



# City of Spokane

2019 – 2024

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, P.E. – Associate Engineer

Date Printed: 7-3-2018

# **INTRODUCTION**

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

In 1990, the State of Washington enacted the Growth Management Act (GMA) that established rules for communities (such as the City of Spokane) to accomplish community planning. The City conducted a thorough planning effort to create the 2000 Comprehensive Plan, (adopted in 2001) which complies with the GMA rules and consists of goals, policies, maps, illustrations, and implementation strategies that guide how the City should grow physically, socially, and economically. The 2000 Comprehensive Plan consists of over 30 official documents that encompass all aspects of city activities. A major update, completed and adopted in 2017, included a full revision of the transportation chapter.

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

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

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

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

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

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

The “Values” related to sewer, water and transportation include:

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**January:** 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 2018-0045

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, 2019 through 2024; and

WHEREAS, the Spokane City Plan Commission, on May 9, 2018, following a public hearing, found the 2019-2024 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 2019-2024 Six-Year Comprehensive Street Program;

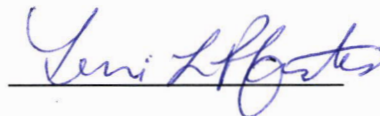
WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2019-2024 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 18<sup>th</sup> day of June, 2018.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2019-2024 Six Year Comprehensive Street Program is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended 2019-2024 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

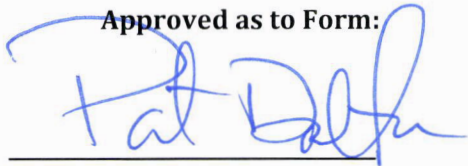
BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2019-2024 Six Year Comprehensive Street Program;

Adopted this 18<sup>th</sup> day of June, 2018



Terri Pfister, City Clerk

Approved as to Form:



Assistant City Attorney



# **CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2019-2024 SIX YEAR STREET PROGRAM**

**A Recommendation of the City Plan Commission certifying that the 2019-2024 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 2019-2024 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 6, 2018 and April 10, 2018 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 2019-2024 Six Year Street Program.**

**F. The City Plan Commission held a workshop on April 11, 2018, and also held a public hearing on May 9, 2018, to obtain public comments on the 2019-2024 Six Year Street Program.**

**G. The City Council must receive a recommendation from the City Plan Commission to certify that the 2019-2024 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 2019-2024 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.**

**B. The 2019-2024 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.**

**C. The 2019-2024 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the draft goals and policies of the City's update to the transportation chapter (chapter 4) of the 2001 Comprehensive Plan.**

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

**RECOMMENDATIONS:**

**A. The Spokane City Plan Commission agrees that the 2019-2024 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 10 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.**

A handwritten signature in dark ink, appearing to read 'D. Dellwo', is written over a horizontal line.

**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.

	2019	2020	2021	2022	2023	2024
<u>OPERATING REVENUES &amp; EXPENSES</u>						
Local Funds Allocation During the Year:	13,483	13,895	14,838	14,461	14,587	14,720
Expenses: Loan Repayment	<u>(4,315)</u>	<u>(4,315)</u>	<u>(4,314)</u>	<u>(4,888)</u>	<u>(5,010)</u>	<u>(5,136)</u>
<b>NET OPERATING REVENUE</b>	<b>\$9,168</b>	<b>\$9,580</b>	<b>\$10,524</b>	<b>\$9,573</b>	<b>\$9,577</b>	<b>\$9,583</b>
<u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1	11,320	441	1,437	7,946	10,669	12,471
Grant and Loan Proceeds	<u>24,746</u>	<u>20,190</u>	<u>8,347</u>	<u>12,072</u>	<u>22,828</u>	<u>22,165</u>
	<b>36,066</b>	<b>20,631</b>	<b>9,784</b>	<b>20,018</b>	<b>33,497</b>	<b>34,636</b>
<b>AVAILABLE FOR 6-YR PROGRAM</b>	<b>\$41,480</b>	<b>\$26,711</b>	<b>\$20,308</b>	<b>\$29,591</b>	<b>\$43,074</b>	<b>\$44,219</b>
<u>SIX-YEAR CAPITAL PROGRAM</u>						
BRIDGE REHABILITATION PROGRAM	3,708	6,000	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	28,007	13,124	8,356	17,516	27,592	28,950
PEDESTRIAN/BIKEWAYS PROGRAM	6,495	3,396	3,097	524	2,318	10,572
IMPACT FEE PROGRAM	2,091	2,091	0	0	0	0
NEIGHBORHOOD PROGRAM	738	663	909	882	693	700
<b>6-YEAR STREET PROGRAM</b>	<b>\$41,039</b>	<b>\$25,274</b>	<b>\$12,362</b>	<b>\$18,922</b>	<b>\$30,603</b>	<b>\$40,222</b>
<b>CASH BALANCE: Dec 31</b>	<b>\$441</b>	<b>\$1,437</b>	<b>\$7,946</b>	<b>\$10,669</b>	<b>\$12,471</b>	<b>\$3,997</b>

<b>PATHS AND TRAILS RESERVE*</b>	2019	2020	2021	2022	2023	2024
<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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# **Bridge Rehabilitation Program**

# Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$30	\$300	\$0	\$0	\$0	\$0
Bridge	\$3,679	\$5,700	\$0	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,709	\$6,000	\$0	\$0	\$0	\$0

## Street/Bridge Rehabilitation

### Hatch Rd Bridge Deck Replacement

STR-2018-4

#### Executive Summary

Reconstruction of the Hatch Bridge deck to perpetuate the existing functionality.

#### Project Justification

Existing bridge deck requires costly regular maintenance. The new deck will extend the life and lower maintenance costs.

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

Meets TR Goal C by maintaining a vital infrastructure link.

#### Location

Other Location

Hatch Rd Bridge over Hangman Creek adjacent to Highway 195

#### Project Status

Active

Project number: 2018085

#### External Factors

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Bridge Rehabilitation****Hatch Rd Bridge Deck Replacement**

STR-2018-4

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000	\$1,700,000
Design	\$0	\$208,750	\$300,000	\$0	\$0	\$0	\$0	\$508,750	\$508,750
Total	\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	\$2,208,750	<b>\$2,208,750</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$30,000	\$300,000	\$0	\$0	\$0	\$0	\$330,000
BRIDGE	Federal	Funded	\$0	\$178,750	\$1,700,000	\$0	\$0	\$0	\$0	\$1,878,750
Total			\$0	\$208,750	\$2,000,000	\$0	\$0	\$0	\$0	<b>\$2,208,750</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.

## Street/Bridge Rehabilitation

### Post Street Replacement Bridge

STR-2012-26

#### Executive Summary

Reconstruct the bridge, including foundation, superstructure, and full deck. New bridge will continue to support utility mains including sewer trunk-line and water transmission main, as well as conduit and cable for electrical, lighting and communication needs.

#### Project Justification

The current structure is deteriorating and needs to be replaced. A Type, Size, and Location (TS&L) study was conducted to address all modes of travel.

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

Meets TR Goal E by recreating a bridge that serves the community as an asset to the local network, the parks, the Centennial trail, etc. The level of integration and focus on effective delivery also meets TR Goal G.

#### Location

Other Location

Post St. Crossing at Spokane River.

#### Project Status

Active

Project Number: 2017105(2001041) TS&L Study complete. Design is underway in 2018 via Progressive Design Build delivery format. Construction is scheduled to begin after the CSO 26.

#### External Factors

Coordination of timing with surrounding road closures will dictate actual construction start. CSO 26 and Riverfront Park projects will each impact this schedule.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Bridge Rehabilitation****Post Street Replacement Bridge**

STR-2012-26

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	\$7,500,000
Design	\$1,872,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,872,000
Total	\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$7,500,000	<b>\$9,372,000</b>


**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
Bridge	Federal	Funded	\$500,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$8,000,000
Sec 129	Federal	Funded	\$1,372,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,000
Total			\$1,872,000	\$3,500,000	\$4,000,000	\$0	\$0	\$0	\$0	<b>\$9,372,000</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.

The image features a photograph of a street intersection with a crosswalk, framed by a geometric pattern of red and purple triangles. The pattern consists of a grid of triangles, with some triangles being red and others purple, creating a mosaic effect. The photograph shows a street with a crosswalk, a yellow fire hydrant, and a white signpost. The background includes a brick house and trees.

# **Capital Improvement Program**

# Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$14,383	\$4,319	\$3,574	\$3,523	\$5,658	\$7,977
Grant	\$0	\$150	\$1,175	\$519	\$7,901	\$5,550
HPP	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$377	\$0	\$0	\$0	\$0	\$0
MVA	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$1,934	\$1,744	\$0	\$0	\$0	\$0
Ped/Bike	\$33	\$0	\$0	\$0	\$0	\$0
PEIP	\$15	\$15	\$0	\$15	\$0	\$0
Redlight	\$10	\$0	\$0	\$0	\$0	\$0
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
SEPA	\$644	\$0	\$0	\$0	\$0	\$0
SIII-PDA-ROW	\$0	\$75	\$1,425	\$0	\$0	\$0
SIUE-RIVER	\$150	\$700	\$0	\$0	\$0	\$0
STA	\$18	\$20	\$775	\$0	\$0	\$0
STA Grant	\$335	\$0	\$0	\$0	\$0	\$0
STBG	\$90	\$0	\$1,058	\$10,407	\$6,944	\$1,980
STP	\$345	\$0	\$0	\$0	\$0	\$0
TBD	\$30	\$0	\$0	\$0	\$0	\$0
TIB	\$5,563	\$6,000	\$350	\$3,053	\$7,090	\$13,444
TIB CS	\$1	\$0	\$0	\$0	\$0	\$0
UDRA	\$4,000	\$0	\$0	\$0	\$0	\$0
WQTIF	\$80	\$100	\$0	\$0	\$0	\$0
Total	\$28,008	\$13,124	\$8,356	\$17,516	\$27,592	\$28,951

## Street/Street Capital

### 1st Avenue, Maple St to Monroe St

STR-2016-25

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Work 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

First Avenue between Maple Street and Monroe Street.

#### Project Status

Active

Project 2016091

Candidate for Alternative Delivery

Scoping to begin in 2023; Design in 2024; Construction in 2025.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****1st Avenue, Maple St to Monroe St**

STR-2016-25

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$150,000
Planning	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	\$175,000	<b>\$175,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	\$175,000
Total			\$0	\$0	\$0	\$0	\$0	\$25,000	\$150,000	<b>\$175,000</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.

## Street/Street Capital

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

STR-2017-6

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals and lighting. Integrate 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

First Avenue between Monroe Street and Wall Street.

#### Project Status

Active

Project number: 2017078  
for Alternative Delivery

Scoping: 2022; Design 2023; Construction 2024 Project is candidate

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital****1st Avenue, Monroe St to Wall St**

STR-2017-6

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Planning	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$300,000</b>	<b>\$4,200,000</b>	<b>\$4,525,000</b>	<b>\$4,525,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$25,000	\$300,000	\$2,100,000	\$2,425,000
TIB	State	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$300,000</b>	<b>\$4,200,000</b>	<b>\$4,525,000</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.

## Street/Street Capital

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

STR-2017-87

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals and lighting. Integrate 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

First Avenue between Wall Street and Bernard Street.

#### Project Status

Active

Project number: 2017079

Scoping to begin in 2023; Design in 2024; Construction 2025 - 2026

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****1st Avenue, Wall St to Bernard St**

STR-2017-87

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200,000	\$4,200,000	\$4,200,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$4,200,000	\$4,450,000	<b>\$4,450,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$250,000	\$2,100,000	\$2,350,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$4,200,000	<b>\$4,450,000</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.

**Street/Street Capital**

## **27th Avenue – SE Blvd to Ray**

STR-2018-7

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### **Location**

Other Location

27th Avenue between Southeast Boulevard and Ray Street

### **Project Status**

Active

Project number: 2018087

### **External Factors**

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****27th Avenue – SE Blvd to Ray**

STR-2018-7

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	<b>\$3,700,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$0	\$499,500
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$0	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	<b>\$3,700,000</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.

## Street/Street Capital

### 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:*

Meets TR Goals C and E by accommodating access to daily needs. Also, as an integrated project, this investment maximizes public benefit; TR Goal G.

#### Location

Other Location

4th Avenue between Sunset Hwy and Maple Street

#### Project Status

Active

Project number: 2016095

Design: 2022; Construction: 2023

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$0	\$16,000

#### Maintenance Comments

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

STR-2016-30

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,734,105	\$265,895	\$2,000,000	\$2,000,000
Design	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$100,000	\$1,734,105	\$265,895	\$2,100,000	<b>\$2,100,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$234,105	\$35,895	\$370,000
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$230,000	\$1,730,000
Total			\$0	\$0	\$0	\$0	\$100,000	\$1,734,105	\$265,895	<b>\$2,100,000</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.

**Street/Street Capital**

## **Aubrey L White Parkway, Downriver to Treatment Plant**

STR-2018-17

### **Executive Summary**

Roadway reconstruction to include updates to retaining walls and stormwater management, as necessary.

### **Project Justification**

Roadway and drainage conditions have deteriorated and need to be addressed.

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

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

### **Location**

Other Location

Aubrey L White Parkway between Downriver Drive and the Wastewater Treatment Plant

### **Project Status**

Active

Project number: 2018096

### **External Factors**

Work funded largely through wastewater treatment plant operations.

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**



**Street/Street Capital****Aubrey L White Parkway, Downriver to Treatment Plant**

STR-2018-17

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	<b>\$1,000,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	<b>\$1,000,000</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.

**Street/Street Capital**

## **Broadway Avenue – Cedar to Post**

STR-2018-10

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### **Location**

Other Location

Broadway Avenue between Cedar Street and Post Street (initial phase). Future phases to cover Summit Blvd to Cedar St.

### **Project Status**

Active

Project number: 2018090 (initial phase) May add future phases to extend west.

### **External Factors**

Time around local development projects.

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Broadway Avenue – Cedar to Post**

STR-2018-10

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$3,700,000	<b>\$3,700,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$33,750	\$465,750	\$499,500
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$216,250	\$2,984,250	\$3,200,500
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	<b>\$3,700,000</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.

**Street/Street Capital**

## **Cedar Street – 15th to 11th**

STR-2018-9

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and C by improving upon all modes of transportation while accommodating access to priority destinations.

### **Location**

Other Location

Cedar Street between 11th Avenue and 15th Avenue

### **Project Status**

Active

Project number: 2018089

### **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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Cedar Street – 15th to 11th**

STR-2018-9

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000	\$2,700,000
Design	\$0	\$0	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000	<b>\$3,000,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$40,500	\$364,500	\$405,000
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$259,500	\$2,335,500	\$2,595,000
Total			\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	<b>\$3,000,000</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.

**Street/Street Capital**

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

STR-2017-121

### **Executive Summary**

Construct asphalt pavement and replace deteriorated curbing. 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:*

Meets TR Goal C by improving access to daily needs and TR Goal F by enhancing reliability for health and safety.

### **Location**

Other Location

Falls Avenue between Elm Street and Lower Crossing Street

### **Project Status**

Active

Project #2017124

Design and Construction to be completed in 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
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Falls Avenue from Lower Crossing St to Elm St**

STR-2017-121

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$267,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$29,700	\$297,000
Design	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,000
Total	\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$29,700	\$330,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$330,000
Total			\$300,300	\$29,700	\$0	\$0	\$0	\$0	\$0	\$330,000

**\*Status definitions**

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

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

## Street/Street Capital

### Five Mile Road, Lincoln Road to Strong Road

STR-2015-11

#### Executive Summary

Full depth roadway reconstruction from Lincoln Rd to Strong Rd. Place missing sidewalk and update existing ADA Ramps, and install bike lanes. A pedestrian crossing will be striped near Lincoln Road. Project also includes a roundabout intersection at 5-Mile Rd and Strong Rd.

