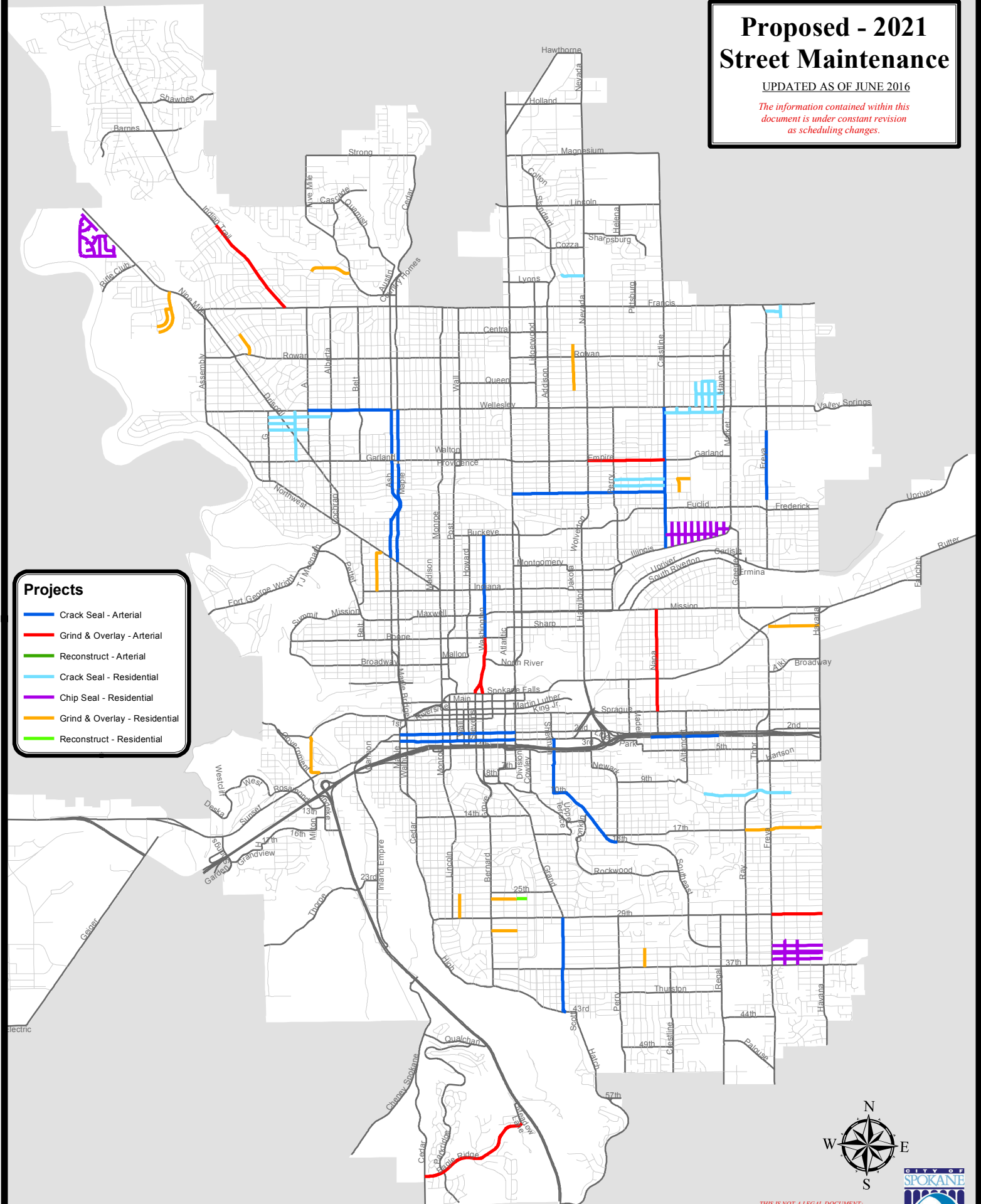
Proposed - 2021 Street Maintenance

UPDATED AS OF JUNE 2016

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Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - Residential
- Grind & Overlay - Residential
- Reconstruct - Residential



