



# City of Spokane

**2018 – 2023**

**Six Year Comprehensive  
Street Program**



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Katherine E. Miller, P.E. - Director  
Marcia Davis, P.E. – Principal Engineer  
Brandon Blankenagel, P.E. - Senior Engineer  
Eric Lester – Associate Engineer

Date Printed: 6-29-2017

# **INTRODUCTION**

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

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City'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 guide how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over 30 official documents that encompass all aspects of city activities.

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

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

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

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

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

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

The "Values" related to sewer, water and transportation include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## RESOLUTION 2017-0053

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, 2018 through 2023; and

WHEREAS, the Spokane City Plan Commission, on May 10, 2017, following a public hearing, found the 2018-2023 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 2018-2023 Six-Year Comprehensive Street Program;

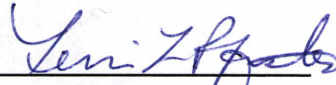
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2018-2023 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 19<sup>th</sup> day of June, 2017.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2018-2023 Six Year Comprehensive Street Program is hereby adopted; and,

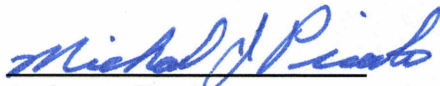
BE IT FURTHER RESOLVED, that a copy of the revised and extended 2018-2023 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

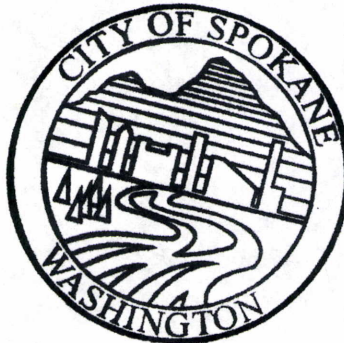
BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2018-2023 Six Year Comprehensive Street Program;

Adopted this 19<sup>th</sup> day of June, 2017

  
Terri Pfister, City Clerk

Approved as to Form:

  
Assistant City Attorney





# **CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2018-2023 SIX YEAR STREET PROGRAM**

**A Recommendation of the City Plan Commission certifying that the 2018-2023 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 2018-2023 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 14, 2017 and April 10, 2017 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 2018-2023 Six Year Street Program.

F. The City Plan Commission held a workshop on April 1, 2017, and also held a public hearing on May 10, 2017, to obtain public comments on the 2018-2023 Six Year Street Program.

G. The City Council must receive a recommendation from the City Plan Commission to certify that the 2018-2023 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.

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

## **CONCLUSIONS:**

A. The 2018-2023 Six Year Street Program **HAS** **HAS NOT** been prepared in full consideration of the City's Comprehensive Plan.

B. The 2018-2023 Six Year Street Program has been reviewed by the City Plan Commission and **HAS** **HAS NOT** been found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.

C. The 2018-2023 Six Year Street Program has been reviewed by the City Plan Commission and **HAS** **HAS NOT** been found to be in conformance with the draft goals

and policies of the City's 2017 update to the transportation chapter (chapter 4) of the 2001 Comprehensive Plan, as amended.

**ACTION:** *Motion to accept conclusions A through C proposed by staff as the conclusions of the Plan Commission.*

**RECOMMENDATIONS:**

A. The Spokane City Plan Commission agrees that the 2018-2023 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 0, the Plan Commission recommends the approval of these amended documents by the City Council.



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**Dennis Dellwo, President  
Spokane Plan Commission**

## **ACRONYMS**

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

### **ACRONYMS(Continued)**

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

# **Financial Information**

## **Funding Sources**

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

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### **Local**

#### **Traffic Calming and Transportation Benefit District Programs:**

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

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

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

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

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching, overlays, seals, etc.). For 2018 the projected total to be received from the State Arterial Street Fund is \$5,937,029 for the purpose of Street Maintenance.

### **State**

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

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

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

## **Sidewalk Program (SP)**

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

## **Federal**

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

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

## **Public Works Trust Fund**

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

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

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



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

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

# Six-Year Program Financial Summary

(Costs in \$1,000s)

	2018	2019	2020	2021	2022	2023
<u>OPERATING REVENUES &amp; EXPENSES</u>						
Local Funds Allocation During the Year:	11,986	12,383	12,795	13,738	13,861	13,987
Expenses: Loan Repayment	<u>(4,316)</u>	<u>(4,315)</u>	<u>(4,315)</u>	<u>(4,943)</u>	<u>(5,011)</u>	<u>(5,137)</u>
<b>NET OPERATING REVENUE</b>	<b>\$7,670</b>	<b>\$8,068</b>	<b>\$8,480</b>	<b>\$8,796</b>	<b>\$8,850</b>	<b>\$8,851</b>
 <u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1 (REET + Levy + Utility Match + Paths/Trail	10,780	5,191	1,609	7,412	11,842	14,147
Grant and Loan Proceeds	<u>19,699</u>	<u>15,349</u>	<u>5,376</u>	<u>4,636</u>	<u>3,999</u>	<u>2,361</u>
	<b>30,479</b>	<b>20,540</b>	<b>6,985</b>	<b>12,048</b>	<b>15,841</b>	<b>16,508</b>
 <b>AVAILABLE FOR 6-YR PROGRAM</b>	 <b>\$38,149</b>	 <b>\$28,608</b>	 <b>\$15,464</b>	 <b>\$20,844</b>	 <b>\$24,691</b>	 <b>\$25,359</b>
 <u>SIX-YEAR CAPITAL PROGRAM</u>						
SAFETY PROGRAM	3,879	5,561	418	0	0	0
BRIDGE REHABILITATION PROGRAM	700	872	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	15,900	13,392	3,990	7,708	4,292	7,971
PEDESTRIAN/BIKEWAYS PROGRAM	11,466	4,345	890	385	5,370	4,769
IMPACT FEE PROGRAM	139	2,091	2,091	0	0	0
NEIGHBORHOOD PROGRAM	874	738	663	909	882	693
<b>6-YEAR STREET PROGRAM</b>	<b>\$32,958</b>	<b>\$26,999</b>	<b>\$8,052</b>	<b>\$9,002</b>	<b>\$10,544</b>	<b>\$13,433</b>
 <b>CASH BALANCE: Dec 31</b>	 <b>\$5,191</b>	 <b>\$1,609</b>	 <b>\$7,412</b>	 <b>\$11,842</b>	 <b>\$14,147</b>	 <b>\$11,926</b>

<b>PATHS AND TRAILS RESERVE*</b>	2018	2019	2020	2021	2022	2023
<b>Net Funds Available during the year:</b>						
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
<b>Total:</b>	20,000	20,000	20,000	20,000	20,000	20,000
 <b>Estimated expenditures during the year:</b>	 (10,000)	 (10,000)	 (10,000)	 (10,000)	 (10,000)	 (10,000)
 <b>Balance of Paths/Trail Funds as of Dec 31:</b>	 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	2018	2019	2020	2021	2022	2023
CMAQ	\$171	\$0	\$0	\$0	\$0	\$0
HSIP	\$224	\$3,017	\$335	\$0	\$0	\$0
LEVY	\$2,900	\$2,000	\$50	\$0	\$0	\$0
Other	\$85	\$85	\$0	\$0	\$0	\$0
Ped/Bike	\$0	\$294	\$33	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$27	\$0	\$0	\$0	\$0	\$0
SRTS	\$20	\$0	\$0	\$0	\$0	\$0
STA	\$250	\$0	\$0	\$0	\$0	\$0
TBD	\$165	\$165	\$0	\$0	\$0	\$0
WQTIF	\$37	\$0	\$0	\$0	\$0	\$0
Total	\$3,878	\$5,561	\$418	\$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, 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. Proposed work will greatly improve access and safety of the trail network.

*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 a new street alignment constructed between Phoebe and Strong Road. replacing the existing steep, unpaved Strong Road alignment up the 5-mile hill.

#### Project Status

Active

Project number: 2013146 Project has been authorized for construction in 2017.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$2,700	\$2,700	\$2,700	\$2,700	\$2,700	\$0	\$27,000

#### Maintenance Comments



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

STR-2013-176

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$1,777,499	\$197,501	\$0	\$0	\$0	\$0	\$0	\$197,501	\$1,975,000
Design	\$219,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$219,500
<b>Total</b>	<b>\$1,996,999</b>	<b>\$197,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$197,501</b>	<b>\$2,194,500</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
CMAQ	Federal	Funded	\$1,727,404	\$170,838	\$0	\$0	\$0	\$0	\$0	\$1,898,242
REET	Local	Funded	\$269,595	\$26,663	\$0	\$0	\$0	\$0	\$0	\$296,258
<b>Total</b>			<b>\$1,996,999</b>	<b>\$197,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,194,500</b>

**\*Status definitions**

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

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 Crestline Street between Euclid Avenue and Francis Avenue. The street will be reconfigured from 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$576,300	\$65,700	\$0	\$0	\$0	\$0	\$0	\$65,700	\$642,000
Design	\$72,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000
Land purchase	\$16,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,500
<b>Total</b>	<b>\$664,800</b>	<b>\$65,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,700</b>	<b>\$730,500</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
HSIP	Federal	Funded	\$656,100	\$65,700	\$0	\$0	\$0	\$0	\$0	\$721,800
REET	Local	Funded	\$8,700	\$0	\$0	\$0	\$0	\$0	\$0	\$8,700
<b>Total</b>			<b>\$664,800</b>	<b>\$65,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$730,500</b>

**\*Status definitions**

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

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

## Streets/Safety

### Falls Avenue from Lower Crossing St to Elm St

STR-2017-121

#### Executive Summary

Construct asphalt pavement and replace deteriorated curbs. Add storm drainage as needed.

#### Project Justification

Access to homes in the Lower Crossing neighborhood as well as utility and maintenance activities that are required in the immediate vicinity. Paving will eliminate the occurrence of erosion-caused impassibility of Falls Avenue.

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

TR3.1 Transportation and Development Patterns TR4.5 External Connections TR4.17 Street Maintenance

#### Location

Other Location

Falls Avenue between Elm Street and Lower Crossing Street

#### Project Status

Active

Design for construction as early as 2018

#### External Factors

Funding for the project will need to be approved by the TBD board, and supplemented by other sources as can be found to complete the full construction 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.*

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

#### Maintenance Comments

**Streets/Safety****Falls Avenue from Lower Crossing St to Elm St**

STR-2017-121

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$205,000	\$250,000	\$0	\$0	\$0	\$0	\$455,000	\$455,000
Design	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000
Total	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Other	Identified	Unfunded	\$0	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$170,000
TBD	Identified	Unfunded	\$0	\$165,000	\$165,000	\$0	\$0	\$0	\$0	\$330,000
Total			\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$500,000

**\*Status definitions**

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

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

Project number: 2015132 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. Will apply for federal transportation grants through SRTC and/or WSDOT opportunities. Have also coordinated with STA on Federal Transit Administration grant applications.

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$200,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$450,000
Design	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
<b>Total</b>	<b>\$240,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$490,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Redlight	Local	Funded	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
STA	Private	Funded	\$200,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$450,000
<b>Total</b>			<b>\$240,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$490,000</b>

**\*Status definitions**

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

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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$350,100	\$38,900	\$0	\$0	\$0	\$0	\$0	\$38,900	\$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
<b>Total</b>	<b>\$401,100</b>	<b>\$38,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,900</b>	<b>\$440,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
HSIP	Federal	Funded	\$396,000	\$38,900	\$0	\$0	\$0	\$0	\$0	\$434,900
REET	Local	Funded	\$5,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,100
<b>Total</b>			<b>\$401,100</b>	<b>\$38,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$440,000</b>

**\*Status definitions**

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

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

The project will change North Monroe Street from 5 lanes to 3 lanes between Indiana and Kiernan. Wider sidewalk, stormwater facility improvements, curb extensions, and enhances crosswalks are also included.

#### Project Justification

This project is intended to improve safety for pedestrians BY reducing crossing widths, enhancing visibility, and reducing likelihood of collisions, and to improve the pedestrian zone by providing a wider sidewalk. Project is expected to encourage economic prospects for the corridor. These enhancements are also expected to enhance the economic prospects for the corridor.

*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 2017; Construction planned for 2018-2019 (Construction to include one year of work on Monroe Street and one year of work off of Monroe Street.)

#### External Factors

The construction schedule is being planned such that the closures of Monroe Street will occur over one construction season. Additional utility and stormwater facility work will be conducted in the alternate year. Thus the two-year (2018-2019) construction schedule includes only one year with major traffic detours.

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$5,800	\$5,800	\$5,800	\$5,800	\$5,800	\$0	\$116,000

#### Maintenance Comments

## Streets/Safety

### Monroe Street Lane Reduction and Hardscape

STR-2015-3

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$2,936,800	\$5,310,920	\$417,880	\$0	\$0	\$0	\$8,665,600	\$8,665,600
Design	\$302,000	\$119,200	\$0	\$0	\$0	\$0	\$0	\$119,200	\$421,200
Land purchase	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$312,000	\$3,056,000	\$5,310,920	\$417,880	\$0	\$0	\$0	\$8,784,800	\$9,096,800

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
HSIP	Federal	Funded	\$302,000	\$119,200	\$3,016,800	\$335,200	\$0	\$0	\$0	\$3,773,200
LEVY	Local	Funded	\$0	\$2,900,000	\$2,000,000	\$50,000	\$0	\$0	\$0	\$4,950,000
Ped/Bike	State	Funded	\$0	\$0	\$294,120	\$32,680	\$0	\$0	\$0	\$326,800
WQTIF	Local	Funded	\$10,000	\$36,800	\$0	\$0	\$0	\$0	\$0	\$46,800
Total			\$312,000	\$3,056,000	\$5,310,920	\$417,880	\$0	\$0	\$0	\$9,096,800

#### \*Status definitions

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

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 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 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 Construction in Fall of 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$738,316	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$748,316
Design	\$83,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,500
Land purchase	\$16,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,050
Total	\$837,866	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$847,866

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Redlight	Local	Funded	\$36,416	\$0	\$0	\$0	\$0	\$0	\$0	\$36,416
REET	Local	Funded	\$160,937	\$0	\$0	\$0	\$0	\$0	\$0	\$160,937
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			\$837,866	\$10,000	\$0	\$0	\$0	\$0	\$0	\$847,866

#### \*Status definitions

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

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 in the vicinity of Ridgeview Elementary School.

#### Project Justification

Currently there is no sidewalk along this project's proposed routes, which are 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 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

Constructions 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$710,814	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$720,814
Design	\$93,393	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,393
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						
				2018	2019	2020	2021	2022	2023	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

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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

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# Bridge Rehabilitation Program

# Streets, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2018	2019	2020	2021	2022	2023
REET	\$0	\$400	\$0	\$0	\$0	\$0
Sec 129	\$700	\$472	\$0	\$0	\$0	\$0
Total	\$700	\$872	\$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, as well as conduit and cable for electrical, lighting and communication needs.