#### 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:*

Meets TR Goal B and E by improving upon all modes of transportation within this community. The ultimate delivery also will improve the sense of place for the community; TR Goal A.

#### Location

Other Location

Five Mile Road, Lincoln Road to Strong Road

#### Project Status

Active

Project number: 2015056

Construction is 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$6,700	\$0	\$0	\$107,200

#### Maintenance Comments



**Street/Street Capital****Five Mile Road, Lincoln Road to Strong Road**

STR-2015-11

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$941,029	\$2,808,971	\$0	\$0	\$0	\$0	\$0	\$2,808,971	\$3,750,000
Design	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Land purchase	\$231,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,652
<b>Total</b>	<b>\$1,372,681</b>	<b>\$2,808,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,808,971</b>	<b>\$4,181,652</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$355,002	\$631,661	\$0	\$0	\$0	\$0	\$0	\$986,663
Redlight	Local	Funded	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
SEPA	Local	Funded	\$0	\$643,960	\$0	\$0	\$0	\$0	\$0	\$643,960
TIB	State	Funded	\$1,017,679	\$1,523,350	\$0	\$0	\$0	\$0	\$0	\$2,541,029
<b>Total</b>			<b>\$1,372,681</b>	<b>\$2,808,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,181,652</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.

## 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, including lane reconfiguration, signals, enhance transit, bicycle, and pedestrian routing as appropriate.

### Project Justification

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

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

Meets TR Goals B and C by improving upon all modes of transportation while accommodating access to priority destinations.

### Location

Other Location

Fort George Wright between Government Way and the Spokane River

### Project Status

Active

Project number: 2016096

Scoping in 2019; Design in 2020; Construction 2021 - 2022

### External Factors

A planning effort around Land Use is progressing. 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. Grant funds will be required to move into the construction phase.

### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$10,000	\$10,000	\$10,000	\$10,000	\$0	\$0	\$80,000

### Maintenance Comments

## Fort George Wright, Government Way to River

STR-2016-31

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,339,100	\$2,923,875	\$0	\$5,262,975	\$5,262,975
Design	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$300,000	\$2,339,100	\$2,923,875	\$0	\$5,562,975	\$5,562,975

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$100,500	\$783,599	\$979,499	\$0	\$1,863,598
TIB	Identified	Unfunded	\$0	\$0	\$0	\$199,500	\$1,555,501	\$1,944,376	\$0	\$3,699,377
Total			\$0	\$0	\$0	\$300,000	\$2,339,100	\$2,923,875	\$0	\$5,562,975

## \*Status definitions

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

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

## Street/Street Capital

### Francis and Alberta Intersection Geometric Improvement

STR-2018-142

#### Executive Summary

This project will modify the southwest corner of the intersection to provide space for transit coach right-turn movements from Francis east-bound to Alberta south-bound.

#### Project Justification

The turn radius at this intersection is particularly tight for buses or trucks to make the described turn.

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

Meets TR Goals B and G by enhancing transportation choices and integrating work to deliver a cost-effective and functional project.

#### Location

Other Location

Francis Avenue at Alberta Street

#### Project Status

Active

A new project commissioned by STA to be constructed in 2019.

#### External Factors

Spokane Transit Authority received a grant award, and will be commissioning the City to design and contract the work within the right-of-way. Acquisition of additional right-of-way will be necessary to implement improvements.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Francis and Alberta Intersection Geometric Improvement

STR-2018-142

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$329,000	\$0	\$0	\$0	\$0	\$0	\$329,000	\$329,000
Design	\$20,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$26,000
Land purchase	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
<b>Total</b>	<b>\$65,000</b>	<b>\$335,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$335,000</b>	<b>\$400,000</b>

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
STA Grant	State	Funded	\$65,000	\$335,000	\$0	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>			<b>\$65,000</b>	<b>\$335,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</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.

## Street/Street Capital

### 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 intersections to be built for industrial freight movement. This implementation is a target investment strategy. Project split at Wellesley for delivery in two phases.

#### Project Justification

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

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

Meets TR Goals C and D by accommodating access to daily needs through reconstruction that will support the freight network for this industrial area.

#### Location

Other Location

Freya Street between Garland Avenue and Francis Avenue Phase break at Wellesley with first phase to the north.

#### Project Status

Active

Project Number: 2017081

Design in 2022; Construction to begin in 2023

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2017-8

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,715,211	\$0	\$2,200,000	\$5,915,211	\$5,915,211
Design	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$350,000	\$3,715,211	\$0	\$2,200,000	\$6,265,211	<b>\$6,265,211</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$35,000	\$371,521	\$220,000	\$626,521
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$315,000	\$3,343,690	\$1,980,000	\$5,638,690
Total			\$0	\$0	\$0	\$0	\$350,000	\$3,715,211	\$2,200,000	<b>\$6,265,211</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.

### Executive Summary

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

### Project Justification

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

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

This facilitates development of project concepts and integration for effective project deliveries; TR Goal G.

### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments



**Street/Street Capital****General Engineering-Street**

STR-2012-99

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$3,596,000	\$4,136,000
Total	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$3,596,000	<b>\$4,136,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$4,136,000
Total			\$540,000	\$556,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	<b>\$4,136,000</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.

## Street/Street Capital

### 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:*

Meets TR Goal F by enhancing the safety and accessibility of this intersection.

#### Location

Other Location

Greene Street at Ermina Avenue

#### Project Status

Active

Project number: 2015132

Design is complete. Construction in 2018

#### External Factors

Interlocal Agreement (OPR 2017-0106) wherein STA will fund 80% of the construction phase. The expectation in return is that construction occurs in 2018.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Greene Street at Ermina Avenue Intersection Improvements

STR-2016-78

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$360,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$370,717
Design	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
Total	\$400,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$410,717

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$72,143	\$2,000	\$0	\$0	\$0	\$0	\$0	\$74,143
Redlight	Local	Funded	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000
STA	Private	Funded	\$288,574	\$8,000	\$0	\$0	\$0	\$0	\$0	\$296,574
Total			\$400,717	\$10,000	\$0	\$0	\$0	\$0	\$0	\$410,717

## \*Status definitions

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

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

**Street/Street Capital**

## **Havana Street – Sprague to Broadway**

STR-2018-12

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### **Location**

Other Location

Havana Street between Broadway Avenue and Sprague Avenue

### **Project Status**

Active

Project number: 2018092

### **External Factors**

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Havana Street – Sprague to Broadway**

STR-2018-12

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	\$421,149	\$421,149
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	\$421,149	<b>\$421,149</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$42,115	\$42,115
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$379,034	\$379,034
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$421,149	<b>\$421,149</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.

**Street/Street Capital**

## High Drive - 29th Ave to 21st Ave

STR-2018-65

### Executive Summary

Sewer and stormwater project includes resurfacing of the roadway.

### Project Justification

Utility updates to old infrastructure.

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

Meets TR Goal G by including roadway elements of improvement with a priority utility project.

### Location

Other Location

High Drive between 29th and 21st Avenues.

### Project Status

Active

Project Number: 2015127

### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Street Capital****High Drive - 29th Ave to 21st Ave**

STR-2018-65

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$755,981
Total	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	<b>\$755,981</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	\$755,981
Total			\$655,981	\$100,000	\$0	\$0	\$0	\$0	\$0	<b>\$755,981</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.

**Street/Street Capital**

## **Holland Avenue, Normandy St to Colton St**

STR-2018-66

### **Executive Summary**

Roadway resurfacing in coordination with sewer work associated with the Marion Hay Intertie project.

### **Project Justification**

Utility work drives the need to resurface the roadway.

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

Meets TR Goal G by integrating street work with a major utility project investment.

### **Location**

Other Location

Holland Avenue between Normandy Street to Colton Street

### **Project Status**

Active

Project Number: 2017170

### **External Factors**

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**



**Street/Street Capital****Holland Avenue, Normandy St to Colton St**

STR-2018-66

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	<b>\$1,500,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total			\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	<b>\$1,500,000</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.

## Street/Street Capital

### 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Howard Street between Sprague Avenue and Riverside Avenue.

#### Project Status

Active

Project number: 2017082

Scoping in 2021; Design in 2022; Construction in 2023

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Howard St, Sprague Ave to Riverside Ave**

STR-2017-7

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$1,125,000	\$1,125,000
Design	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	<b>\$1,125,000</b>	<b>\$0</b>	<b>\$1,185,000</b>	<b>\$1,185,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$10,000	\$50,000	\$300,000	\$0	\$360,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$825,000	\$0	\$825,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$50,000</b>	<b>\$1,125,000</b>	<b>\$0</b>	<b>\$1,185,000</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.

## Street/Street Capital

### I-90 / 195 Connection Improvements STUDY

STR-2018-13

#### Executive Summary

Investigate feasible opportunities to improve the connection between Interstate 90 and Highway 195 to find a long-term build plan for updating and maintaining traffic flow between and through these important corridors.

#### Project Justification

Future conditions and maintenance requirements of interstate facilities require a coordinated look into effective solutions.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

#### Location

Other Location

Interstate-90 / Highway 195 and surrounding street network.

#### Project Status

Active

Project number: 2018093

#### External Factors

Coordination of this project will happen on a regional level through SRTC.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## I-90 / 195 Connection Improvements STUDY

STR-2018-13

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Total			\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000

\*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.

## Street/Street Capital

### Main Ave, Wall St to Browne St

STR-2017-13

#### Executive Summary

Pavement resurfacing, sidewalk repair/updates, curb bump-outs, storm drainage, securing vaulted sidewalks, and upgrading signals and lighting. Water lines need updates. This project will also 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### 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

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Main Ave, Wall St to Browne St**

STR-2017-13

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$4,679,687	\$0	\$4,679,687	\$4,679,687
Design	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$4,679,687</b>	<b>\$0</b>	<b>\$5,004,687</b>	<b>\$5,004,687</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$25,000	\$0	\$300,000	\$1,000,000	\$0	\$1,325,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$3,679,687	\$0	\$3,679,687
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$4,679,687</b>	<b>\$0</b>	<b>\$5,004,687</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.

**Street/Street Capital**

## **Mallon Avenue – Monroe to Howard**

STR-2018-8

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### **Location**

Other Location

Mallon Avenue between Monroe Street and Howard Street

### **Project Status**

Active

Project number: 2018088

### **External Factors**

Time around local development projects.

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**



**Street/Street Capital****Mallon Avenue – Monroe to Howard**

STR-2018-8

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000	\$2,750,000
Total	\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	\$2,750,000	<b>\$2,750,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$40,000	\$510,000	\$550,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$160,000	\$2,040,000	\$2,200,000
Total			\$0	\$0	\$0	\$0	\$0	\$200,000	\$2,550,000	<b>\$2,750,000</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.

## Street/Street Capital

### 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  
candidate for Alternative Delivery.

Scoping 2019; Design in 2020; Construction in 2021. Project is a

#### External Factors

Spokane Transit Authority has identified this project as part of the requisite updates for the CCL project. Funding and timing adjusted to 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$500	\$500	\$500	\$500	\$0	\$0	\$4,000

#### Maintenance Comments

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

STR-2016-29

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$875,000	\$0	\$0	\$0	\$875,000	\$875,000
Design	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Planning	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
<b>Total</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$25,000</b>	<b>\$875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$915,000</b>	<b>\$915,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$5,000	\$5,000	\$550,000	\$0	\$0	\$0	\$560,000
STA	Private	Funded	\$0	\$10,000	\$20,000	\$325,000	\$0	\$0	\$0	\$355,000
<b>Total</b>			<b>\$0</b>	<b>\$15,000</b>	<b>\$25,000</b>	<b>\$875,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$915,000</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.

**Street/Street Capital**

## **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.*

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Minor Construction Assistance**

STR-2012-100

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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						
				2019	2020	2021	2022	2023	2024	Total
ASF	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.

## Street/Street Capital

### 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. Includes conduit east of Cincinnati for future potential signalization.

#### Project Justification

This section of road is deteriorating and needs repair.

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

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

#### Location

Other Location

Mission Ave, Division St to Hamilton St.

#### Project Status

Active

Project number: 2014092

Construction in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Mission Ave, Division St to Hamilton St.**

STR-2015-15

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$1,383,400	\$158,230	\$0	\$0	\$0	\$0	\$0	\$158,230	\$1,541,630
Design	\$157,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157,600
Total	\$1,541,000	\$158,230	\$0	\$0	\$0	\$0	\$0	\$158,230	<b>\$1,699,230</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$100,000	\$28,230	\$0	\$0	\$0	\$0	\$0	\$128,230
STP	Federal	Funded	\$1,441,000	\$130,000	\$0	\$0	\$0	\$0	\$0	\$1,571,000
Total			\$1,541,000	\$158,230	\$0	\$0	\$0	\$0	\$0	<b>\$1,699,230</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.

## Street/Street Capital

### 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. These enhancements are also expected to enhance the economic prospects for the corridor.

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

Meets TR Goal F by enhancing safety of the corridor through a conscious change of context. TR Goal D is met by a focused improvement to parking and the pedestrian connection to businesses. Overall, this project will promote a sense of place through enactment of the neighborhood vision; TR Goal A.

#### Location

Other Location

Monroe St. From Indiana Ave. To Kiernan Ave.

#### Project Status

Active

Project number: 2015054 & 2017145 Design complete. Construction to be conducted under two contracts in 2018. Additional stormwater utility work will be conducted at a future time.

#### 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.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$5,800	\$5,800	\$5,800	\$5,800	\$0	\$0	\$69,600

#### Maintenance Comments



**Street/Street Capital****Monroe Street Lane Reduction and Hardscape**

STR-2015-3

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$9,217,466	\$1,001,081	\$0	\$0	\$0	\$0	\$0	\$1,001,081	\$10,218,547
Design	\$854,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$854,389
Land purchase	\$26,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,270
<b>Total</b>	<b>\$10,098,125</b>	<b>\$1,001,081</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,081</b>	<b>\$11,099,206</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$6,408,125	\$591,081	\$0	\$0	\$0	\$0	\$0	\$6,999,206
HSIP	Federal	Funded	\$3,395,880	\$377,320	\$0	\$0	\$0	\$0	\$0	\$3,773,200
Ped/Bike	State	Funded	\$294,120	\$32,680	\$0	\$0	\$0	\$0	\$0	\$326,800
<b>Total</b>			<b>\$10,098,125</b>	<b>\$1,001,081</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,099,206</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.

## Street/Street Capital

### Monroe/Lincoln - Main to Riverside

STR-2013-105

#### Executive Summary

Configure and reconstruct the sections of Lincoln, Main, Riverside and Monroe required to reconfigure the intersection for improved coordinated operations.

#### Project Justification

This project is necessary to complete the Monroe Corridor which was left incomplete due to construction sequencing necessities for the larger Monroe/Lincoln project as well as for CSO 26.

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

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for all users.

#### Location

Other Location

Monroe & Lincoln Corridor from Main Ave to Riverside Avenue

#### Project Status

Active

Project numbers: 2018083 (2012115 & 2014107 completed prior phases.) Construction in 2019.

#### External Factors

This project will follow work on CSO 26 and will need to be timed in coordination with CSO 25 and other work in Peaceful Valley.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Monroe/Lincoln - Main to Riverside**

STR-2013-105

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$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						
				2019	2020	2021	2022	2023	2024	Total
ASF	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.