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2022 Proposed Projects								
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Council District
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.22	\$21,844	3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.22	\$6,731	3 - NW
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.22	\$77,532	3 - NW
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.22	\$19,976	1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.22	\$7,809	2 - S
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.22	\$12,444	3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.22	\$21,097	3 - NW
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.22	\$8,052	2 - S
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.22	\$20,585	3 - NW
Crestline - Wellesley to Decatur	Grind	Arterial	26,093	LevyMaint	StMaint	\$42.04	\$1,096,950	1 - NE
Haven St - Market to Market	Grind	Arterial	18,459	LevyMaint	StMaint	\$42.04	\$776,016	3 - NW
Monroe St - Bridge to Boone	Grind	Arterial	10,054	LevyMaint	StMaint	\$42.04	\$422,670	3 - NW
Maple/Ash - Wellesley to Country Homes	Grind	Arterial	53,991	LevyMaint	StMaint	\$42.04	\$2,269,782	3 - NW
							\$4,761,489	
17th Av - Perry to Fiske	Grind	Arterial	20,312	LevyBandAid	StMaint	\$36.42	\$739,763	2 - S
Queen - Wall to Division	Grind	Arterial	9,626	LevyBandAid	StMaint	\$36.42	\$350,579	3 - NW
							\$1,090,342	
				Total:	\$5,851,831			
16th - Perry to Martin	Grind	Residential	9,360	StMaint	StMaint	\$31.85	\$298,116	2 - S
Carlisle - Hamilton to Perry	Grind	Residential	6,838	StMaint	StMaint	\$31.85	\$217,790	1 - NE
I St - Garland to Wellesley	Grind	Residential	8,750	StMaint	StMaint	\$31.85	\$278,688	3 - NW
Jefferson - 33rd to 37th	Grind	Residential	7,382	StMaint	StMaint	\$31.85	\$235,117	2 - S
Lowell & Valerie	Grind	Residential	11,648	StMaint	StMaint	\$31.85	\$370,989	3 - NW
Madelia - Trent to Mission	Grind	Residential	14,947	StMaint	StMaint	\$31.85	\$476,062	1 - NE
Queen - Maple to Wall	Grind	Residential	12,323	StMaint	StMaint	\$31.85	\$392,488	3 - NW
Sumac - Julia to Havana	Grind	Residential	8,731	StMaint	StMaint	\$31.85	\$278,082	2 - S
							\$2,547,331	
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.22	\$51,463	2 - S
Joseph/Standard Et Al	Crack	Residential	21,420	TBD	StMaint	\$1.22	\$26,132	1 - NE
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.22	\$57,776	2 - S
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.22	\$43,921	3 - NW
							\$179,292	
Napa St from Empire to Rich Et Al	Chip	Residential	26,952	TBD	Contractor	\$9.02	\$243,107	1 - NE
Hartson from Magnolia to Altamont Et Al	Chip	Residential	29,472	TBD	Contractor	\$9.02	\$265,837	2 - S
Kensington/Chaucer Et Al	Chip	Residential	22,248	TBD	Contractor	\$9.02	\$200,677	3 - NW
34th/35th - Crestline to Regal	Grind	Residential	10,646	TBD	Contractor	\$42.04	\$447,558	2 - S
Kiernan - Alberta to Ash	Grind	Residential	10,760	TBD	Contractor	\$42.04	\$452,350	3 - NW
19th - MtVernon to Ray	Recon	Residential	6,263	TBD	Contractor	\$69.36	\$434,402	2 - S
							\$2,043,931	
				Total:	\$4,770,555			

WORK TYPE
 Crack
 Chip
 Grind
 Recon

FUND SOURCE
 Street Maint - Green
 TBD - Blue
 Levy Maint - Red
 Additional Funds - Purple
 UnFunded - Grey