#### Project Justification

The current structure is deteriorating and needs to be replaced. A type, size, and location 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: 2017105(2001041) Project needs have changed. A Type, Size, & Location Study is being conducted to determine project scope prior to any further funding requests. The project is a candidate for Alternative Delivery, potentially combined with the Howard Street Mid-Channel (aka Blue) Bridge. Funding for this project is provided by the Utility Division.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$500,000	\$872,000	\$0	\$0	\$0	\$0	\$1,372,000	\$1,372,000
Design	\$812,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,012,000
Total	\$812,000	\$700,000	\$872,000	\$0	\$0	\$0	\$0	\$1,572,000	<b>\$2,384,000</b>

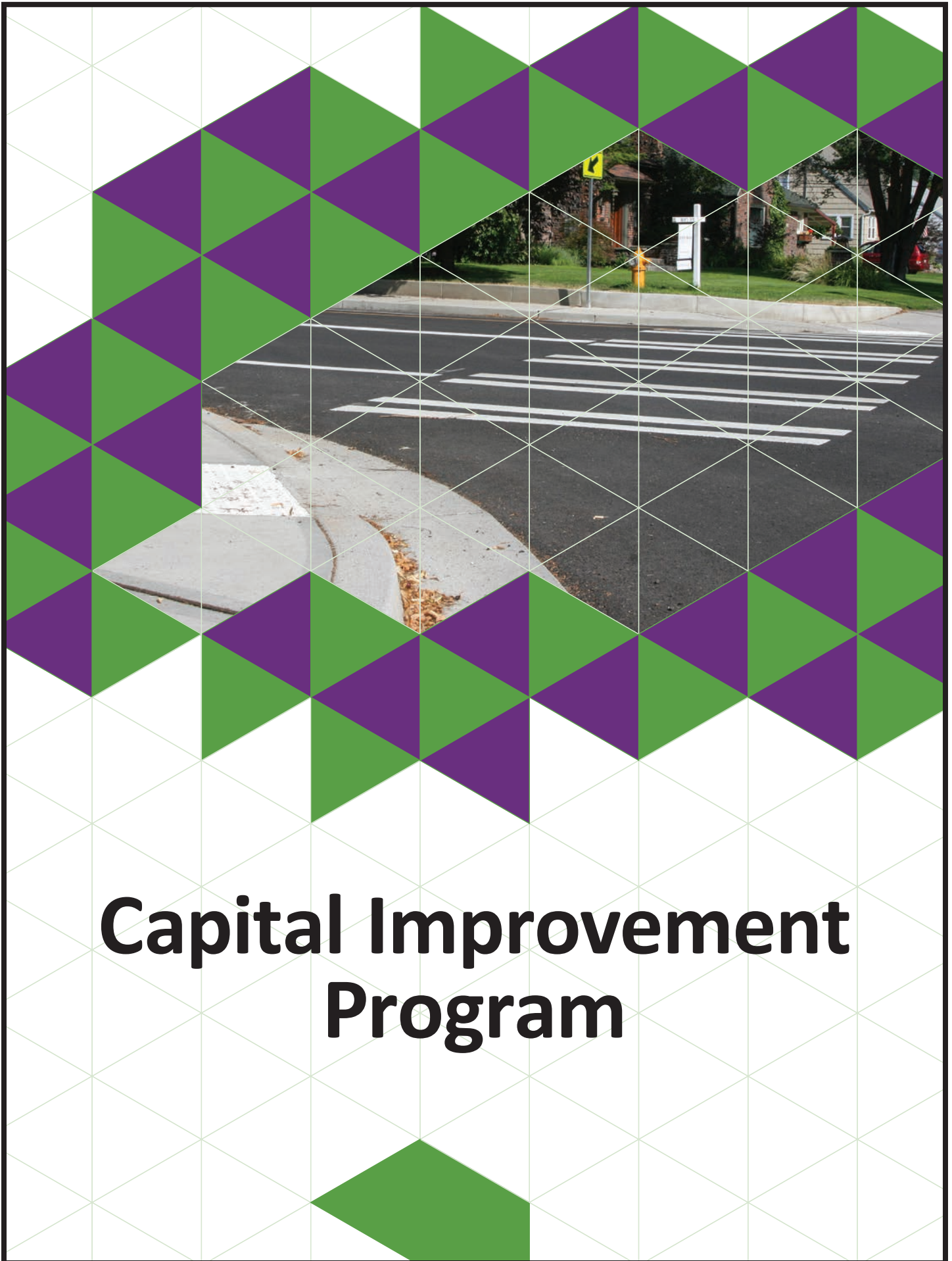
**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
REET	Local	Funded	\$612,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$1,012,000
Sec 129	Federal	Funded	\$200,000	\$700,000	\$472,000	\$0	\$0	\$0	\$0	\$1,372,000
Total			\$812,000	\$700,000	\$872,000	\$0	\$0	\$0	\$0	<b>\$2,384,000</b>

**\*Status definitions**

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

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



# Capital Improvement Program



# Streets, Capital Improvements Funding Summary

(in thousands of dollars)

Fund Source	2018	2019	2020	2021	2022	2023
Bond Utility	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$1,092	\$0	\$0	\$0
FMSIB	\$0	\$0	\$0	\$0	\$0	\$1,925
HPP	\$0	\$0	\$0	\$0	\$0	\$0
Levy	\$6,441	\$6,182	\$1,913	\$3,727	\$2,102	\$3,838
MVA	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$1,320	\$0	\$0	\$0	\$0
Ped/Bike	\$159	\$0	\$0	\$0	\$0	\$0
PEIP	\$0	\$125	\$125	\$125	\$125	\$125
REET	\$976	\$633	\$613	\$630	\$647	\$665
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$390	\$0	\$0	\$3,227	\$1,417	\$0
STP	\$3,217	\$345	\$0	\$0	\$0	\$0
TIB	\$4,533	\$4,688	\$246	\$0	\$0	\$1,418
TIB CS	\$105	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
WQTIF	\$80	\$100	\$0	\$0	\$0	\$0
Total	\$15,900	\$13,392	\$3,990	\$7,708	\$4,292	\$7,970

## Streets/Capital Improvements

### 1st Avenue, Maple St to Monroe 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. Also coordinate to complement Spokane Transit's Central City Line.

#### Project Justification

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

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

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 Wall Street.

#### Project Status

Active

Project number: 2016091

Ped Plan: 2017; Scoping: 2023; Design 2028; Construction 2029

Candidate for Alternative Delivery

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-25

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Planning	\$20,000	\$30,000	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$60,000
Total	\$20,000	\$30,000	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$60,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
TIB CS	State	Funded	\$20,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total			\$20,000	\$30,000	\$0	\$0	\$0	\$0	\$10,000	\$60,000

**\*Status definitions**

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

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

## 1st Avenue, Monroe St to Wall St

**Streets/Capital Improvements****1st Avenue, Monroe St to Wall St**

STR-2017-6

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$130,000	\$130,000	\$130,000
Planning	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$0	\$0	\$0	\$10,000	\$130,000	\$140,000	<b>\$140,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$10,000	\$130,000	\$140,000
Total			\$0	\$0	\$0	\$0	\$0	\$10,000	\$130,000	<b>\$140,000</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

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

STR-2017-87

#### 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. Also coordinate to complement Spokane Transit's Central City Line.

#### Project Justification

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

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

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

#### Location

Other Location

First Avenue between Wall Street and Bernard Street.

#### Project Status

Active

Project number: 2017079

Scoping: 2023; Design 2028; Construction 2029

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2017-87

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$10,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	<b>\$10,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	<b>\$10,000</b>

**\*Status definitions**

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

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

Reconstruct roadway to updated 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 construction.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$4,239,493	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000	\$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
<b>Total</b>	<b>\$5,085,932</b>	<b>\$115,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,000</b>	<b>\$5,200,932</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Bond Utility	Local	Funded	\$133,478	\$0	\$0	\$0	\$0	\$0	\$0	\$133,478
REET	Local	Funded	\$367,454	\$0	\$0	\$0	\$0	\$0	\$0	\$367,454
STP	Federal	Funded	\$1,665,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$1,700,000
TIB	State	Funded	\$2,920,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
<b>Total</b>			<b>\$5,085,932</b>	<b>\$115,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200,932</b>

**\*Status definitions**

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

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, provide for stormwater separation, replace electrical, lighting and upgrade signals at Maple.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$30,000

#### Maintenance Comments

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

STR-2016-30

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,117,000	\$0	\$1,117,000	\$1,117,000
Design	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$1,117,000</b>	<b>\$0</b>	<b>\$1,217,000</b>	<b>\$1,217,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$496,000	\$0	\$596,000
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$125,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$496,000	\$0	\$496,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$1,117,000</b>	<b>\$0</b>	<b>\$1,217,000</b>

**\*Status definitions**

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

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, and install bike lanes.

#### 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 2018 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$0	\$33,500

#### 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
		2018	2019	2020	2021	2022	2023	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
<b>Total</b>	<b>\$459,000</b>	<b>\$2,815,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,835,000</b>	<b>\$3,294,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
LEVY	Local	Funded	\$459,000	\$2,815,000	\$20,000	\$0	\$0	\$0	\$0	\$3,294,000
<b>Total</b>			<b>\$459,000</b>	<b>\$2,815,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,294,000</b>

**\*Status definitions**

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

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, provide stormwater separation, upgrade lighting and communication. Incorporate area plan, to include lane reconfiguration, signal placements, enhance transit, bicycle, and pedestrian routing.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$100,000

#### Maintenance Comments

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

STR-2016-31

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,678,200	\$0	\$0	\$4,678,200	\$4,678,200
Design	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$300,000	\$4,678,200	\$0	\$0	\$4,978,200	<b>\$4,978,200</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$0	\$0	\$0	\$300,000	\$2,339,100	\$0	\$0	\$2,639,100
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$2,339,100	\$0	\$0	\$2,339,100
Total			\$0	\$0	\$0	\$300,000	\$4,678,200	\$0	\$0	<b>\$4,978,200</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Freya Street, Garland Avenue to Francis Avenue

STR-2017-8

#### Executive Summary

Construct full depth roadway with drainage to bio-infiltration facilities aside the roadway. Roadway width is minimal, although intersection radii built for industrial freight movements. This implementation level was determined as a target investment strategy on this 'Roadway of Significance'

#### Project Justification

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

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

#### Location

Other Location

Freya Street between Garland Avenue and Francis Avenue

#### Project Status

Active

Project Number: 2017081 Design: 2022; Construction: 2023 This is a 'Roadway of Significance', as designated for implementation as a targeted investment.

#### External Factors

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

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Streets/Capital Improvements****Freya Street, Garland Avenue to Francis Avenue**

STR-2017-8

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,850,000	\$3,850,000	\$3,850,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,850,000	\$4,200,000	<b>\$4,200,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,925,000	\$1,925,000
Levy	Identified	Funded	\$0	\$0	\$0	\$0	\$0	\$350,000	\$1,925,000	\$2,275,000
Total			\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,850,000	<b>\$4,200,000</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### General Engineering-Street

STR-2012-99

#### Executive Summary

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

#### Project Justification

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

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

#### Location

Other Location

Citywide

#### Project Status

Active

Project number: n/a

#### External Factors

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$3,491,000	\$4,015,000
Total	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$3,491,000	<b>\$4,015,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
REET	Local	Funded	\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$4,015,000
Total			\$524,000	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	<b>\$4,015,000</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Howard St, Sprague Ave to Riverside Ave

STR-2017-7

#### Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Water lines will need some updates. This project will also build upon and complement the Spokane Transit Central City Line improvements. Candidate for Alternative Delivery.

#### Project Justification

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

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

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

#### Location

Other Location

Howard Street between Sprague Avenue and Riverside Avenue.

#### Project Status

Active

Project number: 2017082

Design 2018; Construction 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Streets/Capital Improvements****Howard St, Sprague Ave to Riverside Ave**

STR-2017-7

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$418,000	\$0	\$0	\$0	\$0	\$418,000	\$418,000
Design	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$418,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$468,000</b>	<b>\$468,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Levy	Local	Funded	\$0	\$50,000	\$209,000	\$0	\$0	\$0	\$0	\$259,000
TIB	Identified	Unfunded	\$0	\$0	\$209,000	\$0	\$0	\$0	\$0	\$209,000
<b>Total</b>			<b>\$0</b>	<b>\$50,000</b>	<b>\$418,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$468,000</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Main Ave, Wall St to Browne St

STR-2017-13

#### Executive Summary

Pavement re-surfacing, sidewalk repair/updating, curb bump-outs, securing vaulted sidewalks, and upgrading lighting. Water lines need updates. This project will also build upon and complement the Spokane Transit Central City Line improvements. Candidate for Alternative Delivery.

#### Project Justification

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

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

This project meets 50 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

#### Location

Other Location

Main Avenue between Wall Street and Browne Street

#### Project Status

Active

Project number: 2017083

Scoping 2021; Design 2022; Construction 2023

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Streets/Capital Improvements****Main Ave, Wall St to Browne St**

STR-2017-13

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960,000	\$2,960,000	\$2,960,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$2,960,000</b>	<b>\$3,210,000</b>	<b>\$3,210,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,417,500	\$1,667,500
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000	\$125,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,417,500	\$1,417,500
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$2,960,000</b>	<b>\$3,210,000</b>

**\*Status definitions**

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

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, upgrade signals, communications, and lighting. Also coordinate to complement Spokane Transit's Central City Line.

#### 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:2023; Construction: 2024 Project is candidate for Alternative Delivery

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$500	\$500	\$500	\$500	\$500	\$0	\$2,500

#### Maintenance Comments



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

STR-2016-29

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$60,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	<b>\$60,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
LEVY	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	<b>\$60,000</b>

**\*Status definitions**

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

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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	<b>\$240,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
REET	Local	Funded	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	<b>\$240,000</b>

**\*Status definitions**

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

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, place concrete landing pads at transit stops, and improving median pass-throughs.

#### 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 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$1,178,400	\$130,000	\$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
<b>Total</b>	<b>\$267,600</b>	<b>\$1,178,400</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,308,400</b>	<b>\$1,576,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
STP	Federal	Funded	\$267,600	\$1,178,400	\$130,000	\$0	\$0	\$0	\$0	\$1,576,000
<b>Total</b>			<b>\$267,600</b>	<b>\$1,178,400</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,576,000</b>

**\*Status definitions**

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

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 Close out 2018

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$4,200	\$4,200	\$4,200	\$4,200	\$4,200	\$0	\$84,000

#### Maintenance Comments

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

STR-2013-105

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	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	<b>\$10,565,041</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
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	<b>\$10,565,041</b>

**\*Status definitions**

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

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, provide for stormwater separation, and incorporate necessary signal, lighting and conduit updates.

#### Project Justification

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

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

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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	\$0	\$18,000

#### Maintenance Comments



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

STR-2016-28

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,842,500	\$0	\$1,842,500	\$1,842,500
Design	\$0	\$0	\$0	\$0	\$325,000	\$0	\$0	\$325,000	\$325,000
Total	\$0	\$0	\$0	\$0	\$325,000	\$1,842,500	\$0	\$2,167,500	<b>\$2,167,500</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$0	\$0	\$0	\$0	\$325,000	\$921,250	\$0	\$1,246,250
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$921,250	\$0	\$921,250
Total			\$0	\$0	\$0	\$0	\$325,000	\$1,842,500	\$0	<b>\$2,167,500</b>

**\*Status definitions**

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

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 Indiana 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$7,900	\$7,900	\$7,900	\$7,900	\$7,900	\$0	\$39,500

#### Maintenance Comments

## Streets/Capital Improvements

### North Monroe Corridor Revitalization

STR-2012-448

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Design	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000
Total	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
WQTIF	Local	Funded	\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000
Total			\$0	\$80,000	\$100,000	\$0	\$0	\$0	\$0	\$180,000

#### \*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 Close out in 2018.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$0	\$27,500

#### Maintenance Comments

**Streets/Capital Improvements****Pettet Drive Reconstruction**

STR-2016-42

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1
Total	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1	<b>\$1</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Utility	Local	Funded	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total			\$0	\$1	\$0	\$0	\$0	\$0	\$0	<b>\$1</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Pine St, MLK Jr Way to Spokane Falls Blvd

STR-2017-12

#### Executive Summary

Pavement maintenance, sidewalk repair/updates, secure vaulted sidewalks, upgrading lighting, and bicycle markings. Storm facilities will be updated as needed. This project will also build upon and complement the Spokane Transit Central City Line improvements.

#### Project Justification

Portions of this section of roadway are deteriorating and is in 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

Pine Street between MLK Jr Way and Spokane Falls Blvd

#### Project Status

Active

Project number: 2017084  
Alternative Delivery.