## Street/Street Capital

### Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

#### Executive Summary

Construct full depth roadway, and repair sidewalks. This project will also replace water 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:*

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

#### Location

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

#### Project Status

Active

Project number: 2016093

Design: 2021; Construction: 2022

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$1,800	\$1,800	\$0	\$0	\$14,400

#### Maintenance Comments

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

STR-2016-28

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,566,085	\$0	\$0	\$1,566,085	\$1,566,085
Design	\$0	\$0	\$0	\$110,245	\$0	\$0	\$0	\$110,245	\$110,245
Total	\$0	\$0	\$0	\$110,245	\$1,566,085	\$0	\$0	\$1,676,330	<b>\$1,676,330</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$11,025	\$156,608	\$0	\$0	\$167,633
STBG	Identified	Unfunded	\$0	\$0	\$0	\$99,220	\$1,409,477	\$0	\$0	\$1,508,697
Total			\$0	\$0	\$0	\$110,245	\$1,566,085	\$0	\$0	<b>\$1,676,330</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.

## Street/Street Capital

### North Monroe Corridor Revitalization STUDY -River to Indiana

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 of eventual delivery such as the work 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:*

Meets TR Goals A and B by enhancing the pedestrian connection between roadways and businesses and creating a greater sense of place.

#### Location

Other Location

Monroe Street between the Spokane River and Indiana Avenue

#### Project Status

Active

Project number: 2013922  
Leveraging TIF funds.

Scoping and seeking grant funds to design and construct;

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$7,900	\$7,900	\$7,900	\$7,900	\$0	\$0	\$31,600

#### Maintenance Comments

## North Monroe Corridor Revitalization STUDY -River to Indiana

STR-2012-448

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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						
				2019	2020	2021	2022	2023	2024	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.

## Street/Street Capital

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

STR-2017-12

#### 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

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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Pine Street between MLK Jr Way and Spokane Falls Blvd

#### Project Status

Active

Project number: 2017084

Candidate for Alternative Delivery.

Scoping in 2023; Design in 2024; Construction in 2025 Project is

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



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

STR-2017-12

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$70,000
Planning	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	\$85,000	<b>\$85,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	\$85,000
Total			\$0	\$0	\$0	\$0	\$0	\$15,000	\$70,000	<b>\$85,000</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.

## Street/Street Capital

### Post Street and Bridge Ave Connections to Post Street Bridge

STR-2018-21

#### Executive Summary

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

#### Project Justification

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

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

Meets TR Goals A, B and F by connecting the new Post Street bridge to the park and facilitating active modes of transportation.

#### Location

Other Location

Post Street from Spokane Falls Blvd to the Post St Bridge

#### Project Status

Active

Project number: 2018098

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Post Street and Bridge Ave Connections to Post Street Bridge**

STR-2018-21

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
Planning	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
<b>Total</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$850,000</b>	<b>\$1,000,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
SIUE-RIVER	Local	Funded	\$150,000	\$150,000	\$700,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Total</b>			<b>\$150,000</b>	<b>\$150,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</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.

## Street/Street Capital

### Ray-Thor St, 17th Ave to Hartson Ave

STR-2015-17

#### Executive Summary

Pavement reconstruction of the arterial alignment of Ray St and Thor St between 17th and Hartson. Water main updates (17th to 11th), upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Construction may be two phases split at 11th Avenue.

#### Project Justification

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

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

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

#### Location

Other Location

Ray St from 17th Ave to Hartson Ave

#### Project Status

Active

Project number: 2014151 Design 2018; Construction 2019

#### External Factors

Integrated with water utility work, and will be conducted on an appropriate schedule for the utility work.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Ray-Thor St, 17th Ave to Hartson Ave**

STR-2015-17

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Design	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000
Total	\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	<b>\$2,620,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,620,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$120,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	<b>\$2,620,000</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.

## Street/Street Capital

### Riverside Ave, Washington St to Division St

STR-2017-11

#### Executive Summary

Full depth pavement reconstruction, repair sidewalk, bump-outs, secure vaulted sidewalks, bicycle markings, and upgrade signals, conduit and lighting. Water utility, and stormwater integrated into project. Also coordinate to complement Spokane Transit's CCL and implement the Spokane Cultural Trail.

#### Project Justification

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

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

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Riverside Avenue between Washington Street and Division Street

#### Project Status

Active

Project number: 2017085  
candidate for Alternative Delivery

Scoping and Design 2018; Construction 2019

Project is

#### External Factors

Grant funds will be required to move into the construction phase. This project aligns with the STA Central City Line, and will be prioritized to align with schedule for 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Riverside Ave, Washington St to Division St**

STR-2017-11

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,015,000	\$5,015,000
Design	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
Total	\$400,000	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,015,000	\$5,415,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$400,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
PEIP	Local	Funded	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
TIB	Identified	Unfunded	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Total			\$400,000	\$5,015,000	\$0	\$0	\$0	\$0	\$0	\$5,415,000

**\*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.

## Street/Street Capital

### Riverside Avenue, Monroe St to Wall St

STR-2016-79

#### Executive Summary

Construct full depth roadway, repair sidewalk, and upgrade signals, conduit and lighting. Includes replacement of water line and storm system updates. Also incorporates the 'Spokane Cultural Trail'

#### Project Justification

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

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

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Riverside Avenue between Monroe Street and Wall Street

#### Project Status

Active

Project number: 2017087

Design: 2021; Construction: as early as 2022;

This

project is a candidates for Alternative Delivery.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital****Riverside Avenue, Monroe St to Wall St**

STR-2016-79

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$5,303,142	\$0	\$0	\$0	\$5,303,142	\$5,303,142
Design	\$0	\$0	\$402,529	\$0	\$0	\$0	\$0	\$402,529	\$402,529
Total	\$0	\$0	\$402,529	\$5,303,142	\$0	\$0	\$0	\$5,705,671	<b>\$5,705,671</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$57,964	\$511,103	\$0	\$0	\$569,067
PEIP	Local	Funded	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$344,565	\$4,777,039	\$0	\$0	\$5,121,604
Total			\$0	\$0	\$0	\$402,529	\$5,303,142	\$0	\$0	<b>\$5,705,671</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.

## Street/Street Capital

### Riverside Avenue, Wall St to Washington St

STR-2016-27

#### Executive Summary

Full depth roadway reconstruction, repair sidewalk, and upgrade signals, conduit and lighting. Project to include replacement of water line, and perform CSO facility installation from Division to Monroe Streets. Also incorporates the 'Spokane Cultural Trail'.

#### Project Justification

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

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

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Riverside Avenue between Wall Street and Washington Street

#### Project Status

Active

Project number: 2017086  
candidate for Alternative Delivery.

Planning: 2018; Design: 2019; Construction: 2020 This project is a

#### External Factors

Grant funds will be required to move into the construction phase. This project aligns with the STA Central City Line, and will be prioritized to align with schedule for 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Riverside Avenue, Wall St to Washington St**

STR-2016-27

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$6,015,000	\$0	\$0	\$0	\$0	\$6,015,000	\$6,015,000
Design	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Planning	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
<b>Total</b>	<b>\$30,000</b>	<b>\$500,000</b>	<b>\$6,015,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,515,000</b>	<b>\$6,545,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$30,000	\$500,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,730,000
PEIP	Local	Funded	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
TIB	Identified	Unfunded	\$0	\$0	\$4,800,000	\$0	\$0	\$0	\$0	\$4,800,000
<b>Total</b>			<b>\$30,000</b>	<b>\$500,000</b>	<b>\$6,015,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,545,000</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.

## Street/Street Capital

### 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:*

Meets TR Goals B and D by creating a roadway for all users that is respective of the growth and development opportunities of the surrounding community. Integrates utility needs as well; TR Goal G.

#### 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 Phase 2b (final phase) will begin construction in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,500	\$6,500	\$6,500	\$6,500	\$0	\$0	\$130,000

#### Maintenance Comments

## Riverside Drive - Phase II &amp; III

STR-2012-36

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$10,146,297	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$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>\$14,187,722</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$14,687,722</b>

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$6,081,232	\$500,000	\$0	\$0	\$0	\$0	\$0	\$6,581,232
HPP	Federal	Funded	\$2,048,051	\$0	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	Federal	Funded	\$1,873,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,873,439
Sec 112	Federal	Funded	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,485,000
TIB	State	Funded	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
<b>Total</b>			<b>\$14,187,722</b>	<b>\$500,000</b>	<b>\$0</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.

**Street/Street Capital**

**Rowan Avenue, Sycamore to Myrtle**

STR-2018-15

**Executive Summary**

Paving of the street in coordination with utility updates prioritized ahead of WSDOT's NSC project.

**Project Justification**

Utility replacements and prioritization of street network needs in The Yard.

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

Meets TR Goals B and G by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices.

**Location**

Other Location

Rowan Avenue between Sycamore Street and Myrtle Street

**Project Status**

Active

Project number: 2017141

**External Factors**

Timing coordinated with NSC utility update needs.

**Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**

**Street/Street Capital****Rowan Avenue, Sycamore to Myrtle**

STR-2018-15

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Design	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$80,000	\$450,000	\$0	\$0	\$0	\$530,000
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Total			\$0	\$0	\$80,000	\$1,200,000	\$0	\$0	\$0	\$1,280,000

**\*Status definitions**

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

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

## Street/Street Capital

### 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 to the proposed alignment.

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

Meets TR Goals G and B by incorporating modal choice into a project that stems from stormwater improvements. TR Goal A is also perpetuated, as Sharp Avenue already delivers a sense of place adjacent to Gonzaga University.

#### Location

Other Location

Pearl St. to Hamilton St.

#### Project Status

Active

Project number: 2014040

Construction in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$6,200	\$6,200	\$6,200	\$6,200	\$0	\$0	\$24,800

#### Maintenance Comments



**Street/Street Capital****Sharp Avenue Pervious Asphalt Pilot Project**

STR-2015-4

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$250,000
Total	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$250,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
TIB CS	State	Funded	\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Total			\$249,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$250,000

**\*Status definitions**

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

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

## 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 ramps, signals, lighting, utilities, 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:*

Meets TR Goal D by conducting advance scoping of transportation projects to maximize public benefit of this rapid transit project.

### 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 Central City Line alignment.

### External Factors

This scoping effort is meant to prepare capital projects by working out details of external project impacts and conducting public outreach. 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

## Spokane Central City Line, Infrastructure Update

STR-2017-15

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$300,000
Total	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000	\$300,000

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$300,000
Total			\$50,000	\$75,000	\$75,000	\$25,000	\$25,000	\$25,000	\$25,000	\$300,000

\*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.

**Street/Street Capital**

## **Spokane Falls Blvd – Post to Division**

STR-2018-6

### **Executive Summary**

Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding development potential.

### **Location**

Other Location

Spokane Falls Boulevard between Post Street and Division Street

### **Project Status**

Active

Project number: 2018086

### **External Factors**

After Riverfront Park improvements are complete.

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Street/Street Capital****Spokane Falls Blvd – Post to Division**

STR-2018-6

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,583,835	\$7,583,835	\$7,583,835
Design	\$0	\$0	\$0	\$0	\$0	\$533,866	\$0	\$533,866	\$533,866
Planning	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$533,866</b>	<b>\$7,583,835</b>	<b>\$8,167,701</b>	<b>\$8,167,701</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$53,387	\$758,384	\$861,771
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$480,479	\$6,825,451	\$7,305,930
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$533,866</b>	<b>\$7,583,835</b>	<b>\$8,167,701</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.

## Street/Street Capital

### Spokane Pavement Preservation - North

STR-2018-5

#### Executive Summary

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

#### Project Justification

Pavement maintenance project to prolong the life expectancy of these road segments.

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

Meets TR Goals A and C by accommodating roadway access and taking care of the assets of our community.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2017148

Design in 2018; Construction 2018 - 2020

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Spokane Pavement Preservation - North

STR-2018-5

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$2,250,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	\$7,955,659
Design	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
Total	\$2,600,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	\$5,705,659	<b>\$8,305,659</b>

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$728,384	\$1,065,928	\$961,346	\$0	\$0	\$0	\$0	\$2,755,658
NHS	Federal	Funded	\$1,321,616	\$1,934,072	\$1,744,313	\$0	\$0	\$0	\$0	\$5,000,001
SIII-PDA-ROW	Local	Funded	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
Total			\$2,600,000	\$3,000,000	\$2,705,659	\$0	\$0	\$0	\$0	<b>\$8,305,659</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.

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

STR-2016-69

### Executive Summary

Pavement reconstruction and maintenance. Options for extending 3-lane section to the west. Placement of streetscape, updated lighting and signals, and integrate stormwater disposal. Lane reconfiguration may facilitate sidewalk and parking improvements.

### Project Justification

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

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

Meets TR Goals C and D by accommodating access to daily destinations while enacting the vision of the Target Investment Strategy. The Project will also integrate utility updates; TR Goal G.

### Location

Other Location

Sprague Avenue - Bernard Street to Scott Street

### Project Status

Active

Project number: 2014155

Scoping in 2018; Design for construction start in 2019.

### External Factors

Possible funding through University District Revitalization Area (UDRA) revenue is under development.

### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments



**Sprague Avenue Investment Phase II - Bernard St to Scott St**

STR-2016-69

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$9,041,141	\$0	\$0	\$1,871,564	\$0	\$0	\$10,912,705	\$10,912,705
Design	\$550,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000	\$640,000
<b>Total</b>	<b>\$550,000</b>	<b>\$9,131,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,871,564</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,002,705</b>	<b>\$11,552,705</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$200,000	\$5,041,141	\$0	\$0	\$374,313	\$0	\$0	\$5,615,454
STBG	Federal	Funded	\$350,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$440,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$1,497,251	\$0	\$0	\$1,497,251
UDRA	Local	Funded	\$0	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
<b>Total</b>			<b>\$550,000</b>	<b>\$9,131,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,871,564</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,552,705</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.

## Street/Street Capital

### Sprague Avenue, Cedar St to Howard St

STR-2018-102

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrading lighting, signal and communication conduit. Project will also replace waterline, and perform CSO 24 work. This project is a candidate for Alternative Delivery method of providing design and construction management.

#### Project Justification

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

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

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Sprague Avenue from Cedar Street to Howard Street

#### Project Status

Active

Project number: 2016090  
in 2026 or 2027.

Scoping in 2021 in preparation for design in 2025 and construction

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Sprague Avenue, Cedar St to Howard St**

STR-2018-102

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$35,000
Total	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	<b>\$35,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000
Total			\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	<b>\$35,000</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.

## Street/Street Capital

### Sprague Avenue, Howard St to Bernard St

STR-2016-24

#### Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike lanes, and upgrading lighting, signal and communication conduit. Project will also replace waterline, and perform CSO 24 work. This project is a candidate for Alternative Delivery method of providing design and construction management.

#### Project Justification

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

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

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Sprague Avenue from Howard Street to Bernard Street

#### Project Status

Active

Project number: 2016090  
in 2025 or 2026.

Scoping in 2021 in preparation for design in 2024 and construction

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Sprague Avenue, Howard St to Bernard St**

STR-2016-24

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000
Planning	\$0	\$0	\$0	\$35,000	\$0	\$0	\$0	\$35,000	\$35,000
Total	\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	\$285,000	<b>\$285,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	\$285,000
Total			\$0	\$0	\$0	\$35,000	\$0	\$0	\$250,000	<b>\$285,000</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.

## Street/Street Capital

### Sunset Blvd from Royal St to Lindeke 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:*

Meets TR Goals B and C by accommodating access to daily destinations while also making new bicycle and pedestrian connections into this community.