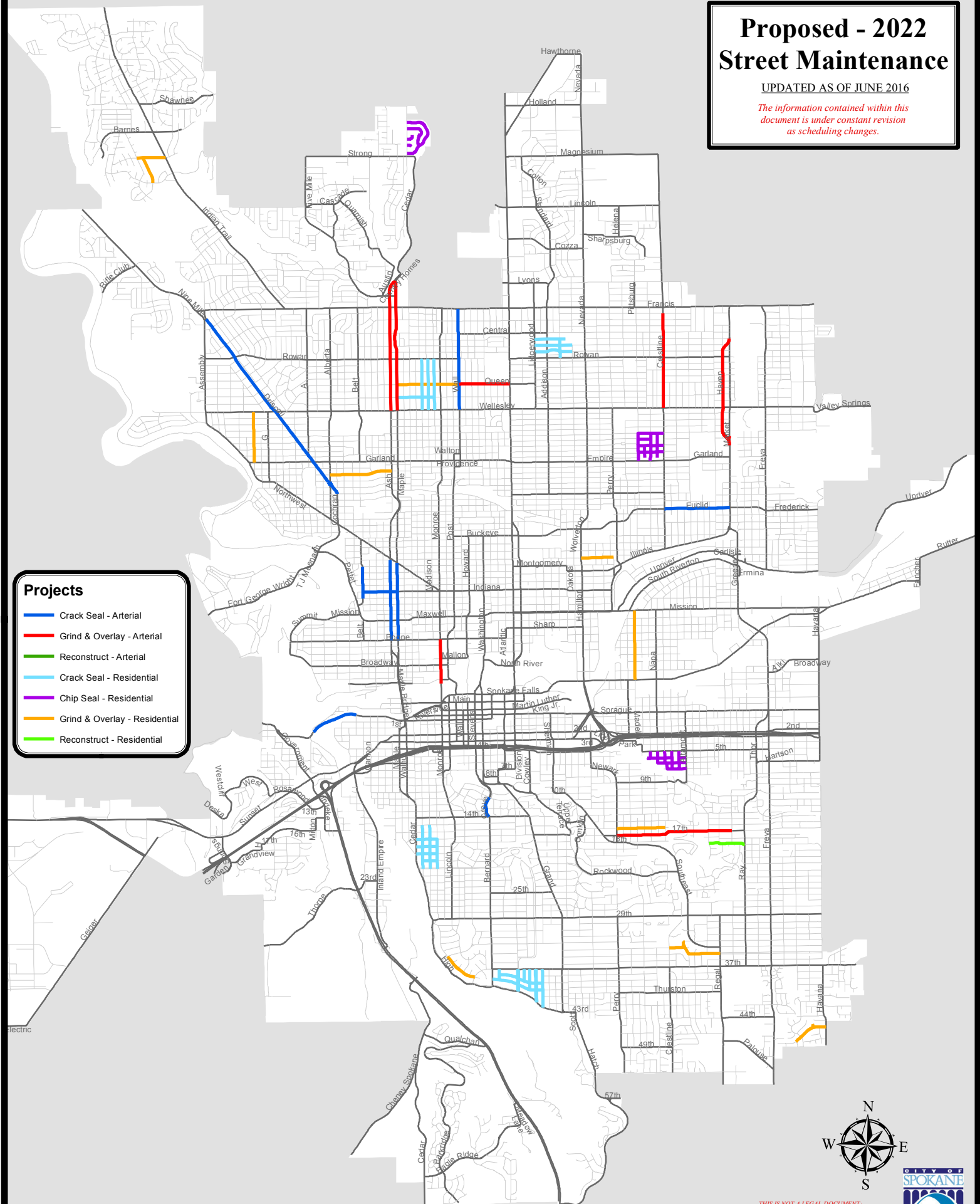
Proposed - 2022 Street Maintenance

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