Scoping 2023; Design 2024; Construction 2025 Project is Candidate for

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Streets/Capital Improvements****Pine St, MLK Jr Way to Spokane Falls Blvd**

STR-2017-12

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$10,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$10,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000

**\*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

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

STR-2015-17

#### Executive Summary

Full pavement reconstruction or rehabilitation, where needed, of the couplet and single roadway sections of Ray St, Thor St, and Freya St between Sprague and 17th. Water main updates and upgrades to ADA curb ramps and minor curb and sidewalk repairs are anticipated.

#### Project Justification

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

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

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.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$2,410,406	\$479,348	\$0	\$0	\$0	\$0	\$2,889,754	\$2,889,754
Design	\$300,000	\$59,594	\$0	\$0	\$0	\$0	\$0	\$59,594	\$359,594
Land purchase	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
<b>Total</b>	<b>\$300,000</b>	<b>\$2,500,000</b>	<b>\$479,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,979,348</b>	<b>\$3,279,348</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
LEVY	Local	Funded	\$300,000	\$2,500,000	\$479,348	\$0	\$0	\$0	\$0	\$3,279,348
<b>Total</b>			<b>\$300,000</b>	<b>\$2,500,000</b>	<b>\$479,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,279,348</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Riverside Ave, Bernard St to Pine St

STR-2017-11

#### Executive Summary

Full depth pavement reconstruction, repair sidewalk, bump-outs, secure vaulted sidewalks, bicycle markings, and upgrade lighting. Water main/service laterals, and stormwater integrated into project. Also coordinate to compliment Spokane Transit's CCL.

#### Project Justification

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

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

This project meets 50 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

#### Location

Other Location

Riverside Avenue between Bernard Street and Pine Street

#### Project Status

Active

Project number: 2017085  
for Alternative Delivery

Scoping: 2017; Design 2019; Construction 2020 Project is candidate

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Streets/Capital Improvements****Riverside Ave, Bernard St to Pine St**

STR-2017-11

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$2,309,000	\$0	\$0	\$0	\$2,309,000	\$2,309,000
Design	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$140,000
Planning	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Total</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$140,000</b>	<b>\$2,309,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,449,000</b>	<b>\$2,459,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
CMAQ	Identified	Unfunded	\$0	\$0	\$0	\$1,092,000	\$0	\$0	\$0	\$1,092,000
Levy	Local	Funded	\$10,000	\$0	\$140,000	\$1,092,000	\$0	\$0	\$0	\$1,242,000
PEIP	Local	Funded	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
<b>Total</b>			<b>\$10,000</b>	<b>\$0</b>	<b>\$140,000</b>	<b>\$2,309,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,459,000</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Riverside Avenue, Howard St to Bernard St

STR-2016-27

#### Executive Summary

Full depth roadway reconstruction, repair sidewalk, and upgrade lighting. Project to include replacement of water line, and perform CSO facility installation from Division to Monroe Streets. Signal and communication conduit will be included.

#### 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 Howard Street and Bernard Street

#### Project Status

Active

Project number: 2017086  
candidate for Alternative Delivery.

Planning: 2017; Design: 2018; Construction: 2019 This project is a

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Streets/Capital Improvements****Riverside Avenue, Howard St to Bernard St**

STR-2016-27

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$3,405,200	\$0	\$0	\$0	\$0	\$3,405,200	\$3,405,200
Design	\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$175,000	\$175,000
Planning	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
<b>Total</b>	<b>\$30,000</b>	<b>\$175,000</b>	<b>\$3,405,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,580,200</b>	<b>\$3,610,200</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
LEVY	Local	Funded	\$30,000	\$175,000	\$1,640,100	\$0	\$0	\$0	\$0	\$1,845,100
PEIP	Local	Funded	\$0	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000
TIB	Identified	Unfunded	\$0	\$0	\$1,640,100	\$0	\$0	\$0	\$0	\$1,640,100
<b>Total</b>			<b>\$30,000</b>	<b>\$175,000</b>	<b>\$3,405,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,610,200</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### Riverside Avenue, Monroe St to Howard 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 Howard Street

#### Project Status

Active

Project number: 2017087 Planning: 2019; Design: 2020; Construction: 2021 This project is a candidates for Alternative Delivery.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-79

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000	\$1,900,000
Design	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>	<b>\$2,100,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$0	\$0	\$0	\$200,000	\$887,500	\$0	\$0	\$1,087,500
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$887,500	\$0	\$0	\$887,500
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$1,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>

**\*Status definitions**

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

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. Also includes roundabout at Riverside Drive and Trent Avenue.

#### 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 number: 2005264

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. Phase 2A completing 2017. Project closeout 2018.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$0	\$162,500

#### Maintenance Comments



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

STR-2012-36

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	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
<b>Total</b>	<b>\$10,012,722</b>	<b>\$4,175,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,675,000</b>	<b>\$14,687,722</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
HPP	Federal	Funded	\$2,048,051	\$0	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	State	Funded	\$1,873,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,873,439
REET	Local	Funded	\$2,181,232	\$0	\$0	\$0	\$0	\$0	\$0	\$2,181,232
Sec 112	Federal	Funded	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,485,000
TIB	State	Funded	\$2,700,000	\$3,900,000	\$500,000	\$0	\$0	\$0	\$0	\$7,100,000
<b>Total</b>			<b>\$10,287,722</b>	<b>\$3,900,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,687,722</b>

**\*Status definitions**

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

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 to determine viability of permeable pavements within the traveled lanes. Project will also include bioretention swale, street trees, standard pavement, curb extensions. Project is integrated with Water and Wastewater.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$6,200	\$6,200	\$6,200	\$6,200	\$6,200	\$0	\$31,000

#### Maintenance Comments

## Streets/Capital Improvements

### Sharp Avenue Pervious Asphalt Pilot Project

STR-2015-4

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$75,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
TIB CS	State	Funded	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Total			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000

#### \*Status definitions

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

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

## Streets/Capital Improvements

### Spokane Central City Line, Infrastructure Update

STR-2017-15

#### Executive Summary

Scoping of elements to be incorporated in capital street projects which will enhance Spokane's Downtown along the Central City Line alignment. Future projects may include sidewalk enhancements/repairs, curb and ADA ramp updates, utility updates, and/or pavement surface updates.

#### Project Justification

Spokane Transit's Central City Line (CCL) alignment through downtown Spokane will serve to catalyze economic development/re-development. The City's commitment to support the CCL includes a continuing focus on improving infrastructure, and preparing the right of way for long-term prosperity.

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

#### Location

Other Location

1st Ave, Maple to Wall; Sprague Ave, Maple to Howard; Riverside Ave, Howard to Pine; Main Ave, Wall to Pine; Wall St, 1st to Main; Howard St, Sprague to Riverside; and Pine St, MLK to SFB.

#### Project Status

Active

Project Number: 2016204 This project represents preliminary scoping of capital street projects which will take place along the Spokane Transit's Central City Line alignment.

#### External Factors

This scoping effort is meant to prepare capital projects by working out details of external project impacts. One major element of these projects will be dealing with vaulted sidewalks which require coordination with adjacent properties.

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Streets/Capital Improvements

### Spokane Central City Line, Infrastructure Update

STR-2017-15

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Planning	\$50,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000	\$500,000
Total	\$50,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000	\$500,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Levy	Local	Funded	\$50,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$500,000
Total			\$50,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$500,000

#### \*Status definitions

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

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

## Streets/Capital Improvements

### Sprague Avenue Investment Phase II - Browne St to Scott St

STR-2016-69

#### Executive Summary

Following the South University District Sprague Corridor Investment Strategy on Sprague Ave, considering 3-lane section with placement of streetscape, updated lighting and signals. Landscaping will integrate stormwater disposal. Lane reconfiguration may facilitate sidewalk and parking improvements.

#### Project Justification

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

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

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 Scott Street

#### Project Status

Active

Project number: 2014155 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-69

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$4,596,900	\$492,800	\$0	\$0	\$0	\$5,089,700	\$5,089,700
Design	\$50,000	\$390,000	\$0	\$0	\$0	\$0	\$0	\$390,000	\$440,000
Total	\$50,000	\$390,000	\$4,596,900	\$492,800	\$0	\$0	\$0	\$5,479,700	<b>\$5,529,700</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$0	\$0	\$2,298,450	\$246,400	\$0	\$0	\$0	\$2,544,850
STBG	Federal	Funded	\$50,000	\$390,000	\$0	\$0	\$0	\$0	\$0	\$440,000
TIB	Identified	Unfunded	\$0	\$0	\$2,298,450	\$246,400	\$0	\$0	\$0	\$2,544,850
Total			\$50,000	\$390,000	\$4,596,900	\$492,800	\$0	\$0	\$0	<b>\$5,529,700</b>

**\*Status definitions**

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

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

## Streets/Capital Improvements

### 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 - Helena Street to Stone Street

#### Project Status

Active

Project Number: 2014080 Design: 2016, Construction: 2017 Application phase seeking design and construction funding.

#### External Factors

This project is not yet fully funded for construction. The City is actively applying for grants to move this project forward. The city has applied for a State Transportation Improvement Board (TIB) grant in 2016.

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$6,700	\$0	\$100,500

#### Maintenance Comments



## Sprague Avenue Rebuild- Sprague Corridor Investment Strategy

STR-2014-67

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$3,467,871	\$385,350	\$0	\$0	\$0	\$0	\$0	\$385,350	\$3,853,221
Design	\$257,929	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257,929
Total	\$3,725,800	\$385,350	\$0	\$0	\$0	\$0	\$0	\$385,350	\$4,111,150

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$562,900	\$33,900	\$0	\$0	\$0	\$0	\$0	\$596,800
Ped/Bike	Federal	Funded	\$1,428,121	\$158,700	\$0	\$0	\$0	\$0	\$0	\$1,586,821
TIB	State	Funded	\$1,734,779	\$192,750	\$0	\$0	\$0	\$0	\$0	\$1,927,529
Total			\$3,725,800	\$385,350	\$0	\$0	\$0	\$0	\$0	\$4,111,150

## \*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 bicycle and pedestrian facilities and improving transit accessibility. The stormwater system will be updated along the corridor.

#### 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

ROW: July 2017; CN is planned for 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$13,100	\$13,100	\$13,100	\$13,100	\$13,100	\$0	\$196,500

#### 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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$2,719,560	\$292,000	\$0	\$0	\$0	\$0	\$3,011,560	\$3,011,560
Design	\$294,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,040
Land purchase	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
<b>Total</b>	<b>\$644,040</b>	<b>\$2,719,560</b>	<b>\$292,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,011,560</b>	<b>\$3,655,600</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
REET	Local	Funded	\$169,650	\$356,050	\$37,000	\$0	\$0	\$0	\$0	\$562,700
STP	Federal	Funded	\$474,390	\$2,003,510	\$215,000	\$0	\$0	\$0	\$0	\$2,692,900
TIB	State	Funded	\$0	\$360,000	\$40,000	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>			<b>\$644,040</b>	<b>\$2,719,560</b>	<b>\$292,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,655,600</b>

**\*Status definitions**

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

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

#### Project Justification

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

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

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 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$30,000

#### 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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$2,640,000	\$0	\$0	\$0	\$0	\$2,640,000	\$2,640,000
Design	\$200,000	\$141,800	\$0	\$0	\$0	\$0	\$0	\$141,800	\$341,800
Total	\$200,000	\$141,800	\$2,640,000	\$0	\$0	\$0	\$0	\$2,781,800	<b>\$2,981,800</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
LEVY	Local	Funded	\$200,000	\$141,800	\$1,320,000	\$0	\$0	\$0	\$0	\$1,661,800
Other	Identified	Unfunded	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$1,320,000
Total			\$200,000	\$141,800	\$2,640,000	\$0	\$0	\$0	\$0	<b>\$2,981,800</b>

**\*Status definitions**

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

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. Also includes an update of the street design standards.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Planning	\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$140,000
Total	\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000	\$140,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
REET	Local	Funded	\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total			\$100,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$140,000

#### \*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

### Wall St, 1st Ave to Main Ave

STR-2017-14

#### Executive Summary

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

#### Project Justification

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

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

This project meets 50 of the 86 Transportation goals as specified in Chapter 4 of the Comprehensive Plan.

#### Location

Other Location

Wall Street between 1st Avenue and Main Avenue.

#### Project Status

Active

Project number: 2017089 Scoping 2022; Design 2023; Construction 2024 Project is candidate for Alternative Delivery.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Streets/Capital Improvements****Wall St, 1st Ave to Main Ave**

STR-2017-14

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000	<b>\$200,000</b>


**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	<b>\$200,000</b>

**\*Status definitions**

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

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

A decorative border composed of interlocking triangles in shades of purple and green, set against a white background with a faint grid pattern. The pattern is most prominent on the left and right sides of the page.A photograph showing two cyclists from behind, riding on a paved road. The cyclist on the left is wearing a blue and white patterned shirt and black shorts. The cyclist on the right is wearing a red shirt and black shorts. They are riding on a road with a white line marking. In the background, there are trees, a red car, and a silver car. The photo is framed by the geometric pattern.

# **Pedestrian & Bikeways Program**

# Streets, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2018	2019	2020	2021	2022	2023
BOND	\$30	\$0	\$0	\$0	\$0	\$0
CMAQ	\$294	\$598	\$395	\$0	\$0	\$0
Connect WA	\$4,800	\$0	\$0	\$0	\$0	\$0
DSP	\$0	\$0	\$0	\$0	\$0	\$0
LEVY	\$1,941	\$510	\$0	\$0	\$0	\$0
Other	\$0	\$390	\$0	\$0	\$3,584	\$4,634
Paths and Trails	\$10	\$10	\$10	\$10	\$10	\$10
PEIP	\$250	\$125	\$125	\$125	\$125	\$125
PRIVATE	\$0	\$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	\$250	\$100	\$650	\$0
REET	\$882	\$121	\$88	\$0	\$0	\$0
STP	\$376	\$0	\$0	\$0	\$0	\$0
TAP	\$1,610	\$182	\$0	\$150	\$1,000	\$0
TBD	\$24	\$191	\$21	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0
TIB CS	\$250	\$0	\$0	\$0	\$0	\$0
UDRA	\$1,000	\$500	\$0	\$0	\$0	\$0
Total	\$11,467	\$4,345	\$890	\$385	\$5,369	\$4,769

## 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 Potential improvements are being considered through Federal 4F process.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$191,739	\$967,452	\$112,400	\$0	\$0	\$0	\$0	\$1,079,852	\$1,271,591
Design	\$101,012	\$32,548	\$0	\$0	\$0	\$0	\$0	\$32,548	\$133,560
Total	\$292,751	\$1,000,000	\$112,400	\$0	\$0	\$0	\$0	\$1,112,400	\$1,405,151

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
DSP	Private	Funded	\$49,600	\$0	\$0	\$0	\$0	\$0	\$0	\$49,600
REET	Local	Funded	\$26,505	\$0	\$0	\$0	\$0	\$0	\$0	\$26,505
TAP	Federal	Funded	\$169,828	\$1,000,000	\$112,400	\$0	\$0	\$0	\$0	\$1,282,228
TIB	State	Funded	\$46,818	\$0	\$0	\$0	\$0	\$0	\$0	\$46,818
Total			\$292,751	\$1,000,000	\$112,400	\$0	\$0	\$0	\$0	\$1,405,151

#### \*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: 2015162

CN to begin in 2016

Old project number 2015115

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$690,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$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
<b>Total</b>	<b>\$870,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>	<b>\$900,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
BOND	Local	Funded	\$870,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$900,000
<b>Total</b>			<b>\$870,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>

**\*Status definitions**

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

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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Paths and Trails	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000

#### \*Status definitions

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

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

## 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	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						
				2018	2019	2020	2021	2022	2023	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 improve safety where the Centennial Trail crosses Mission Ave by implementing item such as landscaped buffer strip between R/R ROW and the trail, enlarged islands, enhanced ADA ramps, crosswalks, countdown timers, wider sidewalks/path along Mission, and updated lighting.