#### Location

Other Location

Sunset Blvd from Lindeke St to Royal St

#### Project Status

Active

Project number: 2014094

Construction will begin in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$13,100	\$13,100	\$13,100	\$13,100	\$0	\$0	\$157,200

#### Maintenance Comments

**Street/Street Capital****Sunset Blvd from Royal St to Lindeke St**

STR-2015-9

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$3,119,560	\$292,000	\$0	\$0	\$0	\$0	\$0	\$292,000	\$3,411,560
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>\$3,763,600</b>	<b>\$292,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$292,000</b>	<b>\$4,055,600</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$925,700	\$37,000	\$0	\$0	\$0	\$0	\$0	\$962,700
STP	Federal	Funded	\$2,477,900	\$215,000	\$0	\$0	\$0	\$0	\$0	\$2,692,900
TIB	State	Funded	\$360,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$400,000
<b>Total</b>			<b>\$3,763,600</b>	<b>\$292,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,055,600</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.

## Street/Street Capital

### Thor and Freya St, Hartson to Sprague Ave, Et. Al.

STR-2018-101

#### Executive Summary

Pavement reconstruction with concrete paving, of the couplet Thor St, and Freya St between Hartson and Sprague Avenues. Water main updates, upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Lighting and traffic signal updates.

#### Project Justification

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

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

Meets TR Goals C and G by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

#### Location

Other Location

Thor and Freya Streets (couplet) from Hartson Ave to Sprague Ave

#### Project Status

Active

Project number: 2018084 - Design 2021; Construction 2022

#### External Factors

Grant funds will be required to move into construction.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital****Thor and Freya St, Hartson to Sprague Ave, Et. Al.**

STR-2018-101

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,339,316	\$4,000,000	\$0	\$8,339,316	\$8,339,316
Design	\$0	\$0	\$0	\$681,912	\$0	\$0	\$0	\$681,912	\$681,912
Total	\$0	\$0	\$0	\$681,912	\$4,339,316	\$4,000,000	\$0	\$9,021,228	<b>\$9,021,228</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$68,191	\$433,932	\$400,000	\$0	\$902,123
STBG	Identified	Unfunded	\$0	\$0	\$0	\$613,721	\$3,905,384	\$3,600,000	\$0	\$8,119,105
Total			\$0	\$0	\$0	\$681,912	\$4,339,316	\$4,000,000	\$0	<b>\$9,021,228</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.

## Street/Street Capital

### 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 sewer, water, lighting, and communication conduit included. A shared use path will be added and work will include minor ADA Ramp replacement.

#### Project Justification

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

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

Meets TR Goals B and G by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices at this important link between communities.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2014153

Construction is scheduled for 2019

#### External Factors

Grant funds will be required to move into the construction phase. Delivery schedule will depend on construction sequencing for stormwater work.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$0	\$24,000

#### Maintenance Comments

**Street/Street Capital****TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd**

STR-2015-10

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$2,400,000	\$301,800	\$0	\$0	\$0	\$2,701,800	\$2,701,800
Design	\$80,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$280,000
<b>Total</b>	<b>\$80,000</b>	<b>\$200,000</b>	<b>\$2,400,000</b>	<b>\$301,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,901,800</b>	<b>\$2,981,800</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$80,000	\$200,000	\$1,200,000	\$151,800	\$0	\$0	\$0	\$1,631,800
TIB	Identified	Unfunded	\$0	\$0	\$1,200,000	\$150,000	\$0	\$0	\$0	\$1,350,000
<b>Total</b>			<b>\$80,000</b>	<b>\$200,000</b>	<b>\$2,400,000</b>	<b>\$301,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<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.

## 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:*

Meets TR Goals B, C and E by bringing the design standards into alignment with the updated direction of the Comprehensive Plan.

### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

## Transportation Strategic Plan Update

STR-2012-101

## Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$140,000
Total	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$140,000

## Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$130,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Total			\$130,000	\$10,000	\$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.

## Street/Street Capital

### 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:*

Meets TR Goal D in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B and C.

#### Location

Other Location

Wall Street between 1st Avenue and Main Avenue.

#### Project Status

Active

Project number: 2017089  
Delivery.

Design 2023; Construction 2024 Project is candidate for Alternative

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Street Capital****Wall St, 1st Ave to Main Ave**

STR-2017-14

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$60,000	\$0	\$0	\$0	\$0	\$60,000	\$60,000
Total	\$0	\$0	\$60,000	\$900,000	\$0	\$0	\$0	\$960,000	\$960,000

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$60,000	\$450,000	\$0	\$0	\$0	\$510,000
STA	Private	Funded	\$0	\$0	\$0	\$450,000	\$0	\$0	\$0	\$450,000
Total			\$0	\$0	\$60,000	\$900,000	\$0	\$0	\$0	\$960,000

**\*Status definitions**

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

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

## Street/Street Capital

### Wellesley Ave, Freya St to Havana St

STR-2018-3

#### Executive Summary

Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.

#### Project Justification

Industrial freight connection from 'The Yard' to the adjacent T-1 and Interstate truck routes.

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

Meets TR Goals B and D by incorporating better transportation choices to all users while supporting the surrounding industrial development. Also promotes active transport; TR goal F.

#### Location

Other Location

Wellesley Avenue between Freya Street and Havana Street

#### Project Status

Active

Project number: 2018076

#### External Factors

NSC timing will have Wellesley Avenue closed for a 3-year period between Freya and Market.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Street Capital****Wellesley Ave, Freya St to Havana St**

STR-2018-3

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$1,850,000	\$0	\$0	\$0	\$0	\$1,850,000	\$1,850,000
Design	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$225,000
<b>Total</b>	<b>\$0</b>	<b>\$225,000</b>	<b>\$1,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,075,000</b>	<b>\$2,075,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
Grant	Unidentified	Unfunded	\$0	\$0	\$150,000	\$1,175,000	\$0	\$0	\$0	\$1,325,000
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$75,000	\$675,000	\$0	\$0	\$0	\$750,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$225,000</b>	<b>\$1,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,075,000</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.

**Street/Street Capital**

## **Wellesley Avenue – Division to Nevada**

STR-2018-11

### **Executive Summary**

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates.

### **Project Justification**

Roadway and utility deterioration require attention.

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

Meets TR Goals B and C by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

### **Location**

Other Location

Wellesley Avenue between Division Street and Nevada Street

### **Project Status**

Active

Project number: 2018091

### **External Factors**

### **Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400,000	\$3,400,000	\$3,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	\$3,750,000	<b>\$3,750,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$0	\$0	\$47,250	\$459,000	\$0	\$506,250
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$302,750	\$2,941,000	\$0	\$3,243,750
Total			\$0	\$0	\$0	\$0	\$350,000	\$3,400,000	\$0	<b>\$3,750,000</b>

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

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



# **Pedestrian & Bikeways Program**

# Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$2,410	\$98	\$440	\$69	\$182	\$635
CMAQ	\$755	\$395	\$0	\$0	\$16	\$2,047
Commerce	\$243	\$0	\$0	\$0	\$0	\$0
Connect WA	\$0	\$0	\$0	\$0	\$0	\$0
DSP	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$65	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$195	\$760
Private	\$30	\$0	\$0	\$0	\$0	\$0
PWTF	\$0	\$0	\$0	\$0	\$0	\$0
RCO	\$0	\$0	\$0	\$0	\$471	\$3,529
RCO-ALEA	\$300	\$0	\$0	\$0	\$0	\$0
RCO-WWRP	\$612	\$1,365	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$100	\$250	\$650
SIUE-RIVER	\$625	\$1,365	\$0	\$0	\$0	\$0
STBG	\$5	\$0	\$0	\$0	\$0	\$0
STBG-SA	\$0	\$0	\$2,532	\$230	\$1,205	\$2,950
STP	\$40	\$0	\$0	\$0	\$0	\$0
TAP	\$182	\$0	\$0	\$0	\$0	\$0
TBD	\$594	\$48	\$0	\$0	\$0	\$0
TCSP	\$0	\$0	\$0	\$0	\$0	\$0
TIB	\$260	\$0	\$0	\$0	\$0	\$0
TIB CS	\$0	\$0	\$0	\$0	\$0	\$0
UDRA	\$250	\$0	\$0	\$0	\$0	\$0
Total	\$6,495	\$3,396	\$3,097	\$524	\$2,319	\$10,571

## 2013 Downtown Pedestrian Improvements

STR-2014-19

### Executive Summary

Sidewalk surface improvements, vaulted sidewalk reconstruction as possible along specific corridors.

### 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:*

Meets TR Goals C and F by accommodating safe access to daily destinations.

### Location

Other Location

Central Business District, Spokane

### Project Status

Active

Project number: 2013156 & 2015075

Construction to begin in 2018.

### External Factors

Required to use Federal 4F approval for treating vaults in connection with historic 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Pedestrian and Bikeways****2013 Downtown Pedestrian Improvements**

STR-2014-19

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$1,889,962	\$129,942	\$0	\$0	\$0	\$0	\$0	\$129,942	\$2,019,904
Design	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Total	\$2,039,962	\$129,942	\$0	\$0	\$0	\$0	\$0	\$129,942	<b>\$2,169,904</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$814,532	\$17,542	\$0	\$0	\$0	\$0	\$0	\$832,074
DSP	Private	Funded	\$49,600	\$0	\$0	\$0	\$0	\$0	\$0	\$49,600
TAP	Federal	Funded	\$1,000,000	\$112,400	\$0	\$0	\$0	\$0	\$0	\$1,112,400
TIB	State	Funded	\$175,830	\$0	\$0	\$0	\$0	\$0	\$0	\$175,830
Total			\$2,039,962	\$129,942	\$0	\$0	\$0	\$0	\$0	<b>\$2,169,904</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.

**Street/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:*

Meets TR Goal B by improving the bicycle network.

**Location**

Other Location

Citywide

**Project Status**

Active

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

**External Factors**

**Maintenance**

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Maintenance Comments**



**Street/Pedestrian and Bikeways****Bike Route Signing and Striping**

STR-2012-63

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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	<b>\$60,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	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	<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.

### 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. Bike-share stations will be located at several key destinations including Riverfront Park, STA Plaza, the downtown library, the U-District, etc.

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

Meets TR Goals B and D by incorporating a new transportation choice into our community that will promote healthy living and draw new interest to the city. Also promotes active transport; TR goal F.

### Location

Other Location

City-wide with downtown focus.

### Project Status

Active

Project number: 2016088

Consultant contract for study/design in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments

**Street/Pedestrian and Bikeways**

**Bike Share Feasibility Study**

STR-2016-14

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Design	\$0	\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$80,000	<b>\$80,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$24,180	\$2,620	\$0	\$0	\$0	\$0	\$0	\$26,800
STBG	Federal	Funded	\$48,000	\$5,200	\$0	\$0	\$0	\$0	\$0	\$53,200
Total			\$72,180	\$7,820	\$0	\$0	\$0	\$0	\$0	<b>\$80,000</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.

## Street/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 improving ADA ramps, crosswalks, countdown timers, wider sidewalks/path along Mission, and separating the trail from parking in Mission Park.

#### Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

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

Meets TR Goals E and F by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2014095

Construction scheduled to begin in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$300	\$300	\$300	\$300	\$0	\$0	\$3,600

#### Maintenance Comments

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

STR-2015-14

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$26,700	\$4,000	\$0	\$0	\$0	\$0	\$0	\$30,700
Private	Private	Funded	\$18,500	\$0	\$0	\$0	\$0	\$0	\$0	\$18,500
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**

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

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

## Street/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 tunnel under the railroad tracks to the south of Mission Ave.

#### Project Justification

This existing at-grade crossing is presently complex and risky with the volume of vehicles, bicyclists, and pedestrians and the non-intuitive nature of the crossing. The actual crossing location is often confused with the railroad tracks. Separation of pedestrian facilities from the traveled way is important to comfort and safety.

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

Meets TR Goals E and F by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2016141 Grant applications being sought.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-77

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000
Design	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
Land purchase	\$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>\$100,000</b>	<b>\$250,000</b>	<b>\$2,500,000</b>	<b>\$2,850,000</b>	<b>\$2,850,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$650,000	\$1,000,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$1,850,000	\$1,850,000
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$250,000</b>	<b>\$2,500,000</b>	<b>\$2,850,000</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.

## Street/Pedestrian and Bikeways

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

STR-2017-17

#### Executive Summary

Multi-use trail to be 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:*

Meets TR Goals B and E by enhancing the active modes of transportation in this corridor and further investing in the Centennial Trail, a community asset.

#### Location

Other Location

West Central Spokane along Summit Boulevard

#### Project Status

Active

Project Number: 2017080  
underway.

Design to begin in 2018. Applications to fund construction

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



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

STR-2017-17

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,811,789	\$0	\$0	\$2,811,789	\$2,811,789
Design	\$46,243	\$92,775	\$0	\$0	\$0	\$0	\$0	\$92,775	\$139,018
Land purchase	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
<b>Total</b>	<b>\$46,243</b>	<b>\$242,775</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,811,789</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,054,564</b>	<b>\$3,100,807</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$6,243	\$32,775	\$0	\$379,592	\$0	\$0	\$0	\$418,610
CMAQ	Federal	Funded	\$40,000	\$210,000	\$0	\$0	\$0	\$0	\$0	\$250,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$2,432,197	\$0	\$0	\$0	\$2,432,197
<b>Total</b>			<b>\$46,243</b>	<b>\$242,775</b>	<b>\$0</b>	<b>\$2,811,789</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,807</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
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Funding amounts in red reflect sources that are unidentified, identified, or anticipated.

## Street/Pedestrian and Bikeways

### Cincinnati Greenway

STR-2016-12

#### Executive Summary

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

#### Project Justification

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

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

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

#### Location

Other Location

Cincinnati Street from Spokane Falls Blvd to Euclid Ave

#### Project Status

Active

Project number: 2016081

Design to begin in 2018. Construction planned to begin in 2019.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$11,500	\$11,500	\$11,500	\$11,500	\$0	\$0	\$92,000

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Cincinnati Greenway**

STR-2016-12

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$805,850	\$89,506	\$0	\$0	\$0	\$0	\$895,356	\$895,356
Design	\$74,460	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,460
<b>Total</b>	<b>\$74,460</b>	<b>\$805,850</b>	<b>\$89,506</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$895,356</b>	<b>\$969,816</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
CMAQ	Federal	Funded	\$49,516	\$378,300	\$42,000	\$0	\$0	\$0	\$0	\$469,816
TBD	Local	Funded	\$24,944	\$427,550	\$47,506	\$0	\$0	\$0	\$0	\$500,000
<b>Total</b>			<b>\$74,460</b>	<b>\$805,850</b>	<b>\$89,506</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$969,816</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.

## Street/Pedestrian and Bikeways

### 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 TR Goal B by providing transportation choices, and TR Goal F by improving the active transportation network.

#### Location

Other Location

Crestline St from Euclid Ave to Francis Ave

#### Project Status

Active

Project number:2015052

Design 2016; Construction began in 2017, to be completed in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Crestline Street Lane Reduction**

STR-2015-2

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$486,355	\$25,600	\$0	\$0	\$0	\$0	\$0	\$25,600	\$511,955
Design	\$36,782	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,782
Total	\$523,137	\$25,600	\$0	\$0	\$0	\$0	\$0	\$25,600	<b>\$548,737</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$3,678	\$0	\$0	\$0	\$0	\$0	\$0	\$3,678
HSIP	Federal	Funded	\$519,459	\$25,600	\$0	\$0	\$0	\$0	\$0	\$545,059
Total			\$523,137	\$25,600	\$0	\$0	\$0	\$0	\$0	<b>\$548,737</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.

## Street/Pedestrian and Bikeways

### Driscoll Sidewalk, Wellesley to Bismark

STR-2018-16

#### Executive Summary

Sidewalk infill along Driscoll Blvd.

#### Project Justification

Pedestrian priority within the vicinity of Browne Elementary.

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

Meets TR Goal B by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

#### Location

Other Location

Driscoll Boulevard between Wellesley Avenue and Bismark Avenue

#### Project Status

Active

Project number: 2018095

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Driscoll Sidewalk, Wellesley to Bismark**

STR-2018-16

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	\$426,498
Design	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,000
Total	\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	\$426,498	<b>\$490,498</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$64,000	\$166,000	\$0	\$0	\$0	\$0	\$0	\$230,000
TIB	State	Funded	\$0	\$260,498	\$0	\$0	\$0	\$0	\$0	\$260,498
Total			\$64,000	\$426,498	\$0	\$0	\$0	\$0	\$0	<b>\$490,498</b>

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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.

## Street/Pedestrian and Bikeways

### Fish Lake Trail - Phase 3b

STR-2012-68

#### Executive Summary

Includes the remaining paving to reach Fish Lake as well as bridge construction over the railroads.

#### 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:*

Meets TR Goals B and E by improving upon the trail length under ownership by the City, and opening that trail to public use, providing a transportation and recreation choice.

#### Location

Other Location

Fish Lake Trail, Queen Lucas Lake to Fish Lake

#### Project Status

Active

Project number: 2010048

Applications for Grant funding for construction.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



**Street/Pedestrian and Bikeways****Fish Lake Trail - Phase 3b**

STR-2012-68

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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
<b>Total</b>	<b>\$961,127</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$470,739</b>	<b>\$3,529,261</b>	<b>\$4,000,000</b>	<b>\$4,961,127</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
RCO	Identified	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
<b>Total</b>			<b>\$961,127</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$470,739</b>	<b>\$3,529,261</b>	<b>\$4,961,127</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.

## Street/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 at Peoples' Park.

#### 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:*

Meets TR Goals B and E by connecting regional shared-use trails to extend these backbone active transport providers and maximize the utility of these existing community assets.

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Street/Pedestrian and Bikeways

### Fish Lake Trail to Centennial Trail Connection

STR-2016-22

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000	\$2,750,000
Total	\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,750,000	<b>\$2,750,000</b>

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$83,750	\$0	\$0	\$0	\$0	\$625,000	\$708,750
CMAQ	Federal	Funded	\$0	\$166,250	\$0	\$0	\$0	\$0	\$1,875,000	\$2,041,250
Total			\$0	\$250,000	\$0	\$0	\$0	\$0	\$2,500,000	<b>\$2,750,000</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.

## Street/Pedestrian and Bikeways

### 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 TR Goal B by providing transportation choices, and TR Goal F by improving the active transportation network.

#### Location

Other Location

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

#### Project Status

Active

Project number: 2015053

Design complete. Construction in 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Maxwell-Mission Avenue Lane Reduction**

STR-2015-1

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$367,701	\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	\$406,701
Design	\$54,890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,890
Total	\$422,591	\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	<b>\$461,591</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$26,691	\$0	\$0	\$0	\$0	\$0	\$0	\$26,691
HSIP	Federal	Funded	\$395,900	\$39,000	\$0	\$0	\$0	\$0	\$0	\$434,900
Total			\$422,591	\$39,000	\$0	\$0	\$0	\$0	\$0	<b>\$461,591</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.

## Street/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:*

Meets TR Goals A and E by developing a trail connection between neighborhoods that this area can take pride in and adopt more fully into their transportation network.

#### Location

Other Location

From Spokane Community College to Felts Field.

#### Project Status

Active

Project number: 2014059

Project is in Planning. Applying for grant funding for construction.

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Millwood Trail, from SCC to Felts Field**

STR-2014-29

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271,676	\$1,271,676	\$1,271,676
Design	\$0	\$20,000	\$0	\$0	\$0	\$115,607	\$0	\$135,607	\$135,607
Planning	\$135,327	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,327
<b>Total</b>	<b>\$135,327</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,607</b>	<b>\$1,271,676</b>	<b>\$1,407,283</b>	<b>\$1,542,610</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$18,269	\$20,000	\$0	\$0	\$0	\$0	\$0	\$38,269
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$15,607	\$171,676	\$304,341
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,100,000	\$1,200,000
<b>Total</b>			<b>\$135,327</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,607</b>	<b>\$1,271,676</b>	<b>\$1,542,610</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.

## North Gorge Trail STUDY - Post Bridge to Suspension Bridge

STR-2018-14

### Executive Summary

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

### Project Justification

Connectivity of park and neighborhood assets is desirable.

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

Meets TR Goals A, B, and F, by creating active transportation connections that the community can enjoy and take pride in while experiencing the natural assets of our City.

### Location

Other Location

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

### Project Status

Active

Project number: 2018094

### External Factors

### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments



**Street/Pedestrian and Bikeways****North Gorge Trail STUDY - Post Bridge to Suspension Bridge**

STR-2018-14

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Planning	\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	\$250,000	<b>\$250,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$0	\$0	\$0	\$50,376	\$33,374	\$0	\$0	\$83,750
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$100,000	\$66,250	\$0	\$0	\$166,250
Total			\$0	\$0	\$0	\$150,376	\$99,624	\$0	\$0	<b>\$250,000</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.

## Street/Pedestrian and Bikeways

### Parking Environment Improvement Program

STR-2016-71

#### Executive Summary

Improve the parking environment in the downtown core by installing street furniture, way-finding, trees, lighting and electrical, tree grates, and by placing new sidewalk or replacing poor sidewalk. This funding program will also update downtown gateways and incorporate the 'Spokane Cultural Trail'.

#### Project Justification

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

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

Meets TR Goal E by developing the parking and pedestrian connection to businesses downtown.

#### Location

Other Location

Downtown Core

#### Project Status

Active

This program conducts downtown beautification, participates in downtown core projects to extend goals of the Parking Advisory Committee (PAC), and directly funds special projects approved by the PAC. The first project, the Maple/Ash Gateway is under development, and funds will be banked in preparation for construction.

#### External Factors

Guidance through the Parking Advisory Committee.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

## Street/Pedestrian and Bikeways

### Parking Environment Improvement Program

STR-2016-71

#### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$760,000	\$1,385,000	\$1,635,000
Design	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$70,000	\$70,000
Total	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,455,000	\$1,705,000

#### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
PEIP	Local	Funded	\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,705,000
Total			\$250,000	\$125,000	\$125,000	\$125,000	\$125,000	\$195,000	\$760,000	\$1,705,000

#### \*Status definitions

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

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

## Street/Pedestrian and Bikeways

### Peaceful Valley Trail - AKA: South Gorge 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 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:*

Meets TR Goals A and B by making new active transport facilities that the neighborhood and community at-large are taking pride in. The project is made possible through integrating with utility and road work; TR Goal G.

#### 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, CSO 25 Glover Park and Water Avenue; 2016059 Phase 2, South Gorge Trail  
Completion Phase 1 under construction in 2018. Phase 2 to begin in 2019.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$4,500	\$0	\$0	\$126,000

#### Maintenance Comments

**Street/Pedestrian and Bikeways****Peaceful Valley Trail - AKA: South Gorge Trail**

STR-2015-13

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$655,000	\$3,537,384	\$0	\$0	\$0	\$0	\$0	\$3,537,384	\$4,192,384
Design	\$485,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485,117
<b>Total</b>	<b>\$1,140,117</b>	<b>\$3,537,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,537,384</b>	<b>\$4,677,501</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$710,117	\$1,977,983	\$0	\$0	\$0	\$0	\$0	\$2,688,100
Commerce	State	Funded	\$0	\$242,500	\$0	\$0	\$0	\$0	\$0	\$242,500
Private	Private	Funded	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
RCO-ALEA	State	Funded	\$195,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$495,000
RCO-WWRP	State	Funded	\$0	\$486,901	\$0	\$0	\$0	\$0	\$0	\$486,901
SIUE-RIVER	Local	Funded	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
<b>Total</b>			<b>\$1,140,117</b>	<b>\$3,537,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,677,501</b>

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## Street/Pedestrian and Bikeways

### South Gorge Trail Connection - Main Ave to CSO 26

STR-2018-20

#### Executive Summary

Trail connection along the rim of the south bank of the Spokane River that continues the South Gorge Trail north of the Spokane Club, under the Monroe Street Bridge, and back up to the plaza atop CSO 26.

#### Project Justification

This will fill one of the final gaps for the Spokane River Gorge loop trail.

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

Meets TR Goals A, B and E by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

#### Location

Other Location

North side of the Spokane Club between Main Avenue and the CSO 26 Plaza.

#### Project Status

Active

Project number: 2018097

#### External Factors

An easement will be required to cross the Spokane Club property along the river bank.

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

**Street/Pedestrian and Bikeways****South Gorge Trail Connection - Main Ave to CSO 26**

STR-2018-20

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$2,730,000	\$0	\$0	\$0	\$0	\$2,730,000	\$2,730,000
Design	\$20,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$270,000
Total	\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	\$2,980,000	<b>\$3,000,000</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
RCO-WWRP	Identified	Unfunded	\$0	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,490,000
SIUE-RIVER	Local	Funded	\$20,000	\$125,000	\$1,365,000	\$0	\$0	\$0	\$0	\$1,510,000
Total			\$20,000	\$250,000	\$2,730,000	\$0	\$0	\$0	\$0	<b>\$3,000,000</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.

## Street/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. Construction will include rebuilding the Sprague at Sherman intersection.

#### 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:*

Meets TR Goals A, B and D by connecting the new pedestrian and bicycle bridge to transit while also providing an open space adjacent to budding development that is meant to foster place-making.

#### 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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



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

STR-2013-113

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$948,454	\$80,925	\$0	\$0	\$0	\$0	\$0	\$80,925	\$1,029,379
Design	\$23,121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,121
<b>Total</b>	<b>\$971,575</b>	<b>\$80,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,925</b>	<b>\$1,052,500</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$91,575	\$10,925	\$0	\$0	\$0	\$0	\$0	\$102,500
TAP	State	Funded	\$630,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$700,000
TIB CS	State	Funded	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
<b>Total</b>			<b>\$971,575</b>	<b>\$80,925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052,500</b>

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

## Street/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 bicycle facility project at Royal St., and continue west as a shared-use path. Strategic sidewalk segments will facilitate 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 the regional bike network.

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

Meets TR Goals B and F by creating a safe opportunity to use this highway corridor by foot or bike.

#### Location

Other Location

Sunset Highway between Royal Street and Deer Heights

#### Project Status

Active

Project number: 2016087

Design 2020

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-13

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,277,305	\$0	\$1,277,305	\$1,277,305
Design	\$0	\$0	\$441,631	\$0	\$0	\$0	\$0	\$441,631	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$189,017	\$0	\$0	\$189,017	\$189,017
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$441,631</b>	<b>\$0</b>	<b>\$189,017</b>	<b>\$1,277,305</b>	<b>\$0</b>	<b>\$1,907,953</b>	<b>\$1,907,953</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$0	\$0	\$88,326	\$0	\$25,517	\$172,436	\$0	\$286,279
CMAQ	Federal	Funded	\$0	\$0	\$353,305	\$0	\$0	\$0	\$0	\$353,305
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$163,500	\$1,104,869	\$0	\$1,268,369
<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$441,631</b>	<b>\$0</b>	<b>\$189,017</b>	<b>\$1,277,305</b>	<b>\$0</b>	<b>\$1,907,953</b>

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

## Street/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:*

Meets TR Goals A, B and D by creating a landmark bridge that will be a safe opportunity to cross from housing to education or work opportunities, thus opening up new possibilities for development adjacent to and surrounding this place.

#### Location

Other Location

From E Riverside & Sherman to EWU Campus

#### Project Status

Active

Project number: 2009105, 2012119

Design and ROW Complete. Construction began in 2017.

#### External Factors

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.*

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments

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

STR-2016-74

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$12,739,461	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$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
<b>Total</b>	<b>\$16,338,561</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$16,838,561</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						
				2019	2020	2021	2022	2023	2024	Total
ASF	Local	Funded	\$1,192,961	\$250,000	\$0	\$0	\$0	\$0	\$0	\$1,442,961
Connect WA	State	Funded	\$8,796,500	\$0	\$0	\$0	\$0	\$0	\$0	\$8,796,500
PWTF	Federal	Funded	\$3,154,500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,154,500
TCSP	Federal	Funded	\$444,600	\$0	\$0	\$0	\$0	\$0	\$0	\$444,600
UDRA	Local	Funded	\$2,750,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
<b>Total</b>			<b>\$16,338,561</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,838,561</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.

The image features a background of a city street viewed from an elevated angle. A large, stylized geometric pattern, composed of interlocking triangles in shades of red and purple, is overlaid on the image. This pattern forms a large, irregular shape that frames the central part of the street view. The street below shows various buildings, cars, and signs, including a prominent '7-Eleven' sign. The overall design is modern and graphic.

# **Neighborhood Program**

# Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
redlight	\$450	\$450	\$450	\$450	\$450	\$450
TBD	\$288	\$213	\$459	\$232	\$243	\$250
TIB	\$0	\$0	\$0	\$200	\$0	\$0
Total	\$738	\$663	\$909	\$882	\$693	\$700

Street/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:*

Meets TR Goals A and F by allowing neighborhoods to participate in the street development process by prioritizing and addressing community safety concerns.

### Location

Other Location

Citywide

### Project Status

Active

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

### External Factors

Applications for use come through Neighborhood Councils and are approved by the Traffic Calming Committee.

### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### Maintenance Comments



Street/Neighborhood

## Traffic Calming Program

STR-2014-23

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	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	\$3,150,000

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
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	\$3,150,000

\*Status definitions

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

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

**Street/Neighborhood**

## **Transportation Benefit District (TBD) Sidewalk Program**

STR-2016-33

### **Executive Summary**

Sidewalk improvements (generally infill) at locations noted.

### **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:*

Meets TR Goal B by connecting sidewalks in priority pedestrian areas, opening up better opportunities for pedestrian and ADA-compliant travel.

### **Location**

Other Location

Locations: Driscoll Blvd - Wellesley to Bismark; Arthur St - 30th to 43rd; 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.*

	2019	2020	2021	2022	2023	2024	Total
<b>Expected Annual Maintenance</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

### **Maintenance Comments**

Street/Neighborhood

## Transportation Benefit District (TBD) Sidewalk Program

STR-2016-33

### Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$404,000	\$270,000	\$167,000	\$360,000	\$405,000	\$243,000	\$235,000	\$1,680,000	\$2,084,000
Design	\$20,000	\$18,000	\$46,000	\$99,000	\$27,000	\$0	\$15,000	\$205,000	\$225,000
Total	\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$1,885,000	<b>\$2,309,000</b>

### Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
TBD	Local	Funded	\$424,000	\$288,000	\$213,000	\$459,000	\$232,000	\$243,000	\$250,000	\$2,109,000
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Total			\$424,000	\$288,000	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	<b>\$2,309,000</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.



# Impact Fee Program

# Impact Fee Projects

## Funding Summary

(in thousands of dollars)

Fund Source	2019	2020	2021	2022	2023	2024
ASF	\$364	\$364	\$0	\$0	\$0	\$0
Impact Fee	\$364	\$364	\$0	\$0	\$0	\$0
STP	\$1,362	\$1,362	\$0	\$0	\$0	\$0
Total	\$2,091	\$2,091	\$0	\$0	\$0	\$0

# **TRANSPORTATION IMPACT FEE PROGRAM**

## **Planning Horizon - 2019 - 2024**

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		Estimated Cost	Region	Approx. Build Timeline	
Project	Description			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	

## Street/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:*

Meets TR Goals E and F by enhancing the Hamilton corridor to be a stronger community asset while also improving the safety and efficiency of all travelers.

#### Location

Other Location

Hamilton St from Desmet Ave to North Foothills Drive

#### Project Status

Active

Project number: 2010056

Currently in design for construction start in 2019-2021.