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$300	\$300	\$300	\$300	\$300	\$0	\$4,500

#### 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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$339,200	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$383,200
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
<b>Total</b>	<b>\$418,450</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,000</b>	<b>\$462,450</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
PRIVATE	Local	Funded	\$18,500	\$0	\$0	\$0	\$0	\$0	\$0	\$18,500
REET	Local	Funded	\$26,700	\$4,000	\$0	\$0	\$0	\$0	\$0	\$30,700
STP	Federal	Funded	\$373,250	\$40,000	\$0	\$0	\$0	\$0	\$0	\$413,250
<b>Total</b>			<b>\$418,450</b>	<b>\$44,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$462,450</b>

**\*Status definitions**

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

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

## Streets/Pedestrian and Bikeways

### Centennial Trail, Mission Ave Gap Phase 2

STR-2016-77

#### Executive Summary

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

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	\$2,500,000
Design	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$100,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$2,850,000</b>	<b>\$2,850,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Other	---	Unfunded	\$0	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$1,850,000
Redlight	Unidentified	Funded	\$0	\$0	\$0	\$250,000	\$100,000	\$650,000	\$0	\$1,000,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$100,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$2,850,000</b>

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- 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-Summit Blvd Gap, Boone Ave to Pettet Drive

STR-2017-17

#### Executive Summary

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

#### Project Justification

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

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

#### Location

Other Location

West Central Spokane along Summit Boulevard

#### Project Status

Active

Project Number: 2017080 Design: 2021; Construction: 2022

#### External Factors

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

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Streets/Pedestrian and Bikeways****Centennial Trail-Summit Blvd Gap, Boone Ave to Pettet Drive**

STR-2017-17

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$1,000,000
Design	\$20,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$230,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000
<b>Total</b>	<b>\$20,000</b>	<b>\$230,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,380,000</b>	<b>\$1,400,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
CMAQ	Federal	Funded	\$20,000	\$230,000	\$0	\$0	\$0	\$0	\$0	\$250,000
TAP	Identified	Unfunded	\$0	\$0	\$0	\$0	\$150,000	\$1,000,000	\$0	\$1,150,000
<b>Total</b>			<b>\$20,000</b>	<b>\$230,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,400,000</b>

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- 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: 2019

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$11,500	\$11,500	\$11,500	\$11,500	\$11,500	\$0	\$115,000

#### Maintenance Comments

## Streets/Pedestrian and Bikeways

### Cincinnati Greenway

STR-2016-12

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$569,100	\$63,000	\$0	\$0	\$0	\$632,100	\$632,100
Design	\$9,249	\$64,711	\$0	\$0	\$0	\$0	\$0	\$64,711	\$73,960
Total	\$9,249	\$64,711	\$569,100	\$63,000	\$0	\$0	\$0	\$696,811	\$706,060

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
CMAQ	Federal	Funded	\$8,000	\$41,084	\$378,300	\$42,000	\$0	\$0	\$0	\$469,384
TBD	Local	Funded	\$1,249	\$23,627	\$190,800	\$21,000	\$0	\$0	\$0	\$236,676
Total			\$9,249	\$64,711	\$569,100	\$63,000	\$0	\$0	\$0	\$706,060

#### \*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

CN scheduled for 2017

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

#### External Factors

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$3,200	\$3,200	\$3,200	\$3,200	\$3,200	\$0	\$32,000

#### 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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$3,330,632	\$374,000	\$0	\$0	\$0	\$0	\$0	\$374,000	\$3,704,632
Design	\$294,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$294,157
Land purchase	\$233,766	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,766
<b>Total</b>	<b>\$3,858,555</b>	<b>\$374,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$374,000</b>	<b>\$4,232,555</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
REET	Local	Funded	\$340,869	\$38,000	\$0	\$0	\$0	\$0	\$0	\$378,869
STP	Federal	Funded	\$3,517,686	\$336,000	\$0	\$0	\$0	\$0	\$0	\$3,853,686
<b>Total</b>			<b>\$3,858,555</b>	<b>\$374,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,232,555</b>

**\*Status definitions**

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

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. This project will not require lane/parking reconfigurations.

#### 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

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$791,049	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$801,049
Design	\$94,951	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$94,951
Total	\$886,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$896,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
CMAQ	Federal	Funded	\$793,049	\$8,000	\$0	\$0	\$0	\$0	\$0	\$801,049
REET	Local	Funded	\$92,951	\$2,000	\$0	\$0	\$0	\$0	\$0	\$94,951
Total			\$886,000	\$10,000	\$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 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$706,978	\$0	\$0	\$0	\$0	\$0	\$3,529,261	\$3,529,261	\$4,236,239
Design	\$254,149	\$0	\$0	\$0	\$0	\$210,139	\$0	\$210,139	\$464,288
Land purchase	\$0	\$0	\$0	\$0	\$0	\$260,600	\$0	\$260,600	\$260,600
Total	\$961,127	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	\$4,000,000	<b>\$4,961,127</b>

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Other	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	\$4,000,000
TCSP	Federal	Funded	\$961,127	\$0	\$0	\$0	\$0	\$0	\$0	\$961,127
Total			\$961,127	\$0	\$0	\$0	\$0	\$470,739	\$3,529,261	<b>\$4,961,127</b>

#### \*Status definitions

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

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

## Streets/Pedestrian and Bikeways

### Fish Lake Trail to Centennial Trail Connection

STR-2016-22

#### Executive Summary

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

#### 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

Study scheduled for 2019

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Planning	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
CMAQ	Federal	Funded	\$0	\$0	\$166,250	\$0	\$0	\$0	\$0	\$166,250
REET	Local	Funded	\$0	\$0	\$83,750	\$0	\$0	\$0	\$0	\$83,750
Total			\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

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- 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

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

#### Project Justification

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

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

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 Planning. 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000	\$1,100,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$235,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$250,000
<b>Total</b>	<b>\$235,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$1,115,000</b>	<b>\$1,350,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
CMAQ	---	Funded	\$235,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Other	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$0	\$1,100,000
<b>Total</b>			<b>\$235,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$1,350,000</b>

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

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 as well as directly funding special project approved by the Parking Advisory Committee. The first such project will be the Maple/Ash gateway.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$250,000	\$225,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$725,000	\$975,000
Design	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000	\$150,000
Total	\$250,000	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$875,000	\$1,125,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
PEIP	Local	Funded	\$250,000	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$1,125,000
Total			\$250,000	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$1,125,000

#### \*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

### Peaceful Valley Trail

STR-2015-13

#### Executive Summary

Construction of approximately 1.3 mi of 10-foot HMA mixed use trail along the south side of Spokane River between Peoples' Park and Glover Field. Work will include water main replacement and full pavement reconstruction of Clarke Ave between Elm St and Riverside 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

South 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 and 2 will be tentatively designed as single project in 2017 and constructed in 2018. Funding will be sought through grant opportunities. AKA: South Gorge Trail

#### 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.*

	2018	2019	2020	2021	2022	2023	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$4,500	\$0	\$90,000

#### Maintenance Comments



## Streets/Pedestrian and Bikeways

### Peaceful Valley Trail

STR-2015-13

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$1,940,500	\$2,617,800	\$0	\$0	\$0	\$0	\$4,558,300	\$4,558,300
Design	\$485,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,117
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						
				2018	2019	2020	2021	2022	2023	Total
LEVY	Local	Funded	\$485,117	\$1,940,500	\$509,500	\$0	\$0	\$0	\$0	\$2,935,117
Other	Identified	Unfunded	\$0	\$0	\$390,000	\$0	\$0	\$0	\$0	\$390,000
RCO-ALEA	State	Unfunded	\$0	\$0	\$418,300	\$0	\$0	\$0	\$0	\$418,300
RCO-WWRP	State	Unfunded	\$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
- 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

### 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 2017: Construction in 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$948,454	\$80,925	\$0	\$0	\$0	\$0	\$1,029,379	\$1,029,379
Design	\$23,121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,121
<b>Total</b>	<b>\$23,121</b>	<b>\$948,454</b>	<b>\$80,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,029,379</b>	<b>\$1,052,500</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
REET	Local	Funded	\$3,121	\$88,454	\$10,925	\$0	\$0	\$0	\$0	\$102,500
TAP	Federal	Funded	\$20,000	\$610,000	\$70,000	\$0	\$0	\$0	\$0	\$700,000
TIB CS	State	Funded	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
<b>Total</b>			<b>\$23,121</b>	<b>\$948,454</b>	<b>\$80,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052,500</b>

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- 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 2020

#### External Factors

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

#### Maintenance

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

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,104,869	\$1,104,869	\$1,104,869
Design	\$0	\$0	\$0	\$441,631	\$0	\$0	\$0	\$441,631	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$0	\$163,500	\$0	\$163,500	\$163,500
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$441,631</b>	<b>\$0</b>	<b>\$163,500</b>	<b>\$1,104,869</b>	<b>\$1,710,000</b>	<b>\$1,710,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
CMAQ	Federal	Funded	\$0	\$0	\$0	\$353,305	\$0	\$0	\$0	\$353,305
Other	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$163,500	\$1,104,869	\$1,268,369
REET	Local	Funded	\$0	\$0	\$0	\$88,326	\$0	\$0	\$0	\$88,326
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$441,631</b>	<b>\$0</b>	<b>\$163,500</b>	<b>\$1,104,869</b>	<b>\$1,710,000</b>

**\*Status definitions**

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

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$6,189,461	\$6,550,000	\$500,000	\$0	\$0	\$0	\$0	\$7,050,000	\$13,239,461
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	\$9,788,561	\$6,550,000	\$500,000	\$0	\$0	\$0	\$0	\$7,050,000	\$16,838,561

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Connect WA	State	Funded	\$3,996,500	\$4,800,000	\$0	\$0	\$0	\$0	\$0	\$8,796,500
PWTF	Federal	Unfunded	\$3,154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,154,500
REET	Local	Funded	\$692,961	\$750,000	\$0	\$0	\$0	\$0	\$0	\$1,442,961
TCSP	Federal	Unfunded	\$444,600	\$0	\$0	\$0	\$0	\$0	\$0	\$444,600
UDRA	Local	Funded	\$1,500,000	\$1,000,000	\$500,000	\$0	\$0	\$0	\$0	\$3,000,000
Total			\$9,788,561	\$6,550,000	\$500,000	\$0	\$0	\$0	\$0	\$16,838,561

#### \*Status definitions

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

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



# Impact Fee Program



# **TRANSPORTATION IMPACT FEE PROGRAM**

## **Planning Horizon - 2018 - 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.

Revised Impact Fee List for 2017 Transportation Plan Update				Approx. Build Timeline	
Project	Description	Estimated Cost	Region	5-yr	20-yr
5th Ave / Sherman St	Intersection - Install new traffic signal	\$700,000	D		X
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	\$1,000,000	D	X	
Downtown Bike Share	Paid bike share program	\$200,000	D	X	
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$250,000	D	X	
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,000,000	NW		X
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	NW		X
Wellesly / Driscoll	Roundabout	\$1,600,000	NW		X
sr 291 / Rifle Club Road	signal	\$700,000	NW		X
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$500,000	NW		X
Francis/Maple	add WBR lane	\$500,000	NW		X
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$1,500,000	S	X	
29th Ave TWLTL	add TWLTL between Pittsburg and Lee	\$1,500,000	S		X
37th Ave / Freya st	Construct traffic signal	\$250,000	S		X
37th Ave / Ray St	Construct traffic signal and WBR channelization	\$250,000	S		X
44th Ave from Crestline to Altamont	new collector road section	\$500,000	S		X
44th/Regal	Widen northbound approach to 2 lanes	\$150,000	S		X
Freya / Palouse Hwy	roundabout (or turn lanes)	\$1,000,000	S	X	
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	\$1,000,000	NE		X
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	\$0	NE	X	
Market/Wellesley and Haven/Wellesley improvements	Add additional lane between Haven and Market to fit left turn movements.	\$200,000	NE		X
Mission/Havana	signal	\$800,000	NE		X
Crestline / Magnesium	add EBR turn lane, two lanes for NB, all-way stop.	\$200,000	NE		X
Nevada / Magnesium	left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west, maybe ROW on NE corner	\$1,000,000	NE		X
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	\$200,000	NE	X	

# Streets, Impact Fee Projects Funding Summary

*(in thousands of dollars)*

Fund Source	2018	2019	2020	2021	2022	2023
Impact Fee	\$66	\$729	\$729	\$0	\$0	\$0
STP	\$73	\$1,362	\$1,362	\$0	\$0	\$0
Total	\$139	\$2,091	\$2,091	\$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. Left turn pocket channelization is also subject to change.

#### Project Justification

This is an impact fee project intended for congestion mitigation.

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

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

#### Location

Other Location

Hamilton St from Desmet Ave to North Foothills Drive

#### Project Status

Active

Project number: 2010056 Currently in design for construction start in 2018-2019. Actual start of construction will depend on schedules of nearby arterial street construction closures that would be compounded by closures on Hamilton. This project can be built in phases, intersection by intersection, as necessary.

#### 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$138,600	\$2,091,308	\$2,091,308	\$0	\$0	\$0	\$4,321,216	\$4,321,216
Design	\$69,970	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$69,970
Land purchase	\$55,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,600
<b>Total</b>	<b>\$125,570</b>	<b>\$138,600</b>	<b>\$2,091,308</b>	<b>\$2,091,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,321,216</b>	<b>\$4,446,786</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Impact Fee	Local	Unfunded	\$59,688	\$65,882	\$728,834	\$728,834	\$0	\$0	\$0	\$1,583,238
STP	Federal	Funded	\$65,882	\$72,718	\$1,362,474	\$1,362,474	\$0	\$0	\$0	\$2,863,548
<b>Total</b>			<b>\$125,570</b>	<b>\$138,600</b>	<b>\$2,091,308</b>	<b>\$2,091,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,446,786</b>

**\*Status definitions**

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

The image features a large, stylized geometric pattern composed of green and purple triangles arranged in a hexagonal grid. This pattern is overlaid on a background image of a city street, likely San Francisco, showing buildings, cars, and a hillside in the distance. The text "Neighborhood Program" is centered in the lower half of the image.