#### External Factors

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

#### Maintenance

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

	2019	2020	2021	2022	2023	2024	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

#### Maintenance Comments



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

STR-2013-109

**Spending**

Project Phase	Spending to Date	Estimated Spending							Total
		2019	2020	2021	2022	2023	2024	6 Year Total	
Construction	\$0	\$2,091,308	\$2,091,308	\$0	\$0	\$0	\$0	\$4,182,616	\$4,182,616
Design	\$125,570	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125,570
Land purchase	\$138,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$138,600
<b>Total</b>	<b>\$264,170</b>	<b>\$2,091,308</b>	<b>\$2,091,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,182,616</b>	<b>\$4,446,786</b>

**Funding**

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2019	2020	2021	2022	2023	2024	
ASF	Local	Funded	\$65,882	\$364,417	\$364,417	\$0	\$0	\$0	\$0	\$794,716
Impact Fee	Local	Funded	\$59,688	\$364,417	\$364,417	\$0	\$0	\$0	\$0	\$788,522
STP	Federal	Funded	\$138,600	\$1,362,474	\$1,362,474	\$0	\$0	\$0	\$0	\$2,863,548
<b>Total</b>			<b>\$264,170</b>	<b>\$2,091,308</b>	<b>\$2,091,308</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,446,786</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
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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**

**City of Spokane**

**Street Department**

**2018-2024**

**Street Maintenance Plan**



## 2018 Proposed Projects

Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$70/ton)	Council District
Euclid Av - Crestline to Market	Crack	Arterial	16,374	LevyMaint	StMaint	\$1.00	\$16,374		1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.00	\$6,401		2 - S
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.00	\$6,600		2 - S
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.00	\$17,905		3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.00	\$5,517		3 - NW
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.00	\$63,551		3 - NW
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.00	\$10,200		3 - NW
Northwest/Assembly - Garland to Olympic	Crack	Arterial	21,216	LevyMaint	StMaint	\$1.00	\$21,216		3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.00	\$17,293		3 - NW
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.00	\$16,873		3 - NW
3rd Av - Magnolia to Regal	Crack	Arterial	15,716	StMaint	StMaint	\$1.00	\$15,716		2 - S
9th - Perry to Altamont	Crack	Arterial	10,962	StMaint	StMaint	\$1.00	\$10,962		2 - S
Grand Bl - High to 29th	Crack	Arterial	23,835	StMaint	StMaint	\$1.00	\$23,835		2 - S
Perry/Thurston	Crack	Arterial	16,186	StMaint	StMaint	\$1.00	\$16,186		2 - S
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	StMaint	StMaint	\$1.00	\$33,654		2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	StMaint	StMaint	\$1.00	\$29,716		3 - NW
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	StMaint	StMaint	\$1.00	\$28,784		3 - NW
Bridgeport - Division to Crestline	Crack	Arterial	30,757	StMaint	StMaint	\$1.00	\$30,757		1 - NE
Mission - Hamilton to Greene	Crack	Arterial	39,353	StMaint	StMaint	\$1.00	\$39,353		1 - NE
MLK Way	Crack	Arterial	11,301	StMaint	StMaint	\$1.00	\$11,301		1 - NE
Freya St - Liberty to Rich	Crack	Arterial	13,159	StMaint	StMaint	\$1.00	\$13,159		1 - NE
Freya St - Rowan to Francis	Crack	Arterial	8,980	StMaint	StMaint	\$1.00	\$8,980		1 - NE
							<b>\$444,333</b>		
Freya St - 27th to Hartson	Grind	Arterial	25,070	LevyMaint	StMaint	\$30.00	\$752,100	\$246,783	2 - S
Wellesley Av - Division to Nevada	Grind	Arterial	21,449	LevyBandAid	StMaint	\$30.00	\$643,470	\$211,139	1 - NE
Cedar/Maple/Walnut - 10th to 21st	Grind	Arterial	25,988	LevyBandAid	StMaint	\$30.00	\$779,640	\$255,819	2 - S
Assembly - Olympic to Rowan	Grind	Arterial	10,592	LevyBandAid	StMaint	\$30.00	\$317,760	\$104,265	3 - NW
Southeast Bl - Regal to 29th	Grind	Arterial	12,667	StMaint	StMaint	\$30.00	\$380,010	\$124,691	2 - S
Altamont - Hartson to Sprague	Grind	Arterial	11,791	StMaint	StMaint	\$30.00	\$353,733	\$116,069	2 - S
Palouse Hy from Regal to Freya	Grind	Arterial	14,049	StMaint	StMaint	\$30.00	\$421,470	\$138,295	2 - S
			<b>121,606</b>	<b>Arterial Total:</b>		<b>\$4,092,516</b>	<b>\$3,648,183</b>	<b>\$1,197,060</b>	
Dakota/Jay Et Al	Crack	Residential	27,048	TBD	StMaint	\$1.00	\$27,048		1 - NE
Joseph/Standard Et Al	Crack	Residential	23,680	TBD	StMaint	\$1.00	\$23,680		1 - NE
Lyons - Perry to Napa	Crack	Residential	7,132	TBD	StMaint	\$1.00	\$7,132		1 - NE
53rd & Laurelhurst	Crack	Residential	4,879	TBD	StMaint	\$1.00	\$4,879		2 - S
Custer Et Al	Crack	Residential	16,448	TBD	StMaint	\$1.00	\$16,448		2 - S
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.00	\$42,183		2 - S
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.00	\$47,357		2 - S
Summerwood/Bristol Et Al	Crack	Residential	34,285	TBD	StMaint	\$1.00	\$34,285		2 - S
Cleveland/Fairview Et Al	Crack	Residential	30,785	TBD	StMaint	\$1.00	\$30,785		3 - NW
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.00	\$36,001		3 - NW
Colton St - Magnesium to Jay	Crack	Residential	5,992	TBD	StMaint	\$1.00	\$5,992		1 - NE
Euclid/Morton from Mayfair to Dalton	Crack	Residential	13,417	TBD	StMaint	\$1.00	\$13,417		1 - NE
Sinto/Sharp from Napa to Regal Et Al	Crack	Residential	37,999	TBD	StMaint	\$1.00	\$37,999		1 - NE
1st & 2nd from Couer D Alane to Maple	Crack	Residential	21,971	TBD	StMaint	\$1.00	\$21,971		2 - S
4th Av Et Al	Crack	Residential	20,531	TBD	StMaint	\$1.00	\$20,531		2 - S
5th Av - Monroe to Stevens	Crack	Residential	8,272	TBD	StMaint	\$1.00	\$8,272		2 - S
Chestnut from Sunset to 2nd Et Al	Crack	Residential	36,850	TBD	StMaint	\$1.00	\$36,850		2 - S
Upper Terrace Rd from Rockwood to Rockwood	Crack	Residential	4,856	TBD	StMaint	\$1.00	\$4,856		2 - S
Cannon/Shannon Et Al	Crack	Residential	31,233	TBD	StMaint	\$1.00	\$31,233		3 - NW
Carlisle from maple to Jefferson Et Al	Crack	Residential	37,826	TBD	StMaint	\$1.00	\$37,826		3 - NW
Joseph/Washington Et Al	Crack	Residential	66,556	TBD	StMaint	\$1.00	\$66,556		3 - NW
Milton/Queen Et Al	Crack	Residential	35,657	TBD	StMaint	\$1.00	\$35,657		3 - NW
Normandie St - Garland to Rockwell	Crack	Residential	3,633	TBD	StMaint	\$1.00	\$3,633		3 - NW
							<b>\$324,793</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 St Et Al	Grind	Residential	9,623	TBD	Contractor	\$40.00	\$384,920		1 - NE
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
Mayfair St - Queen to Rowan	Grind	Residential	4,397	StMaint	Contractor	\$40.00	\$175,880		1 - NE
Providence - Nevada to Crestline	Grind	Residential	13,692	StMaint	Contractor	\$40.00	\$547,680		1 - NE
South Crescent - Nora to Lacey	Grind	Residential	10,684	StMaint	Contractor	\$40.00	\$427,360		1 - NE
27th Av - SE Bl to Ray	Grind	Residential	13,253	StMaint	Contractor	\$40.00	\$530,120		2 - S
5th Av - Freya to Havana	Grind	Residential	11,929	StMaint	Contractor	\$40.00	\$477,160		2 - S
Dalke/Lincoln/Post	Grind	Residential	9,263	StMaint	Contractor	\$40.00	\$370,520		3 - NW
Dalton Av - Maple to Post	Grind	Residential	10,912	StMaint	Contractor	\$40.00	\$436,480		3 - NW
York Av Et Al	Grind	Residential	5,295	StMaint	Contractor	\$40.00	\$211,800		3 - NW
Dalke - Addison to Nevada	Grind	Residential	6,615	Add. Funding	Contractor	\$40.00	\$264,600		1 - NE
Arthur St - 37th to 29th	Grind	Residential	9,143	Add. Funding	Contractor	\$40.00	\$365,720		2 - S
Manito Bl - 37th to 33rd	Grind	Residential	12,704	Add. Funding	Contractor	\$40.00	\$508,160		2 - S
							<b>\$6,094,293</b>		
			<b>Residential Total:</b>		<b>\$6,419,086</b>				