# Neighborhood Program

## Streets, Neighborhood Funding Summary

*(in thousands of dollars)*

Fund Source	2018	2019	2020	2021	2022	2023
Other	\$0	\$0	\$0	\$0	\$200	\$0
redlight	\$450	\$450	\$450	\$450	\$450	\$450
TBD	\$424	\$288	\$213	\$459	\$232	\$243
Total	\$874	\$738	\$663	\$909	\$882	\$693

## 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000	\$2,800,000
Design	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Total	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	<b>\$3,150,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
redlight	Local	Funded	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$3,150,000
Total			\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	<b>\$3,150,000</b>

**\*Status definitions**

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

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; 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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$361,000	\$394,000	\$270,000	\$167,000	\$360,000	\$405,000	\$243,000	\$1,839,000	\$2,200,000
Design	\$36,000	\$30,000	\$18,000	\$46,000	\$99,000	\$27,000	\$0	\$220,000	\$256,000
Total	\$397,000	\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	\$2,059,000	<b>\$2,456,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2018	2019	2020	2021	2022	2023	
Other	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000
TBD	Local	Funded	\$397,000	\$424,000	\$288,000	\$213,000	\$459,000	\$232,000	\$243,000	\$2,256,000
Total			\$397,000	\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	<b>\$2,456,000</b>

**\*Status definitions**

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

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



# Street Operations and Maintenance Program

## Streets, Other Funding Summary

(in thousands of dollars)

Fund Source	2018	2019	2020	2021	2022	2023
Additional	\$1,121	\$1,211	\$962	\$1,142	\$1,076	\$2,732
Levy	\$3,080	\$3,370	\$4,176	\$4,546	\$4,761	\$2,732
RET, SAS	\$4,569	\$4,689	\$4,739	\$4,750	\$4,955	\$5,211
TBD STREET	\$2,309	\$2,106	\$2,240	\$2,397	\$2,223	\$2,732
Total	\$11,079	\$11,376	\$12,118	\$12,834	\$13,015	\$13,406

**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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
Construction	\$0	\$8,940,500	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,642	\$10,926,901	\$59,995,895	\$59,995,895
Total	\$0	\$8,940,500	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,642	\$10,926,901	\$59,995,895	<b>\$59,995,895</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
Additional	Local	Unfunded	\$0	\$1,121,435	\$1,210,985	\$962,115	\$1,141,768	\$1,075,992	\$2,731,725	\$8,244,020
Levy	Local	Funded	\$0	\$3,079,545	\$3,370,093	\$4,176,065	\$4,545,506	\$4,761,489	\$2,731,726	\$22,664,424
RET, SAS	Local	Funded	\$0	\$2,430,405	\$2,486,431	\$2,470,720	\$2,412,991	\$2,547,938	\$2,731,725	\$15,080,210
TBD STREET	Local	Funded	\$0	\$2,309,115	\$2,105,604	\$2,240,221	\$2,397,353	\$2,223,223	\$2,731,725	\$14,007,241
Total			\$0	\$8,940,500	\$9,173,113	\$9,849,121	\$10,497,618	\$10,608,642	\$10,926,901	<b>\$59,995,895</b>

**\*Status definitions**

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**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.*

	2018	2019	2020	2021	2022	2023	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
		2018	2019	2020	2021	2022	2023	6 Year Total	
---	\$0	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$2,478,853	\$13,831,271	\$13,831,271
Total	\$0	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$2,478,853	\$13,831,271	<b>\$13,831,271</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2018	2019	2020	2021	2022	2023	Total
RET, SAS	Local	Funded	\$0	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$2,478,853	\$13,831,271
Total			\$0	\$2,138,280	\$2,202,428	\$2,268,501	\$2,336,556	\$2,406,653	\$2,478,853	<b>\$13,831,271</b>

**\*Status definitions**

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- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
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**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  
2018 to 2023**

**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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2018 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.00	\$16,374		1 - NE
Grove St - 14th to Sumner		Arterial	6,401	LevyMaint	StMaint	\$1.00	\$6,401		2 - S
Riverside - Clarke to Hemlock		Arterial	6,600	LevyMaint	StMaint	\$1.00	\$6,600		2 - S
Ash St - Boone to Northwest		Arterial	17,905	LevyMaint	StMaint	\$1.00	\$17,905		3 - NW
Belt St - Nora to Montgomery		Arterial	5,517	LevyMaint	StMaint	\$1.00	\$5,517		3 - NW
Driscoll Bl - Courtland to Assembly		Arterial	63,551	LevyMaint	StMaint	\$1.00	\$63,551		3 - NW
Indiana Av - Belt to Maple		Arterial	10,200	LevyMaint	StMaint	\$1.00	\$10,200		3 - NW
Maple St - Boone to Northwest		Arterial	17,293	LevyMaint	StMaint	\$1.00	\$17,293		3 - NW
Wall St - Wellesley to Francis		Arterial	16,873	LevyMaint	StMaint	\$1.00	\$16,873		3 - NW
Freya St - 37th to Hartson	Grind	Arterial	37,745	LevyMaint	Contractor	\$40.00	\$1,509,800		2 - S
Indian Trail - Kathleen to Barnes	Grind	Arterial	31,832	LevyMaint	Contractor	\$40.00	\$1,273,280		3 - NW
							<b>\$2,943,794</b>		
Wellesley Av - Division to Nevada	Grind	Arterial	21,449	LevyBandAid	StMaint	\$35.00	\$750,715	\$220,187	1 - NE
Cedar/Maple/Walnut - 10th to21st	Grind	Arterial	25,988	LevyBandAid	StMaint	\$35.00	\$909,580	\$266,783	2 - S
Assembly - Olympic to Rowan	Grind	Arterial	10,592	LevyBandAid	StMaint	\$35.00	\$370,720	\$108,734	3 - NW
							<b>\$2,031,015</b>	<b>\$595,704</b>	
Altamont - Hartson to 3rd	Grind	Arterial	5,947	StMaint	StMaint	\$30.00	\$178,410	\$61,050	2 - S
Palouse Hy from Regal to Freya	Grind	Arterial	14,049	StMaint	StMaint	\$30.00	\$421,470	\$144,222	2 - S
Thorpe Rd - City Limits to Westwood	Grind	Arterial	12,078	StMaint	StMaint	\$30.00	\$362,340	\$123,988	2 - S
							<b>\$962,220</b>	<b>\$329,260</b>	
				<b>Arterial Total:</b>	<b>\$5,937,029</b>				
Mayfair St - Queen to Rowan	Grind	Residential	4,397	StMaint	StMaint	\$30.00	\$131,910	\$45,138	1 - NE
Providence - Nevada to Crestline	Grind	Residential	13,692	StMaint	StMaint	\$30.00	\$410,760	\$140,557	1 - NE
South Crescent - Nora to Lacey	Grind	Residential	10,684	StMaint	StMaint	\$30.00	\$320,520	\$109,678	1 - NE
27th Av - SE Bl to Ray	Grind	Residential	13,253	StMaint	StMaint	\$30.00	\$397,590	\$136,050	2 - S
5th Av - Freya to Havana	Grind	Residential	11,929	StMaint	StMaint	\$30.00	\$357,870	\$122,459	2 - S
Dalke/Lincoln/Post	Grind	Residential	9,263	StMaint	StMaint	\$30.00	\$277,890	\$95,090	3 - NW
Dalton Av - Maple to Post	Grind	Residential	10,912	StMaint	StMaint	\$30.00	\$327,360	\$112,019	3 - NW
York Av Et Al	Grind	Residential	5,295	StMaint	StMaint	\$30.00	\$158,850	\$54,356	3 - NW
							<b>\$2,382,750</b>	<b>\$815,347</b>	
Colton St - Magnesium to Jay	Crack	Residential	5,992	TBD	StMaint	\$1.40	\$8,389		1 - NE
Euclid/Morton from Mayfair to Dalton	Crack	Residential	13,417	TBD	StMaint	\$1.40	\$18,784		1 - NE
Sinto/Sharp from Napa to Regal Et Al	Crack	Residential	37,999	TBD	StMaint	\$1.40	\$53,199		1 - NE
1st & 2nd from Couer D Alane to Maple	Crack	Residential	21,971	TBD	StMaint	\$1.40	\$30,759		2 - S
4th Av Et Al	Crack	Residential	20,531	TBD	StMaint	\$1.40	\$28,743		2 - S
5th Av - Monroe to Stevens	Crack	Residential	8,272	TBD	StMaint	\$1.40	\$11,581		2 - S
Chestnut from Sunset to 2nd Et Al	Crack	Residential	36,850	TBD	StMaint	\$1.40	\$51,590		2 - S
Upper Terrace Rd from Rockwood to Rockwood	Crack	Residential	4,856	TBD	StMaint	\$1.40	\$6,798		2 - S
Cannon/Shannon Et Al	Crack	Residential	31,233	TBD	StMaint	\$1.40	\$43,726		3 - NW
Carlisle from maple to Jefferson Et Al	Crack	Residential	37,826	TBD	StMaint	\$1.40	\$52,956		3 - NW
Joseph/Washington Et Al	Crack	Residential	66,556	TBD	StMaint	\$1.40	\$93,178		3 - NW
Milton/Queen Et Al	Crack	Residential	35,657	TBD	StMaint	\$1.40	\$49,920		3 - NW
Normandie St - Garland to Rockwell	Crack	Residential	3,633	TBD	StMaint	\$1.40	\$5,086		3 - NW
							<b>\$454,710</b>		
Nora from Astor to Hamilton Et Al	Chip	Residential	45,016	TBD	Contractor	\$8.50	\$382,636		1 - NE
Madelia from 53rd to 49th Et Al	Chip	Residential	31,981	TBD	Contractor	\$8.50	\$271,839		2 - S
Riverview from Columbia to A Et Al	Chip	Residential	27,541	TBD	Contractor	\$8.50	\$234,099		3 - NW
Dakota & Weile - Wedgewood to Cozza	Grind	Residential	4,347	TBD	Contractor	\$40.00	\$173,880		1 - NE
33rd Av - Division to Lamonte	Grind	Residential	4,510	TBD	Contractor	\$40.00	\$180,400		2 - S
Browne - 21st to 25th	Grind	Residential	4,560	TBD	Contractor	\$40.00	\$182,400		2 - S
Lyons & Victor	Grind	Residential	3,650	TBD	Contractor	\$40.00	\$146,000		3 - NW
Nettleton St - Garland to Longfellow	Grind	Residential	4,423	TBD	Contractor	\$40.00	\$176,920		3 - NW
33rd Av - Bernard to Division to	Recon	Residential	4,447	TBD	Contractor	\$65.00	\$289,055		2 - S
							<b>\$2,037,228</b>		
				<b>Residential Total:</b>	<b>\$4,874,688</b>				

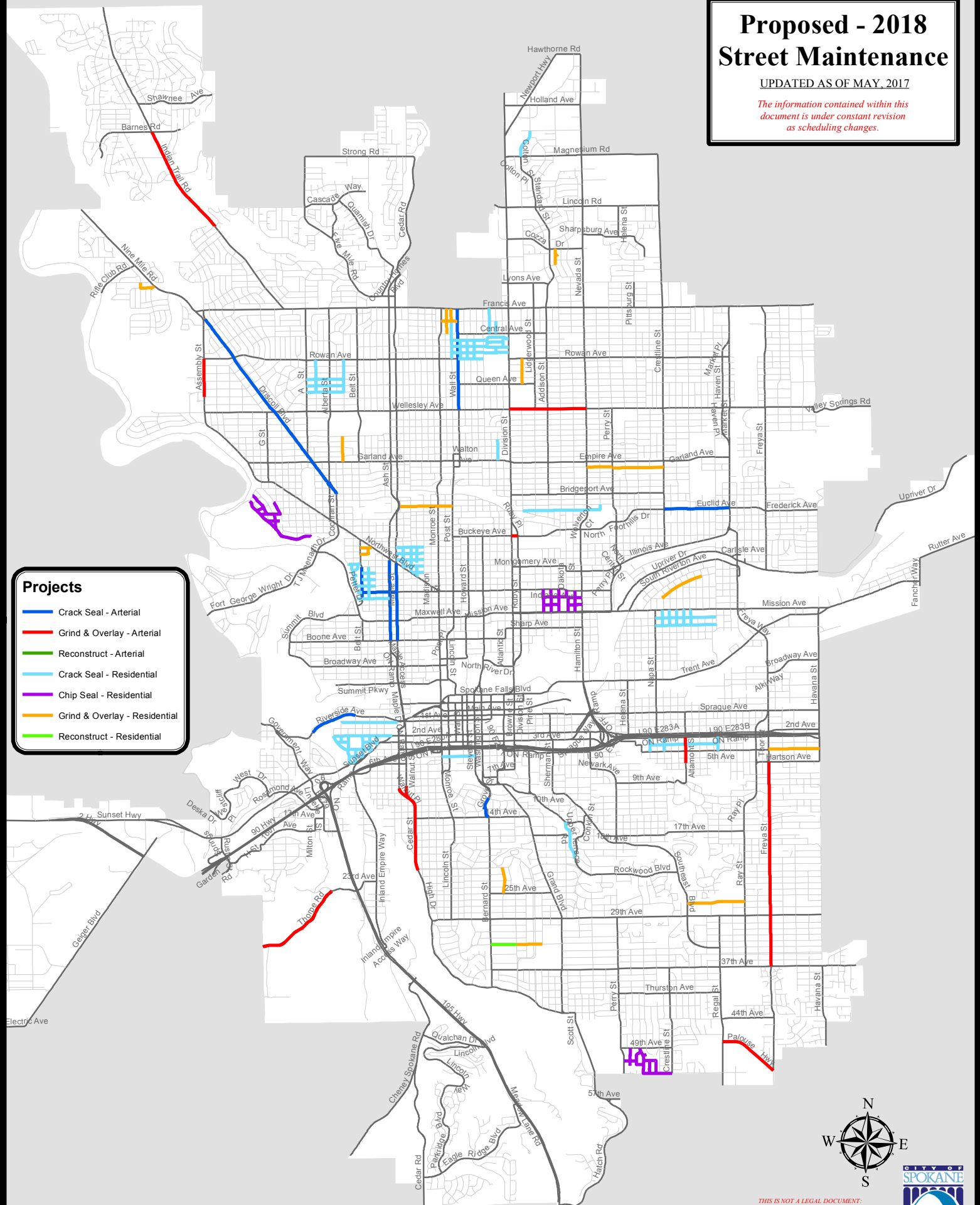
# Proposed - 2018 Street Maintenance

UPDATED AS OF MAY, 2017

*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.