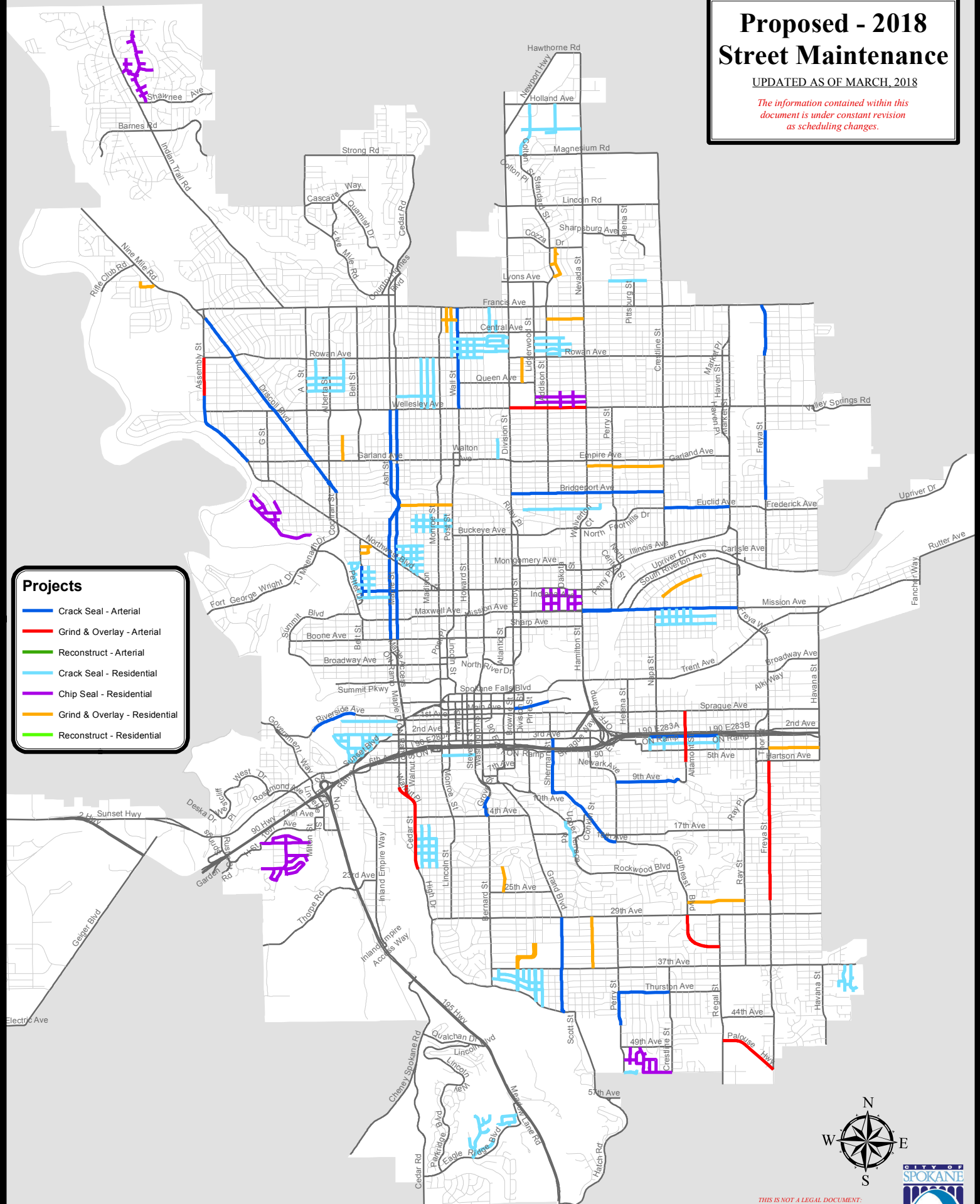
# Proposed - 2018 Street Maintenance

UPDATED AS OF MARCH, 2018

*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	Crack	Arterial	11,547	LevyMaint	StMaint	\$1.00	\$11,547		1 - NE
Market St - Garland to Francis	Crack	Arterial	40,028	LevyMaint	StMaint	\$1.00	\$40,028		1 - NE
29th Av - High to grand	Crack	Arterial	34,090	Levy Maint	StMaint	\$1.00	\$34,090		2 - S
37th Av - Perry to Regal	Crack	Arterial	19,203	LevyMaint	StMaint	\$1.00	\$19,203		2 - S
Hatch Rd - 54th to 43rd	Crack	Arterial	14,331	LevyMaint	StMaint	\$1.00	\$14,331		2 - S
Grand Bl - 22nd to 14th	Crack	Arterial	13,923	LevyMaint	StMaint	\$1.00	\$13,923		3 - S
Rockwood Bl - Cowley to Southeast	Crack	Arterial	48,879	LevyMaint	StMaint	\$1.00	\$48,879		2 - S
Southeast Bl - 29th to Perry	Crack	Arterial	27,347	LevyMaint	StMaint	\$1.00	\$27,347		2 - S
Alberta St - Northwest to Francis	Crack	Arterial	44,540	LevyMaint	StMaint	\$1.00	\$44,540		3 - NW
Ash St - Wellesley to Country Homes	Crack	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
							<b>\$334,675</b>		
Regal St - 39th to 29th	Grind	Arterial	15,535	LevyMaint	StMaint	\$30.00	\$466,050	\$152,923	2 - S
Stevens - 3rd to Spokane Falls	Grind	Arterial	13,363	LevyMaint	StMaint	\$30.00	\$400,890	\$131,542	2 - S
Northwest/Indiana - Maple to Lincoln	Grind	Arterial	22,253	LevyMaint	StMaint	\$30.00	\$667,590	\$219,053	3 - NW
Addison - Garland to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$30.00	\$812,520	\$266,608	1 - NE
Freya St - 37th to 27th	Grind	Arterial	11,548	LevyMaint	StMaint	\$30.00	\$346,440	\$113,676	2 - S
Wellesley Av - Nevada to Pittsburg	Grind	Arterial	14,171	LevyBandAid	StMaint	\$30.00	\$425,130	\$139,496	1 - NE
Cowley St - 7th to 4th	Grind	Arterial	5,615	LevyBandAid	StMaint	\$30.00	\$168,450	\$55,273	2 - S
			<b>109,569</b>				<b>\$3,287,070</b>	<b>\$1,078,570</b>	
				<b>Arterial Total:</b>	<b>\$3,621,745</b>				
Dakota Et Al	Crack	Residential	46,698	TBD	StMaint	\$1.00	\$46,698		1 - NE
Fiske - Sinto - Sharp	Crack	Residential	9,836	TBD	StMaint	\$1.00	\$9,836		1 - NE
Heroy/Pittsburg around Rogers HS	Crack	Residential	5,889	TBD	StMaint	\$1.00	\$5,889		1 - NE
Myrtle/Longfellow Et Al	Crack	Residential	39,501	TBD	StMaint	\$1.00	\$39,501		1 - NE
Napa from Wellesley to Rowan Et Al	Crack	Residential	33,096	TBD	StMaint	\$1.00	\$33,096		1 - NE
26th thru 28th & Oak	Crack	Residential	8,659	TBD	StMaint	\$1.00	\$8,659		2 - S
Altamont Bl Et Al	Crack	Residential	25,462	TBD	StMaint	\$1.00	\$25,462		2 - S
Arthur St - 13th to Newark	Crack	Residential	5,316	TBD	StMaint	\$1.00	\$5,316		2 - S
Arthur from Club to 39th Et Al	Crack	Residential	42,850	TBD	StMaint	\$1.00	\$42,850		2 - S
Cannon from Garland to Longfellow Et Al	Crack	Residential	42,640	TBD	StMaint	\$1.00	\$42,640		3 - NW
Excell Av - G to Audubon	Crack	Residential	3,760	TBD	StMaint	\$1.00	\$3,760		3 - NW
							<b>\$263,707</b>		
St Thomas Moore from Dakota to Nevada Et Al	Chip	Residential	49,152	TBD	Contractor	\$8.50	\$417,792		1 - NE
Fiske from 36th to 33rd Et Al	Chip	Residential	24,641	TBD	Contractor	\$8.50	\$209,449		2 - S
Joseph from Belt to Ash Et Al	Chip	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	Grind	Residential	4,400	TBD	Contractor	\$40.00	\$176,000		1 - NE
Pittsburg - 37th to 34th	Grind	Residential	3,310	TBD	Contractor	\$40.00	\$132,400		2 - S
27th Av - Denver to Pittsburg	Grind	Residential	6,265	TBD	Contractor	\$40.00	\$250,600		2 - S
Lindeke St - Northwest to Driscoll	Grind	Residential	6,903	TBD	Contractor	\$40.00	\$276,120		3 - NW
33rd Av - Division to Lamonte	Grind	Residential	4,510	TBD	Contractor	\$40.00	\$180,400		2 - S
Queen Av - Standard to Magnolia	Grind	Residential	14,900	StMaint	Contractor	\$40.00	\$596,000		1 - NE
Wedgewood/Wiscomb/Weile	Grind	Residential	13,003	StMaint	Contractor	\$40.00	\$520,120		1 - NE
40th Av - Arthur to Napa	Grind	Residential	10,987	StMaint	Contractor	\$40.00	\$439,480		2 - S
Cedar St - 4th to Sprague	Grind	Residential	13,011	StMaint	Contractor	\$40.00	\$520,440		2 - S
Manito Bl - 33rd to 29th	Grind	Residential	5,902	StMaint	Contractor	\$40.00	\$236,080		2 - S
Bismark Et Al	Grind	Residential	18,988	StMaint	Contractor	\$40.00	\$759,520		3 - NW
Pacific Park - Pamela to Indian Trail	Grind	Residential	3,650	StMaint	Contractor	\$40.00	\$146,000		3 - NW
33rd Av - Bernard to Division to	Recon	Residential	4,447	TBD	Contractor	\$65.00	\$289,055		2 - S
							<b>\$5,751,480</b>		
				<b>Residential Total:</b>	<b>\$6,015,187</b>				

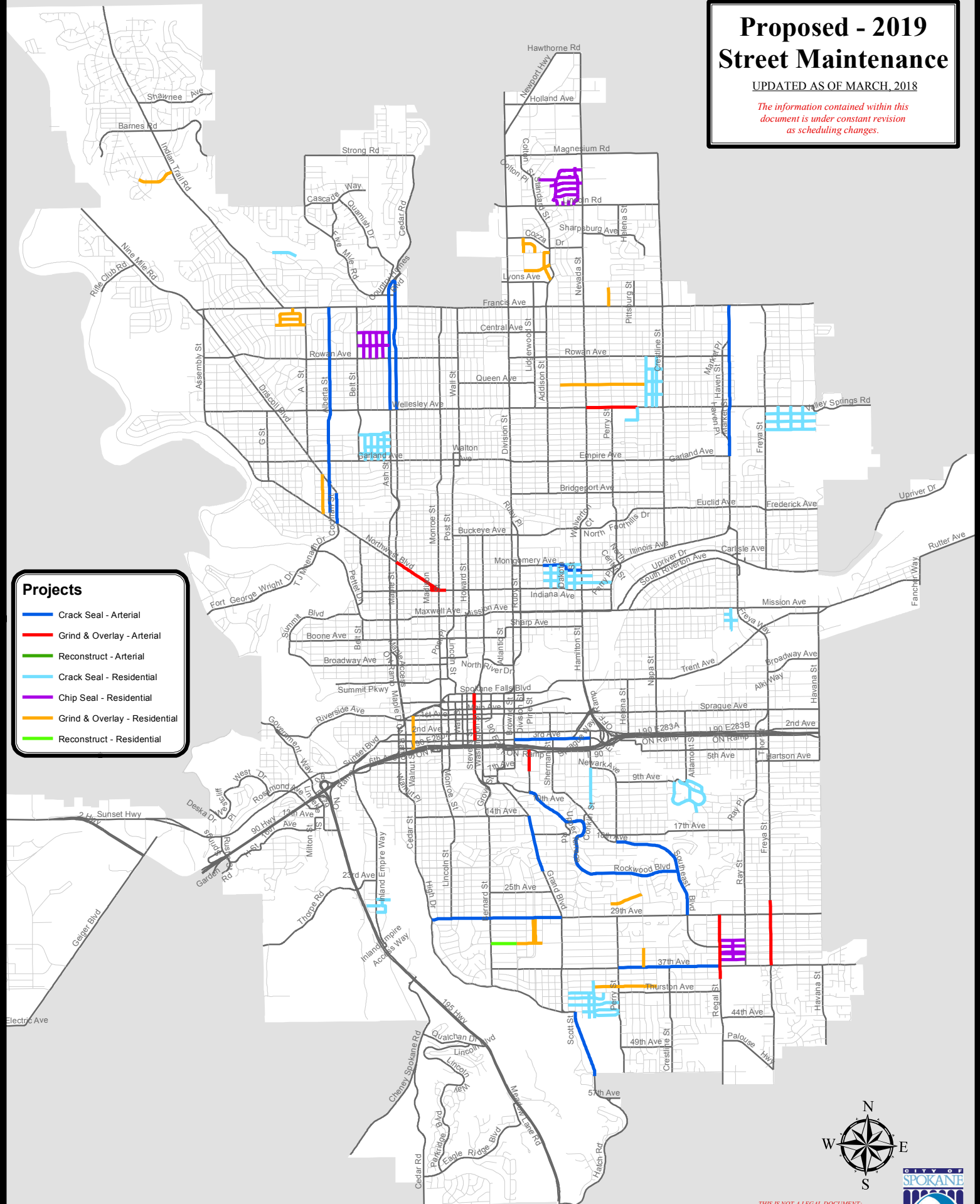
# Proposed - 2019 Street Maintenance

UPDATED AS OF MARCH, 2018

*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



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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	\$1.00	\$20,595		1 - NE
Crestline St - Francis to Brooklyn	Crack	Arterial	28,190	LevyMaint	StMaint	\$1.00	\$28,190		1 - NE
Francis Av - Division to Freya	Crack	Arterial	67,706	LevyMaint	StMaint	\$1.00	\$67,706		1 - NE
29th Av - Grand to Freya	Crack	Arterial	52,032	LevyMaint	StMaint	\$1.00	\$52,032		2 - S
37th Av - Bernard to Grand	Crack	Arterial	16,062	LevyMaint	StMaint	\$1.00	\$16,062		2 - S
37th Av - Grand to Perry	Crack	Arterial	9,756	LevyMaint	StMaint	\$1.00	\$9,756		2 - S
5th Av - Pittsburg to Thor	Crack	Arterial	25,113	LevyMaint	StMaint	\$1.00	\$25,113		2 - S
Bernard St - 29th to 14th	Crack	Arterial	24,138	LevyMaint	StMaint	\$1.00	\$24,138		2 - S
Inland Empire/Sunset - 9th to Oak	Crack	Arterial	15,094	LevyMaint	StMaint	\$1.00	\$15,094		2 - S
Monroe/Lincoln - 17th to 8th	Crack	Arterial	12,158	LevyMaint	StMaint	\$1.00	\$12,158		2 - S
Perry St - Mission to Illinois	Crack	Arterial	12,848	LevyMaint	StMaint	\$1.00	\$12,848		1 - NE
Ray - 29th to 17th	Crack	Arterial	21,301	LevyMaint	StMaint	\$1.00	\$21,301		2 - S
Grand Bl - 29th to 22nd	Crack	Arterial	11,269	LevyMaint	StMaint	\$1.00	\$11,269		2 - S
Lincoln St - 29th to 17th	Crack	Arterial	17,436	LevyMaint	StMaint	\$1.00	\$17,436		2 - S
G St - Northwest to Wellesley	Crack	Arterial	15,034	LevyMaint	StMaint	\$1.00	\$15,034		3 - NW
							<b>\$348,732</b>		
Euclid from Market to Sycamore	Grind	Arterial	15,164	LevyMaint	StMaint	\$30.00	\$454,920	\$149,271	1 - NE
Mission - Greene to Trent	Grind	Arterial	29,478	LevyMaint	StMaint	\$30.00	\$884,340	\$290,174	1 - NE
Regal - 39th to 53rd	Grind	Arterial	25,993	LevyMaint	StMaint	\$30.00	\$779,790	\$255,869	2 - S
Washington - 3rd to Spokane Falls	Grind	Arterial	13,753	LevyMaint	StMaint	\$30.00	\$412,590	\$135,381	2 - S
Wall St - Walton to Wellesley	Grind	Arterial	7,077	LevyMaint	StMaint	\$30.00	\$212,310	\$69,664	3 - NW
Wellesley - Pittsburg to Haven	Grind	Arterial	24,171	LevyBandAid	StMaint	\$30.00	\$725,130	\$237,933	1 - NE
			<b>115,636</b>	<b>Arterial Total:</b>		<b>\$3,817,812</b>		<b>\$3,469,080</b>	<b>\$1,138,292</b>
1st from Helena to Altamont	Crack	Residential	11,152	TBD	StMaint	\$1.00	\$11,152		1 - NE
Dakota St - Montgomery to North Foothills	Crack	Residential	8,351	TBD	StMaint	\$1.00	\$8,351		1 - NE
Jackson Av - Ruby to Standard	Crack	Residential	11,630	TBD	StMaint	\$1.00	\$11,630		1 - NE
Marietta Av - Freya to Myrtle	Crack	Residential	5,800	TBD	StMaint	\$1.00	\$5,800		1 - NE
Napa-Lacrosse to Wellesley/Rich-Napa to Lacey	Crack	Residential	15,728	TBD	StMaint	\$1.00	\$15,728		1 - NE
Regal from Rowan to Francis Et Al	Crack	Residential	32,805	TBD	StMaint	\$1.00	\$32,805		1 - NE
Regal St Et Al	Crack	Residential	26,590	TBD	StMaint	\$1.00	\$26,590		1 - NE
32nd Av - Regal to Ray	Crack	Residential	4,437	TBD	StMaint	\$1.00	\$4,437		2 - S
33rd thru 36th from Grand(Lamonte) to Perry	Crack	Residential	42,856	TBD	StMaint	\$1.00	\$42,856		2 - S
Adams/Jefferson/Madison from 4th to Sprague	Crack	Residential	28,753	TBD	StMaint	\$1.00	\$28,753		2 - S
F St - Rosamond to 6th	Crack	Residential	5,700	TBD	StMaint	\$1.00	\$5,700		2 - S
Pittsburg St Et Al	Crack	Residential	30,282	TBD	StMaint	\$1.00	\$30,282		2 - S
A St Et Al	Crack	Residential	48,627	TBD	StMaint	\$1.00	\$48,627		3 - NW
Elm from Broadway to Boone Et Al	Crack	Residential	21,462	TBD	StMaint	\$1.00	\$21,462		3 - NW
Hartley St - Royal to Lyons	Crack	Residential	9,256	TBD	StMaint	\$1.00	\$9,256		3 - NW
							<b>\$303,429</b>		
Wilding from Standard to Lincoln Et Al	Chip	Residential	32,953	TBD	Contractor	\$8.50	\$280,101		1 - NE
Woodland from F to Rosamond Et Al	Chip	Residential	21,812	TBD	Contractor	\$8.50	\$185,402		2 - S
Augusta from Monroe to Howard Et Al	Chip	Residential	23,926	TBD	Contractor	\$8.50	\$203,371		3 - NW
Manito - 22nd to Manito Pl	Grind	Residential	1,933	TBD	Contractor	\$40.00	\$77,320		2 - S
Pittsburg - 29th to Rockwood	Grind	Residential	10,432	TBD	Contractor	\$40.00	\$417,280		2 - S
Scott/Garfield - 43rd to Thurston	Grind	Residential	6,534	TBD	Contractor	\$40.00	\$261,360		2 - S
Longfellow Av - Monroe to Division	Grind	Residential	12,989	TBD	Contractor	\$40.00	\$519,560		3 - NW
Cincinnati - Bridgeport to Wellesley	Grind	Residential	14,873	StMaint	Contractor	\$40.00	\$594,920		1 - NE
Glass/Courtland/Morton Et Al	Grind	Residential	11,680	StMaint	Contractor	\$40.00	\$467,200		1 - NE
Standard/Hill N Dale	Grind	Residential	12,620	StMaint	Contractor	\$40.00	\$504,800		1 - NE
16th Av - Ray to Havana	Grind	Residential	13,267	StMaint	Contractor	\$40.00	\$530,680		2 - S
21st Av - Lincoln to Bernard	Grind	Residential	9,846	StMaint	Contractor	\$40.00	\$393,840		2 - S
Rosewood Et Al	Grind	Residential	16,853	StMaint	Contractor	\$40.00	\$674,120		3 - NW
							<b>\$5,109,954</b>		
<b>Residential Total:</b>						<b>\$5,413,383</b>			