2019 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
3rd Av - Division to Arthur	Crack	Arterial	20,578	LevyMaint	StMaint	\$1.00	\$20,578		1 - NE
Illinois/Montgomery - Astor to Hamilton		Arterial	11,547	LevyMaint	StMaint	\$1.00	\$11,547		1 - NE
Market St - Garland to Francis		Arterial	40,028	LevyMaint	StMaint	\$1.00	\$40,028		1 - NE
29th Av - High to grand		Arterial	34,090	Levy Maint	StMaint	\$1.00	\$34,090		2 - S
37th Av - Perry to Regal		Arterial	19,203	LevyMaint	StMaint	\$1.00	\$19,203		2 - S
Hatch Rd - 54th to 43rd		Arterial	14,331	LevyMaint	StMaint	\$1.00	\$14,331		2 - S
Rockwood Bl - Cowley to Southeast		Arterial	48,879	LevyMaint	StMaint	\$1.00	\$48,879		2 - S
Southeast Bl - 29th to Perry		Arterial	27,347	LevyMaint	StMaint	\$1.00	\$27,347		2 - S
Alberta St - Northwest to Francis		Arterial	44,540	LevyMaint	StMaint	\$1.00	\$44,540		3 - NW
Ash St - Wellesley to Country Homes		Arterial	29,005	LevyMaint	StMaint	\$1.00	\$29,005		3 - NW
Cochran St - Northwest to Courtland	Crack	Arterial	6,218	LevyMaint	StMaint	\$1.00	\$6,218		3 - NW
Maple St - Wellesley to Country Homes	Crack	Arterial	24,986	LevyMaint	StMaint	\$1.00	\$24,986		3 - NW
Regal St - 39th to 29th	Grind	Arterial	15,535	LevyMaint	Contractor	\$40.00	\$621,400		2 - S
Stevens - 3rd to Spokane Falls		Arterial	13,363	LevyMaint	Contractor	\$40.00	\$534,520		2 - S
Indian Trail - Barnes to Ridgecrest		Arterial	20,587	LevyMaint	Contractor	\$40.00	\$823,480		3 - NW
Northwest/Indiana - Maple to Lincoln		Arterial	22,253	LevyMaint	Contractor	\$40.00	\$890,120		3 - NW
							\$3,190,272		
Addison - Garland to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$35.00	\$947,940	\$278,034	1 - NE
Wellesley Av - Nevada to Pittsburg		Arterial	14,171	LevyBandAid	StMaint	\$35.00	\$495,985	\$145,474	1 - NE
Cowley St - 7th to 4th		Arterial	5,615	LevyBandAid	StMaint	\$35.00	\$196,525	\$57,641	2 - S
							\$1,640,450	\$481,150	
				Arterial Total:	\$4,830,722				
Queen Av - Standard to Magnolia	Grind	Residential	14,900	StMaint	StMaint	\$30.00	\$447,000	\$152,958	1 - NE
Wedgewood/Wiscomb/Weile		Residential	13,003	StMaint	StMaint	\$30.00	\$390,090	\$133,484	1 - NE
40th Av - Arthur to Napa		Residential	10,987	StMaint	StMaint	\$30.00	\$329,610	\$112,788	2 - S
Cedar St - 4th to Sprague		Residential	13,011	StMaint	StMaint	\$30.00	\$390,330	\$133,566	2 - S
Manito Bl - 33rd to 29th		Residential	5,902	StMaint	StMaint	\$30.00	\$177,060	\$60,588	2 - S
Bismark Et Al		Residential	18,988	StMaint	StMaint	\$30.00	\$569,640	\$194,924	3 - NW
Pacific Park - Pamela to Indian Trail		Residential	3,650	StMaint	StMaint	\$30.00	\$109,500	\$37,470	3 - NW
							\$2,413,230	\$825,777	
Dakota Et Al	Crack	Residential	46,698	TBD	StMaint	\$1.40	\$65,377		1 - NE
Fiske - Sinto - Sharp		Residential	9,836	TBD	StMaint	\$1.40	\$13,770		1 - NE
Heroy/Pittsburg around Rogers HS		Residential	5,889	TBD	StMaint	\$1.40	\$8,245		1 - NE
Myrtle/Longfellow Et Al		Residential	39,501	TBD	StMaint	\$1.40	\$55,301		1 - NE
Napa from Wellesley to Rowan Et Al		Residential	33,096	TBD	StMaint	\$1.40	\$46,334		1 - NE
26th thru 28th & Oak		Residential	8,659	TBD	StMaint	\$1.40	\$12,123		2 - S
Altamont Bl Et Al		Residential	25,462	TBD	StMaint	\$1.40	\$35,647		2 - S
Arthur St - 13th to Newark		Residential	5,316	TBD	StMaint	\$1.40	\$7,442		2 - S
Arthur from Club to 39th Et Al		Residential	42,850	TBD	StMaint	\$1.40	\$59,990		2 - S
Cannon from Garland to Longfellow Et Al		Residential	42,640	TBD	StMaint	\$1.40	\$59,696		3 - NW
Excell Av - G to Audubon		Residential	3,760	TBD	StMaint	\$1.40	\$5,264		3 - NW
							\$369,190		
St Thomas Moore from Dakota to Nevada Et Al	Chip	Residential	49,152	TBD	Contractor	\$8.50	\$417,792		1 - NE
Fiske from 36th to33rd Et Al		Residential	24,641	TBD	Contractor	\$8.50	\$209,449		2 - S
Joseph from Belt to Ash Et Al		Residential	34,144	TBD	Contractor	\$8.50	\$290,224		3 - NW
Colton & Astor	Grind	Residential	7,795	TBD	Contractor	\$40.00	\$311,800		1 - NE
Perry St - Francis to Holyoke		Residential	4,400	TBD	Contractor	\$40.00	\$176,000		1 - NE
Pittsburg - 37th to 34th		Residential	3,310	TBD	Contractor	\$40.80	\$135,048		2 - S
27th Av - Denver to Pittsburg		Residential	6,265	TBD	Contractor	\$40.00	\$250,600		2 - S
Lindeke St - Northwest to Driscoll		Residential	6,903	TBD	Contractor	\$40.00	\$276,120		3 - NW
							\$2,067,033		
			Residential Total:	\$4,849,452					



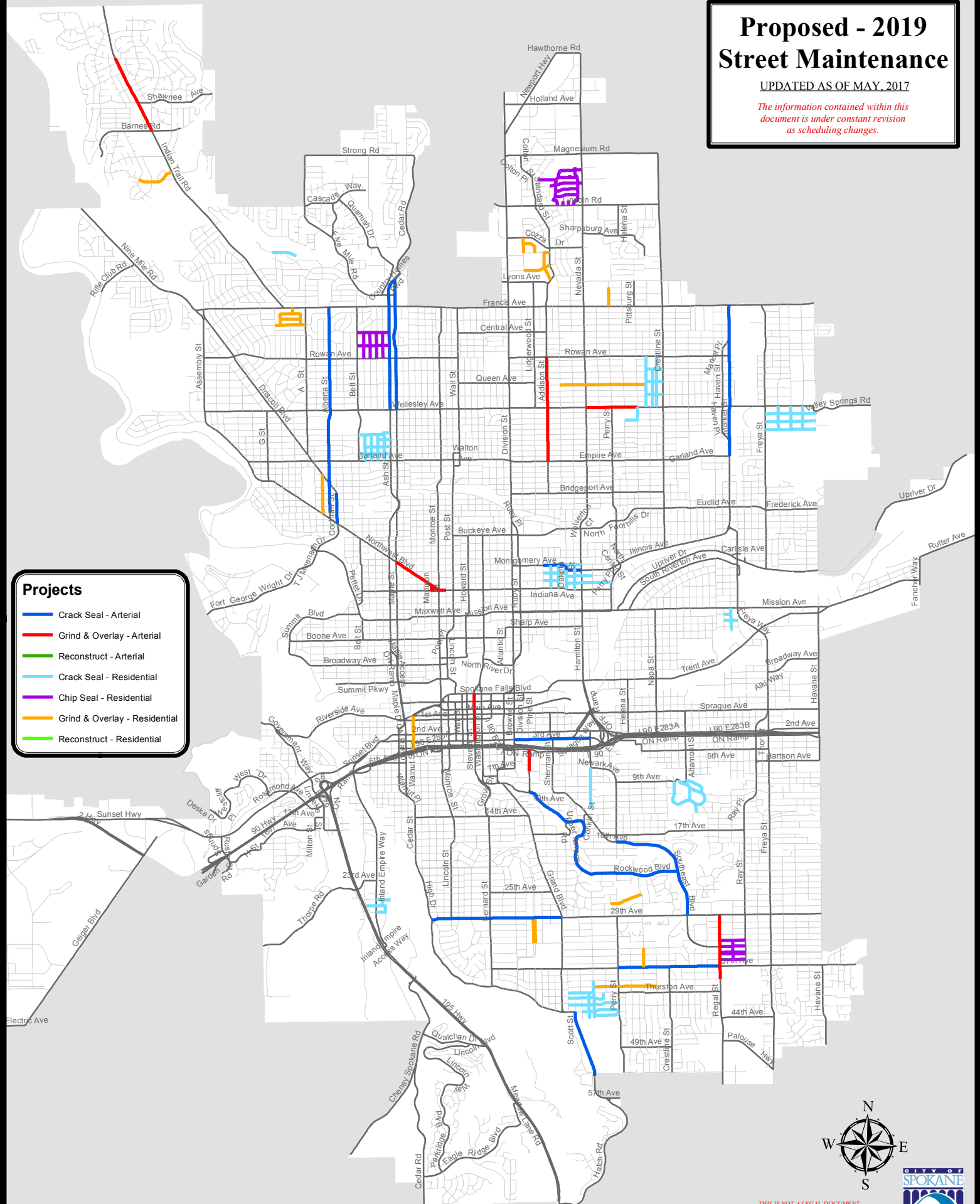
# Proposed - 2019 Street Maintenance

UPDATED AS OF MAY, 2017

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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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2020 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
2nd Av - Division to Arthur	Crack	Arterial	20,595	LevyMaint	StMaint	\$1.01	\$20,801		1 - NE
Crestline St - Francis to Brooklyn		Arterial	28,190	LevyMaint	StMaint	\$1.01	\$28,472		1 - NE
Francis Av - Division to Freya		Arterial	67,706	LevyMaint	StMaint	\$1.01	\$68,383		1 - NE
29th Av - Grand to Freya		Arterial	52,032	LevyMaint	StMaint	\$1.01	\$52,552		2 - S
37th Av - Bernard to Grand		Arterial	16,062	LevyMaint	StMaint	\$1.01	\$16,223		2 - S
37th Av - Grand to Perry		Arterial	9,756	LevyMaint	StMaint	\$1.01	\$9,854		2 - S
5th Av - Pittsburg to Thor		Arterial	25,113	LevyMaint	StMaint	\$1.01	\$25,364		2 - S
Bernard St - 29th to 14th		Arterial	24,138	LevyMaint	StMaint	\$1.01	\$24,379		2 - S
Inland Empire/Sunset - 9th to Oak		Arterial	15,094	LevyMaint	StMaint	\$1.01	\$15,245		2 - S
Lincoln St - 29th to 17th		Arterial	17,436	LevyMaint	StMaint	\$1.01	\$17,610		2 - S
Perry/Thurston		Arterial	16,186	LevyMaint	StMaint	\$1.01	\$16,348		2 - S
G St - Northwest to Wellesley		Arterial	15,034	LevyMaint	StMaint	\$1.01	\$15,184		3 - NW
							\$4,005,601		
Euclid from Market to Sycamore	Grind	Arterial	15,164	LevyMaint	Contractor	\$40.40	\$612,626		1 - NE
Mission - Greene to Trent		Arterial	29,478	LevyMaint	Contractor	\$40.40	\$1,190,911		1 - NE
Regal - 39th to 53rd		Arterial	25,993	LevyMaint	Contractor	\$40.40	\$1,050,117		2 - S
Washington - 3rd to Spokane Falls		Arterial	13,753	LevyMaint	Contractor	\$40.40	\$555,621		2 - S
Wall St - Walton to Wellesley		Arterial	7,077	LevyMaint	Contractor	\$40.40	\$285,911		3 - NW
							\$4,005,601		
Wellesley - Pittsburg to Haven	Grind	Arterial	24,171	LevyBandAid	StMaint	\$35.35	\$854,445	\$248,130	1 - NE
							\$854,445	\$248,130	
				Arterial Total:	\$4,860,046				
Cincinnati - Bridgeport to Wellesley	Grind	Residential	14,873	StMaint	StMaint	\$30.30	\$450,652	\$152,681	1 - NE
Glass/Courtland/Morton Et Al		Residential	11,680	StMaint	StMaint	\$30.30	\$353,904	\$119,903	1 - NE
Standard/Hill N Dale		Residential	12,620	StMaint	StMaint	\$30.30	\$382,386	\$129,552	1 - NE
16th Av - Ray to Havana		Residential	13,267	StMaint	StMaint	\$30.30	\$401,990	\$136,194	2 - S
21st Av - Lincoln to Bernard		Residential	9,846	StMaint	StMaint	\$30.30	\$298,334	\$101,075	2 - S
Rosewood Et Al		Residential	16,853	StMaint	StMaint	\$30.30	\$510,646	\$173,007	3 - NW
							\$2,397,912	\$812,411	
1st from Helena to Altamont	Crack	Residential	11,152	TBD	StMaint	\$1.41	\$15,724		1 - NE
Dakota St - Montgomery to North Foothills		Residential	8,351	TBD	StMaint	\$1.41	\$11,775		1 - NE
Jackson Av - Ruby to Standard		Residential	11,630	TBD	StMaint	\$1.41	\$16,398		1 - NE
Marietta Av - Freya to Myrtle		Residential	5,800	TBD	StMaint	\$1.41	\$8,178		1 - NE
Napa-Lacrosse to Wellesley/Rich-Napa to Lacey		Residential	15,728	TBD	StMaint	\$1.41	\$22,176		1 - NE
Regal from Rowan to Francis Et Al		Residential	32,805	TBD	StMaint	\$1.41	\$46,255		1 - NE
Regal St Et Al		Residential	26,590	TBD	StMaint	\$1.41	\$37,492		1 - NE
32nd Av - Regal to Ray		Residential	4,437	TBD	StMaint	\$1.41	\$6,256		2 - S
33rd thru 36th from Grand(Lamonte) to Perry		Residential	42,856	TBD	StMaint	\$1.41	\$60,427		2 - S
Adams/Jefferson/Madison from 4th to Sprague		Residential	28,753	TBD	StMaint	\$1.41	\$40,542		2 - S
F St - Rosamond to 6th		Residential	5,700	TBD	StMaint	\$1.41	\$8,037		2 - S
Pittsburg St Et Al		Residential	30,282	TBD	StMaint	\$1.41	\$42,698		2 - S
A St Et Al		Residential	48,627	TBD	StMaint	\$1.41	\$68,564		3 - NW
Elm from Broadway to Boone Et Al		Residential	21,462	TBD	StMaint	\$1.41	\$30,261		3 - NW
Hartley St - Royal to Lyons		Residential	9,256	TBD	StMaint	\$1.41	\$13,051		3 - NW
							\$427,835		
Wilding from Standard to Lincoln Et Al	Chip	Residential	32,953	TBD	Contractor	\$8.59	\$283,066		1 - NE
Woodland from F to rosamand Et Al		Residential	21,812	TBD	Contractor	\$8.59	\$187,365		2 - S
Augusta from Monroe to Howard Et Al		Residential	23,926	TBD	Contractor	\$8.59	\$205,524		3 - NW
Manito - 22nd to Manito Pl	Grind	Residential	1,933	TBD	Contractor	\$40.40	\$78,093		2 - S
Pittsburg - 29th to Rockwood		Residential	10,432	TBD	Contractor	\$40.40	\$421,453		2 - S
Scott/Garfield - 43rd to Thurston		Residential	6,534	TBD	Contractor	\$40.40	\$263,974		2 - S
Longfellow Av - Monroe to Division		Residential	12,989	TBD	Contractor	\$40.40	\$524,756		3 - NW
							\$1,964,231		
				Residential Total:	\$4,789,977				

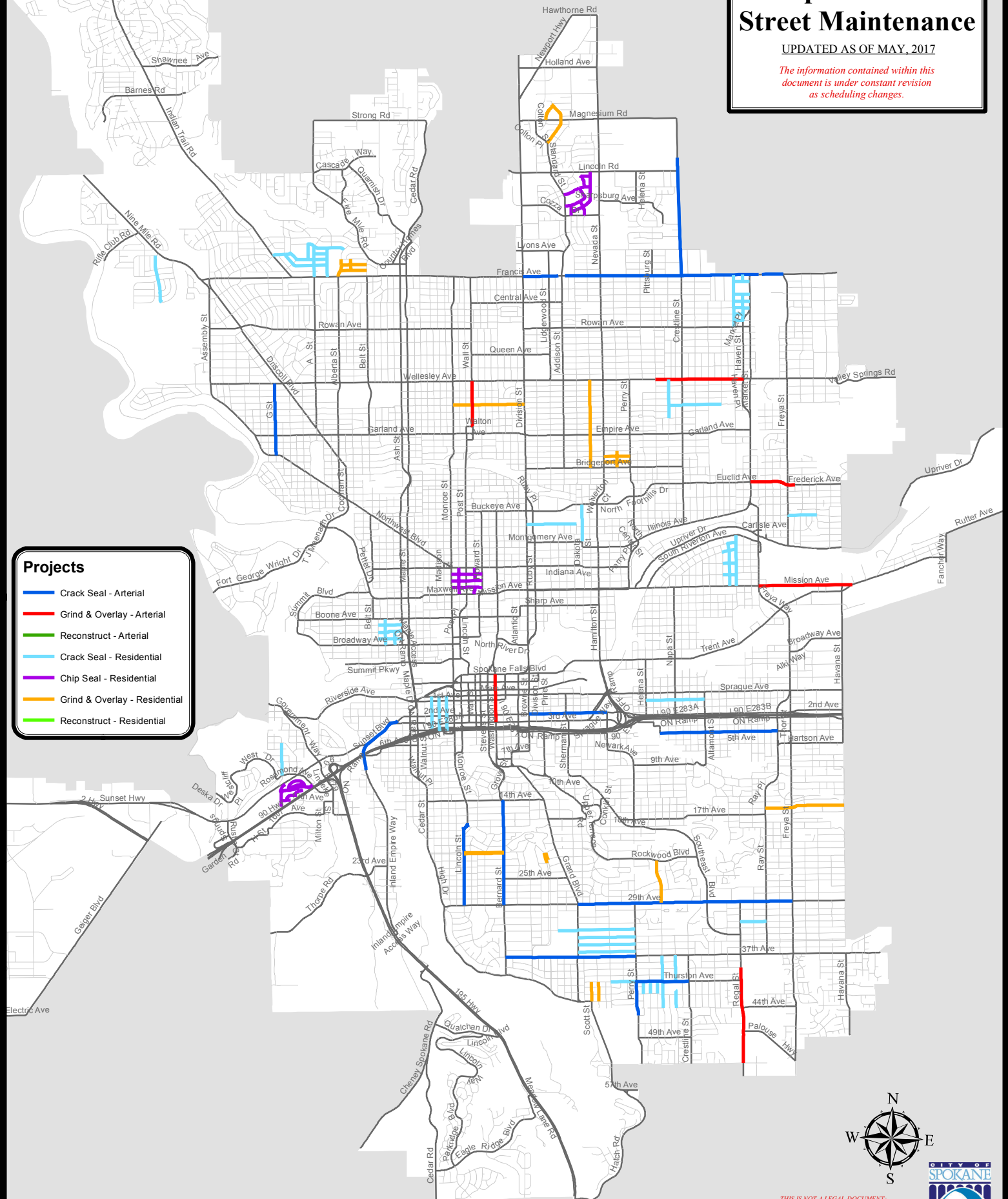
# Proposed - 2020 Street Maintenance

UPDATED AS OF MAY, 2017

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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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2021 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Crestline St - Illinois to Wellesley	Crack	Arterial	39,056	LevyMaint	StMaint	\$1.02	\$39,837		1 - NE
Freya St - Liberty to Rich		Arterial	13,159	LevyMaint	StMaint	\$1.02	\$13,422		1 - NE
Bridgeport - Division to Crestline		Arterial	30,757	LevyMaint	StMaint	\$1.02	\$31,372		1 - NE
2nd Av - Maple to Division		Arterial	33,875	LevyMaint	StMaint	\$1.02	\$34,553		2 - S
3rd Av - Magnolia to Regal		Arterial	15,716	LevyMaint	StMaint	\$1.02	\$16,030		2 - S
3rd Av - Maple to Division		Arterial	33,853	LevyMaint	StMaint	\$1.02	\$34,530		2 - S
Grand Bl - High to 29th		Arterial	23,835	LevyMaint	StMaint	\$1.02	\$24,312		2 - S
Southeast/Sherman - Perry to 3rd		Arterial	33,654	LevyMaint	StMaint	\$1.02	\$34,327		2 - S
Ash St - Northwest to Wellesley		Arterial	29,716	LevyMaint	StMaint	\$1.02	\$30,310		3 - NW
Maple St - Northwest to Wellesley		Arterial	28,784	LevyMaint	StMaint	\$1.02	\$29,360		3 - NW
Washington St - Boone to Buckeye		Arterial	29,684	LevyMaint	StMaint	\$1.02	\$30,278		3 - NW
Wellesley Av - A to Maple		Arterial	21,932	LevyMaint	StMaint	\$1.02	\$22,371		3 - NW
Wellesley Av - Maple to Division		Arterial	29,248	LevyMaint	StMaint	\$1.02	\$29,833		3 - NW
Napa - Sprague to Mission	Grind	Arterial	18,989	LevyMaint	Contractor	\$40.80	\$774,751		1 - NE
Eagle Ridge - Cedar to Meadow Lane		Arterial	30,125	LevyMaint	Contractor	\$40.80	\$1,229,100		2 - S
Indian Trail - Francis to Kathleen		Arterial	26,411	LevyMaint	Contractor	\$40.80	\$1,077,569		3 - NW
Washington - Spokane Falls to Boone		Arterial	17,873	LevyMaint	Contractor	\$40.80	\$729,218		3 - NW
							\$4,181,173		
Empire - Nevada to Crestline	Grind	Arterial	19,496	LevyBandAid	StMaint	\$35.70	\$696,007	\$200,139	1 - NE
29th Av - Freya to Havana	Grind	Arterial	10,341	LevyBandAid	StMaint	\$35.70	\$369,174	\$106,157	2 - S
							\$1,065,181	\$306,295	
				Arterial Total:	\$5,246,354				
Boone - Freya to Havana	Grind	Residential	10,920	StMaint	StMaint	\$30.60	\$334,152	\$112,101	1 - NE
Cincinnati - Olympic to Joseph		Residential	8,026	StMaint	StMaint	\$30.60	\$245,596	\$82,392	1 - NE
17th Av - Ray to Havana		Residential	13,030	StMaint	StMaint	\$30.60	\$398,718	\$133,761	2 - S
31st - Bernard to Division		Residential	4,450	StMaint	StMaint	\$30.60	\$136,170	\$45,682	2 - S
A St/7th - Sunset to Riverside		Residential	7,181	StMaint	StMaint	\$30.60	\$219,739	\$73,717	2 - S
Post St - 29th to 25th		Residential	4,263	StMaint	StMaint	\$30.60	\$130,448	\$43,762	2 - S
Dell Dr - Woodside to Five Mile		Residential	7,352	StMaint	StMaint	\$30.60	\$224,971	\$75,473	3 - NW
Royal Dr Et Al		Residential	17,231	StMaint	StMaint	\$30.60	\$527,269	\$176,887	3 - NW
Sutherlin - Rowan to Bismark		Residential	4,077	StMaint	StMaint	\$30.60	\$124,756	\$41,853	3 - NW
							\$2,341,818	\$785,628	
1st Ave - Erie to Helena	Crack	Residential		TBD	StMaint	\$1.43	\$0		1 - NE
Beacon Av from Dakota to Nevada		Residential	4,942	TBD	StMaint	\$1.43	\$7,067		1 - NE
Crestline & Lee - Mission to Nora		Residential	5,734	TBD	StMaint	\$1.43	\$8,200		1 - NE
Glass & Courtland from Perry to Crestline		Residential	18,730	TBD	StMaint	\$1.43	\$26,784		1 - NE
Julia & Decatur		Residential	6,164	TBD	StMaint	\$1.43	\$8,815		1 - NE
Lacey/Hoffman Et Al		Residential	47,796	TBD	StMaint	\$1.43	\$68,348		1 - NE
Myrtle - Marietta to Frederick		Residential	5,113	TBD	StMaint	\$1.43	\$7,312		1 - NE
Perry St - 2nd to Sprague		Residential	3,157	TBD	StMaint	\$1.43	\$4,515		1 - NE
Rebecca from Upriver to Marietta Et Al		Residential	24,064	TBD	StMaint	\$1.43	\$34,412		1 - NE
Rutter - Fancher to City Limits		Residential	9,221	TBD	StMaint	\$1.43	\$13,186		1 - NE
11th Av from Altamont to Julia		Residential	15,383	TBD	StMaint	\$1.43	\$21,998		2 - S
Arthur St - 39th to 37th		Residential	2,117	TBD	StMaint	\$1.43	\$3,027		2 - S
Comstock Park Et Al		Residential	26,670	TBD	StMaint	\$1.43	\$38,138		2 - S
Garfield Rd - 26th to Rockwood		Residential	4,732	TBD	StMaint	\$1.43	\$6,767		2 - S
Alice - Sheridan to Park		Residential	784	TBD	StMaint	\$1.43	\$1,121		3 - NW
C St Et Al		Residential	30,967	TBD	StMaint	\$1.43	\$44,283		3 - NW
Cannon St - Kiernan to Garland		Residential	2,143	TBD	StMaint	\$1.43	\$3,064		3 - NW
Cedar & Madison - Boone to Sharp		Residential	5,531	TBD	StMaint	\$1.43	\$7,909		3 - NW
Cora - Pine to Park		Residential	1,375	TBD	StMaint	\$1.43	\$1,966		3 - NW
Kathleen from Sutherlin to Indian Trail Et Al		Residential	34,366	TBD	StMaint	\$1.43	\$49,143		3 - NW
Park Bl - Euclid to Columbia		Residential	5,287	TBD	StMaint	\$1.43	\$7,560		3 - NW
Wellington Pl - Alice to Glass		Residential	2,528	TBD	StMaint	\$1.43	\$3,615		3 - NW
							\$367,230		
Buckeye from Crestline to Market Et Al	Chip	Residential	43,250	TBD	Contractor	\$8.67	\$374,978		1 - NE
35th from Freya to Havana Et Al		Residential	44,922	TBD	Contractor	\$8.67	\$389,474		2 - S
Deschutes from Tucannon to Excel Et Al		Residential	50,496	TBD	Contractor	\$8.67	\$437,800		3 - NW
Glass/Stone	Grind	Residential	4,603	TBD	Contractor	\$40.80	\$187,802		1 - NE
26th Av - Bernard to Division		Residential	4,447	TBD	Contractor	\$40.80	\$181,438		2 - S
Elm - Indiana to Northwest Bl		Residential	7,960	TBD	Contractor	\$40.80	\$324,768		3 - NW
26th Av - Division to Tekoa	Recon	Residential	2,084	TBD	Contractor	\$66.31	\$138,190		2 - S
							\$2,034,450		
			Residential Total:	\$4,743,497					

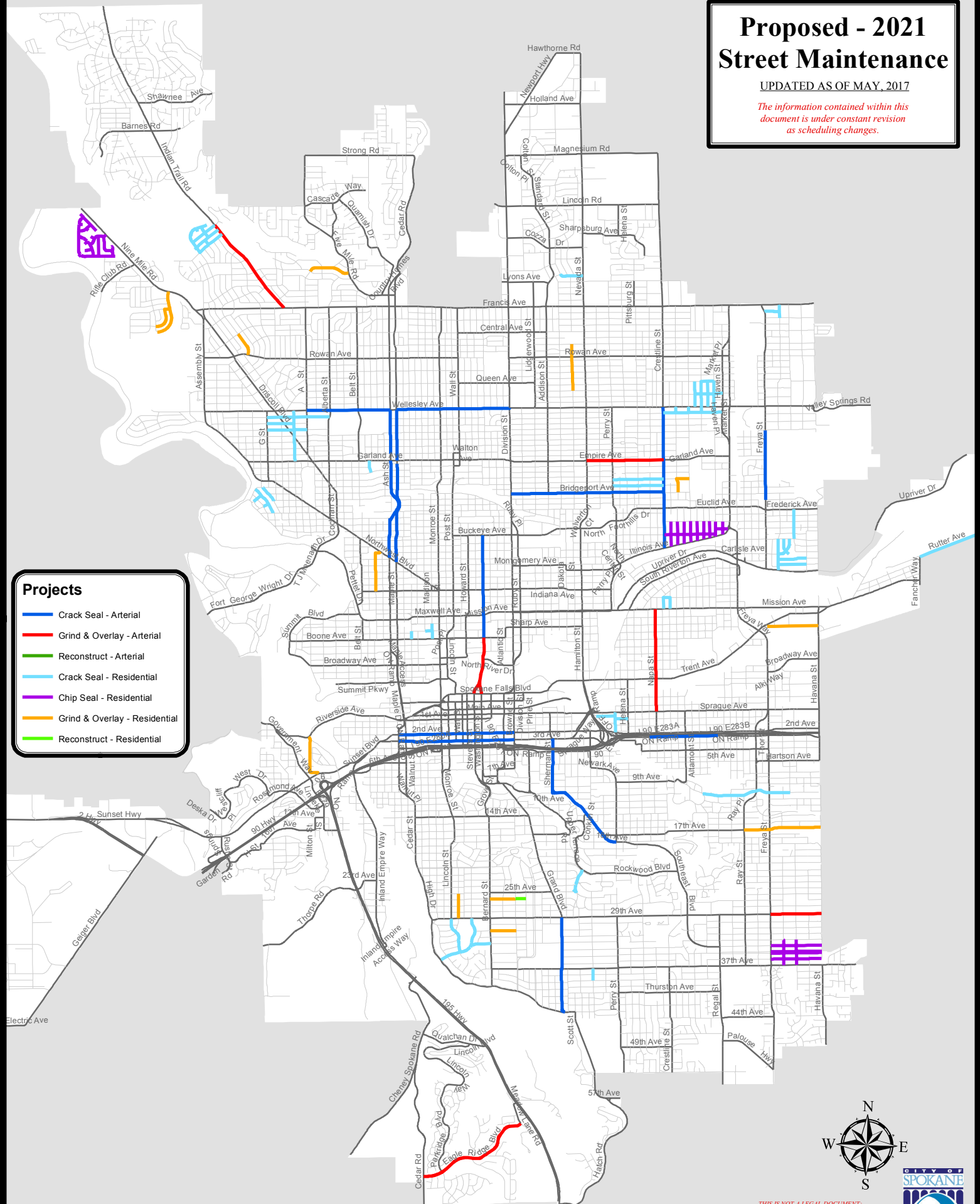
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2022 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.03	\$16,865		1 - NE
Nevada - North Foothills to Francis		Arterial	55,357	LevyMaint	StMaint	\$1.03	\$57,018		1 - NE
Grove St - 14th to Sumner		Arterial	6,401	LevyMaint	StMaint	\$1.03	\$6,593		2 - S
Riverside - Clarke to Hemlock		Arterial	6,600	LevyMaint	StMaint	\$1.03	\$6,798		2 - S
Ash St - Boone to Northwest		Arterial	17,905	LevyMaint	StMaint	\$1.03	\$18,442		3 - NW
Belt St - Nora to Montgomery		Arterial	5,517	LevyMaint	StMaint	\$1.03	\$5,683		3 - NW
Driscoll Bl - Courtland to Assembly		Arterial	63,551	LevyMaint	StMaint	\$1.03	\$65,458		3 - NW
Indiana Av - Belt to Maple		Arterial	10,200	LevyMaint	StMaint	\$1.03	\$10,506		3 - NW
Maple St - Boone to Northwest		Arterial	17,293	LevyMaint	StMaint	\$1.03	\$17,812		3 - NW
Wall St - Wellesley to Francis		Arterial	16,873	LevyMaint	StMaint	\$1.03	\$17,379		3 - NW
Crestline - Wellesley to Decatur	Grind	Arterial	26,093	LevyMaint	Contractor	\$41.21	\$1,075,293		1 - NE
Haven St - Market to Market		Arterial	18,459	LevyMaint	Contractor	\$41.21	\$760,695		3 - NW
Maple/Ash - Wellesley to Country Homes		Arterial	53,991	LevyMaint	Contractor	\$41.21	\$2,224,969		3 - NW
Monroe St - Bridge to Boone		Arterial	10,054	LevyMaint	Contractor	\$41.21	\$414,325		3 - NW
							\$4,697,836		
Queen - Wall to Division	Grind	Arterial	9,626	LevyBandAid	StMaint	\$36.06	\$347,114	\$98,817	3 - NW
							\$347,114	\$98,817	
				Arterial Total:	\$5,044,949				
Carlisle - Hamilton to Perry	Grind	Residential	6,838	StMaint	StMaint	\$30.91	\$211,363	\$70,196	1 - NE
Madelia - Trent to Mission		Residential	14,947	StMaint	StMaint	\$30.91	\$462,012	\$153,440	1 - NE
16th - Perry to Martin		Residential	9,360	StMaint	StMaint	\$30.91	\$289,318	\$96,086	2 - S
Jefferson - 33rd to 37th		Residential	7,382	StMaint	StMaint	\$30.91	\$228,178	\$75,781	2 - S
Sumac - Julia to Havana		Residential	8,731	StMaint	StMaint	\$30.91	\$269,875	\$89,629	2 - S
I St - Garland to Wellesley		Residential	8,750	StMaint	StMaint	\$30.91	\$270,463	\$89,824	3 - NW
Lowell & Valerie		Residential	11,648	StMaint	StMaint	\$30.91	\$360,040	\$119,574	3 - NW
Queen - Maple to Wall		Residential	12,323	StMaint	StMaint	\$30.91	\$380,904	\$126,503	3 - NW
							\$2,472,151	\$821,034	
Broad from Lidgerwood to Nevada	Crack	Residential	23,373	TBD	StMaint	\$1.44	\$33,657		1 - NE
Dalke - Addison to Nevada		Residential	6,615	TBD	StMaint	\$1.44	\$9,526		1 - NE
Gordon & Pittsburg		Residential	11,920	TBD	StMaint	\$1.44	\$17,165		1 - NE
Helena St - Trent to Broadway		Residential	5,067	TBD	StMaint	\$1.44	\$7,296		1 - NE
Joseph/Standard Et Al		Residential	23,680	TBD	StMaint	\$1.44	\$34,099		1 - NE
Arthur St - 37th to 29th		Residential	9,143	TBD	StMaint	\$1.44	\$13,166		2 - S
D St from 23rd to Grandview Et Al		Residential	52,919	TBD	StMaint	\$1.44	\$76,203		2 - S
Garfield Rd - 29th to 26th		Residential	5,038	TBD	StMaint	\$1.44	\$7,255		2 - S
Jefferson/18th Et Al		Residential	42,183	TBD	StMaint	\$1.44	\$60,744		2 - S
Manito Bl - 37th to 33rd		Residential	12,704	TBD	StMaint	\$1.44	\$18,294		2 - S
Manito Bl Et Al		Residential	47,357	TBD	StMaint	\$1.44	\$68,194		2 - S
Arrowhead from Shawnee to Bedford Et Al		Residential	39,990	TBD	StMaint	\$1.44	\$57,586		3 - NW
Crown Av - Assembly to Alameda		Residential	6,330	TBD	StMaint	\$1.44	\$9,115		3 - NW
Wabash/Jefferson Et Al		Residential	36,001	TBD	StMaint	\$1.44	\$51,841		3 - NW
							\$464,141		
Cleveland/Rebecca Et Al	Chip	Residential	31,617	TBD	Contractor	\$8.76	\$276,965		1 - NE
Hartson from Magnolia to Altamont Et Al		Residential	29,472	TBD	Contractor	\$8.76	\$258,175		2 - S
Kensington/Chaucer Et Al		Residential	22,248	TBD	Contractor	\$8.76	\$194,892		3 - NW
34th/35th - Crestline to Regal	Grind	Residential	10,646	TBD	Contractor	\$41.21	\$438,722		2 - S
Kiernan - Alberta to Ash		Residential	10,760	TBD	Contractor	\$41.21	\$443,420		3 - NW
Woodridge & Navaho		Residential	6,066	TBD	Contractor	\$41.21	\$249,980		3 - NW
19th - MtVernon to Ray	Recon	Residential	6,263	TBD	Contractor	\$66.97	\$419,433		2 - S
							\$2,281,586		
			Residential Total:		\$5,217,878				



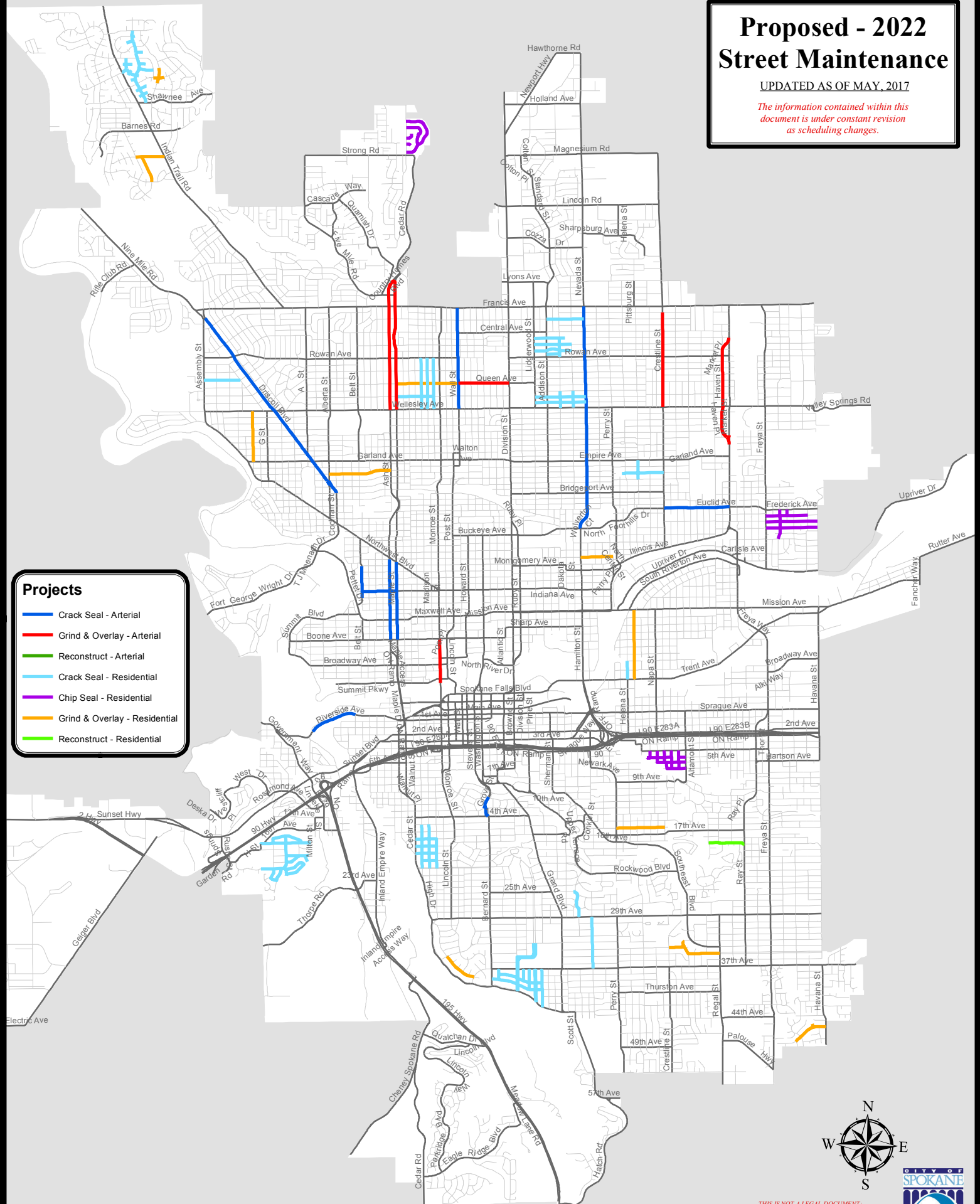
# Proposed - 2022 Street Maintenance

UPDATED AS OF MAY, 2017

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## 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.

2023 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Wellesley Av - Division to Nevada	Crack	Arterial	21,449	LevyMaint	StMaint	\$1.04	\$22,307		1 - NE
Cedar\Maple\Walnut - 10th to 21st		Arterial	25,988	LevyMaint	StMaint	\$1.04	\$27,028		2 - S
Freya St - 37th to Hartson		Arterial	37,745	LevyMaint	StMaint	\$1.04	\$39,255		2 - S
Assembly - Olympic to Rowan		Arterial	10,592	LevyMaint	StMaint	\$1.04	\$11,016		3 - NW
Indian Trail - Kathleen to Barnes		Arterial	31,832	LevyMaint	StMaint	\$1.04	\$33,105		3 - NW
Empire/Garland - Crestline to Market	Grind	Arterial	16,754	LevyMaint	Contractor	\$41.62	\$697,301		1 - NE
							\$830,012		
Post - Grace to Kiernan	Grind	Arterial	10,030	LevyBandAid	StMaint	\$36.42	\$365,293	\$102,964	1 - NE
							\$365,293	\$102,964	
				Arterial Total:	\$1,195,304				
Buckeye - Cuba to west of Rebecca	Grind	Residential	5,426	StMaint	StMaint	\$31.22	\$169,400	\$55,701	1 - NE
12th - Rockwood to Ballou		Residential	4,342	StMaint	StMaint	\$31.22	\$135,557	\$44,573	2 - S
36th - Perry to Lee		Residential	10,214	StMaint	StMaint	\$31.22	\$318,881	\$104,853	2 - S
Augusta - Maple to Monroe		Residential	8,458	StMaint	StMaint	\$31.22	\$264,059	\$86,827	3 - NW
Rosewood - Holyoke to CulDeSac		Residential	9,216	StMaint	StMaint	\$31.22	\$287,724	\$94,608	3 - NW
Shawnee - Sundance to Indian Trail		Residential	8,955	StMaint	StMaint	\$31.22	\$279,575	\$91,929	3 - NW
Lidgerwood/Calkins/Wiscomb (Adyl Pipe Replacemetn area)		Residential	7,478	StMaint	StMaint	\$31.22	\$233,463	\$76,766	
							\$1,688,659	\$555,257	
Dakota & Weile - Wedgewood to Cozza	Crack	Residential	4,347	TBD	StMaint	\$1.46	\$6,347		1 - NE
Mayfair St - Queen to Rowan		Residential	4,397	TBD	StMaint	\$1.46	\$6,420		1 - NE
Nora from Astor to Hamilton Et Al		Residential	45,016	TBD	StMaint	\$1.46	\$65,723		1 - NE
Providence - Nevada to Crestline		Residential	13,692	TBD	StMaint	\$1.46	\$19,990		1 - NE
South Crescent - Nora to Lacey		Residential	10,684	TBD	StMaint	\$1.46	\$15,599		1 - NE
27th Av - SE Bl to Ray		Residential	13,253	TBD	StMaint	\$1.46	\$19,349		2 - S
33rd - Bernard to Division		Residential	4,447	TBD	StMaint	\$1.46	\$6,493		2 - S
33rd Av - Division to Lamonte		Residential	4,510	TBD	StMaint	\$1.46	\$6,585		2 - S
5th Av - Freya to Havana		Residential	11,929	TBD	StMaint	\$1.46	\$17,416		2 - S
Browne - 21st to 25th		Residential	4,560	TBD	StMaint	\$1.46	\$6,658		2 - S
Madelia from 53rd to 49th Et Al		Residential	31,981	TBD	StMaint	\$1.46	\$46,692		2 - S
Dalke/Lincoln/Post		Residential	9,263	TBD	StMaint	\$1.46	\$13,524		3 - NW
Dalton Av - Maple to Post		Residential	10,912	TBD	StMaint	\$1.46	\$15,932		3 - NW
Lyons & Victor		Residential	3,650	TBD	StMaint	\$1.46	\$5,329		3 - NW
Nettleton St - Garland to Longfellow		Residential	4,423	TBD	StMaint	\$1.46	\$6,458		3 - NW
Riverview from Columbia to A Et Al		Residential	27,541	TBD	StMaint	\$1.46	\$40,210		3 - NW
York Av Et Al		Residential	5,295	TBD	StMaint	\$1.46	\$7,731		3 - NW
							\$306,454		
Cuba/Carlisle St Et Al	Chip	Residential	35,815	TBD	Contractor	\$8.85	\$316,963		1 - NE
Moran View Et Al		Residential	25,196	TBD	Contractor	\$8.85	\$222,985		2 - S
Normandie from Montgomery to Buckeye Et Al		Residential	37,789	TBD	Contractor	\$8.85	\$334,433		3 - NW
Havana - Upriver Dr to Frederick	Grind	Residential	7,994	TBD	Contractor	\$41.62	\$332,710		1 - NE
23rd - High to Lincoln		Residential	4,740	TBD	Contractor	\$41.62	\$197,279		2 - S
Monroe - 29th to 21st		Residential	6,733	TBD	Contractor	\$41.62	\$280,227		2 - S
Downriver - Aubrey L White to Collumbia		Residential	3,760	TBD	Contractor	\$41.62	\$156,491		3 - NW
							\$1,841,088		
				Residential Total:	\$3,836,200				



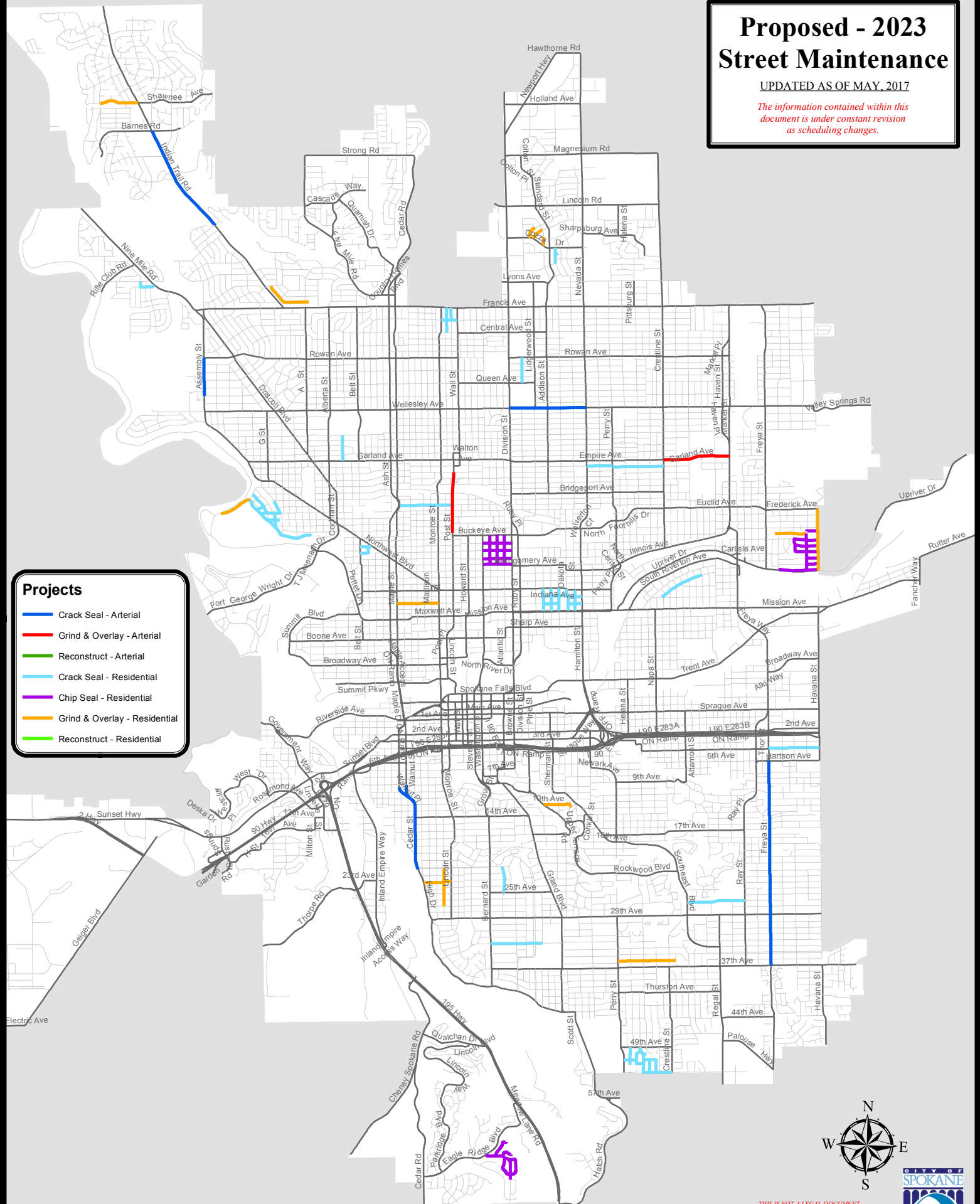
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