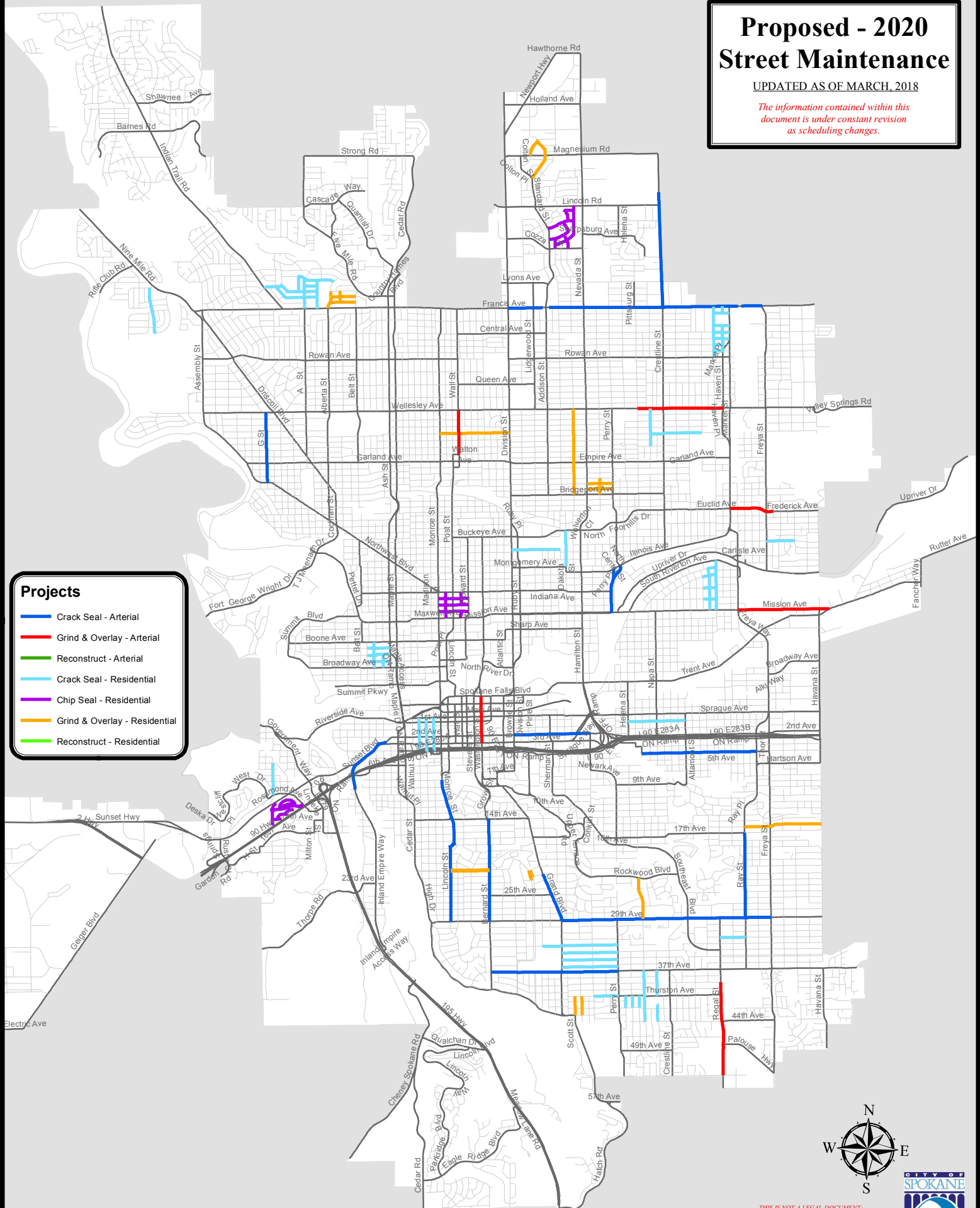
# Proposed - 2020 Street Maintenance

UPDATED AS OF MARCH, 2018

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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	\$1.00	\$39,056		1 - NE
Hatch Rd - SR#195 to 57th Av	Crack	Arterial	25,467	LevyMaint	StMaint	\$1.00	\$25,467		2 - S
Hayford Rd - 49th to McFarland	Crack	Arterial	22,397	LevyMaint	StMaint	\$1.00	\$22,397		2 - S
Thurston Av - Lee to Regal	Crack	Arterial	9,841	LevyMaint	StMaint	\$1.00	\$9,841		2 - S
7th Av - Browne to Division	Crack	Arterial	2,356	LevyMaint	StMaint	\$1.00	\$2,356		2 - S
Indian Trail Rd - Ridgecrest to City Limits	Crack	Arterial	9,417	LevyMaint	StMaint	\$1.00	\$9,417		3 - NW
Maxwell/Pettet - Nora to Ash	Crack	Arterial	12,219	LevyMaint	StMaint	\$1.00	\$12,219		3 - NW
Frederick - Sycamore to Havana	Crack	Arterial	7,713	LevyMaint	StMaint	\$1.00	\$7,713		1 - NE
Indiana - Division to Crescent	Crack	Arterial	28,732	LevyMaint	StMaint	\$1.00	\$28,732		1 - NE
Rowan Av - Driscoll to Monroe	Crack	Arterial	43,028	LevyMaint	StMaint	\$1.00	\$43,028		3 - NW
Monroe/Lincoln - 8th to 2nd	Crack	Arterial	15,750	LevyMaint	StMaint	\$1.00	\$15,750		2 - S
Havana - 37th to CL	Crack	Arterial	15,363	LevyMaint	StMaint	\$1.00	\$15,363		2 - S
Bridgeport - Division to Crestline	Crack	Arterial	30,757	LevyMaint	StMaint	\$1.00	\$30,757		1 - NE
							<b>\$262,096</b>		
Napa - Sprague to Mission	Grind	Arterial	18,989	LevyMaint	StMaint	\$30.00	\$569,670	\$186,923	1 - NE
Eagle Ridge - Cedar to Meadow Lane	Grind	Arterial	30,125	LevyMaint	StMaint	\$30.00	\$903,750	\$296,543	2 - S
Indian Trail - Francis to Kathleen	Grind	Arterial	26,411	LevyMaint	StMaint	\$30.00	\$792,330	\$259,983	3 - NW
Washington - Spokane Falls to Boone	Grind	Arterial	17,873	LevyMaint	StMaint	\$30.00	\$536,190	\$175,937	3 - NW
Empire - Nevada to Crestline	Grind	Arterial	19,496	LevyBandAid	StMaint	\$30.00	\$584,880	\$191,914	1 - NE
29th Av - Freya to Havana	Grind	Arterial	10,341	LevyBandAid	StMaint	\$30.00	\$310,230	\$101,794	2 - S
			<b>123,235</b>				<b>\$3,697,050</b>	<b>\$1,213,095</b>	
				<b>Arterial Total:</b>	<b>\$3,959,146</b>				
1st Ave - Erie to Helena	Crack	Residential	7,003	TBD	StMaint	\$1.00	\$7,003		1 - NE
Beacon Av from Dakota to Nevada	Crack	Residential	4,942	TBD	StMaint	\$1.00	\$4,942		1 - NE
Crestline & Lee - Mission to Nora	Crack	Residential	5,734	TBD	StMaint	\$1.00	\$5,734		1 - NE
Glass & Courtland from Perry to Crestline	Crack	Residential	18,730	TBD	StMaint	\$1.00	\$18,730		1 - NE
Julia & Decatur	Crack	Residential	6,164	TBD	StMaint	\$1.00	\$6,164		1 - NE
Myrtle - Marietta to Frederick	Crack	Residential	5,113	TBD	StMaint	\$1.00	\$5,113		1 - NE
Perry St - 2nd to Sprague	Crack	Residential	3,157	TBD	StMaint	\$1.00	\$3,157		1 - NE
Rebecca from Upriver to Marietta Et Al	Crack	Residential	24,064	TBD	StMaint	\$1.00	\$24,064		1 - NE
Rutter - Fancher to City Limits	Crack	Residential	9,221	TBD	StMaint	\$1.00	\$9,221		1 - NE
11th Av from Altamont to Julia	Crack	Residential	15,383	TBD	StMaint	\$1.00	\$15,383		2 - S
Arthur St - 39th to 37th	Crack	Residential	2,117	TBD	StMaint	\$1.00	\$2,117		2 - S
Comstock Park Et Al	Crack	Residential	26,670	TBD	StMaint	\$1.00	\$26,670		2 - S
Garfield Rd - 26th to Rockwood	Crack	Residential	4,732	TBD	StMaint	\$1.00	\$4,732		2 - S
Alice - Sheridan to Park	Crack	Residential	784	TBD	StMaint	\$1.00	\$784		3 - NW
C St Et Al	Crack	Residential	30,967	TBD	StMaint	\$1.00	\$30,967		3 - NW
Cannon St - Kiernan to Garland	Crack	Residential	2,143	TBD	StMaint	\$1.00	\$2,143		3 - NW
Cedar & Madison - Boone to Sharp	Crack	Residential	5,531	TBD	StMaint	\$1.00	\$5,531		3 - NW
Cora - Pine to Park	Crack	Residential	1,375	TBD	StMaint	\$1.00	\$1,375		3 - NW
Kathleen from Sutherlin to Indian Trail Et Al	Crack	Residential	34,366	TBD	StMaint	\$1.00	\$34,366		3 - NW
Park Bl - Euclid to Columbia	Crack	Residential	5,287	TBD	StMaint	\$1.00	\$5,287		3 - NW
Wellington Pl - Alice to Glass	Crack	Residential	2,528	TBD	StMaint	\$1.00	\$2,528		3 - NW
							<b>\$216,011</b>		
Buckeye from Crestline to Market Et Al	Chip	Residential	43,250	TBD	Contractor	\$8.50	\$367,625		1 - NE
35th from Freya to Havana Et Al	Chip	Residential	44,922	TBD	Contractor	\$8.50	\$381,837		2 - S
Deschutes from Tucannon to Excel Et Al	Chip	Residential	50,496	TBD	Contractor	\$8.50	\$429,216		3 - NW
Glass/Stone	Grind	Residential	4,603	TBD	Contractor	\$40.00	\$184,120		1 - NE
26th Av - Bernard to Division	Grind	Residential	4,447	TBD	Contractor	\$40.00	\$177,880		2 - S
Elm - Indiana to Northwest Bl	Grind	Residential	7,960	TBD	Contractor	\$40.00	\$318,400		3 - NW
Boone - Freya to Havana	Grind	Residential	10,920	StMaint	Contractor	\$40.00	\$436,800		1 - NE
Cincinnati - Olympic to Joseph	Grind	Residential	8,026	StMaint	Contractor	\$40.00	\$321,040		1 - NE
17th Av - Ray to Havana	Grind	Residential	13,030	StMaint	Contractor	\$40.00	\$521,200		2 - S
31st - Bernard to Division	Grind	Residential	4,450	StMaint	Contractor	\$40.00	\$178,000		2 - S
A St/7th - Sunset to Riverside	Grind	Residential	7,181	StMaint	Contractor	\$40.00	\$287,240		2 - S
Post St - 29th to 25th	Grind	Residential	4,263	StMaint	Contractor	\$40.00	\$170,520		2 - S
Dell Dr - Woodside to Five Mile	Grind	Residential	7,352	StMaint	Contractor	\$40.00	\$294,080		3 - NW
Royal Dr Et Al	Grind	Residential	17,231	StMaint	Contractor	\$40.00	\$689,240		3 - NW
Sutherlin - Rowan to Bismark	Grind	Residential	4,077	StMaint	Contractor	\$40.00	\$163,080		3 - NW
26th Av - Division to Tekoa	Recon	Residential	2,084	TBD	Contractor	\$65.00	\$135,460		2 - S
							<b>\$5,055,738</b>		
				<b>Residential Total:</b>	<b>\$5,271,749</b>				

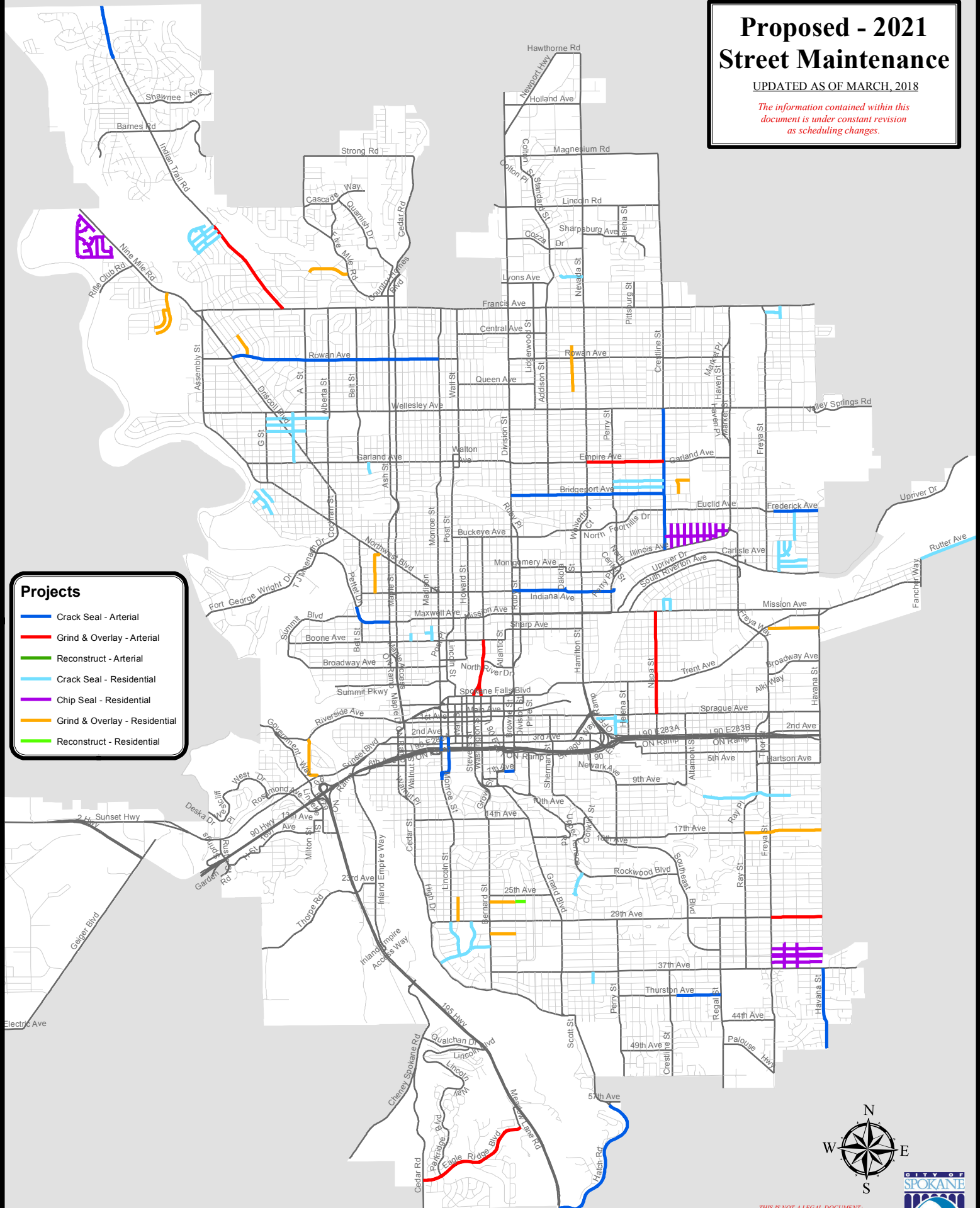
# Proposed - 2021 Street Maintenance

UPDATED AS OF MARCH, 2018

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## Projects

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



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	\$1.00	\$16,374		1 - NE
3rd Av - Maple to Division	Crack	Arterial	33,853	LevyMaint	StMaint	\$1.00	\$33,853		2 - S
2nd Av - Maple to Division	Crack	Arterial	33,875	LevyMaint	StMaint	\$1.00	\$33,875		2 - S
Grand Bl - High to 29th	Crack	Arterial	23,835	LevyMaint	StMaint	\$1.00	\$23,835		2 - S
Southeast/Sherman - Perry to 3rd	Crack	Arterial	33,654	LevyMaint	StMaint	\$1.00	\$33,654		2 - S
Ash St - Northwest to Wellesley	Crack	Arterial	29,716	LevyMaint	StMaint	\$1.00	\$29,716		3 - NW
Maple St - Northwest to Wellesley	Crack	Arterial	28,784	LevyMaint	StMaint	\$1.00	\$28,784		3 - NW
Washingto St - Boone to Buckeye	Crack	Arterial	29,684	LevyMaint	StMaint	\$1.00	\$29,684		3 - NW
Nevada - North Foothills to Francis	Crack	Arterial	55,357	LevyMaint	StMaint	\$1.00	\$55,357		1 - NE
Grove St - 14th to Sumner	Crack	Arterial	6,401	LevyMaint	StMaint	\$1.00	\$6,401		2 - S
Riverside - Clarke to Hemlock	Crack	Arterial	6,600	LevyMaint	StMaint	\$1.00	\$6,600		2 - S
Ash St - Boone to Northwest	Crack	Arterial	17,905	LevyMaint	StMaint	\$1.00	\$17,905		3 - NW
Belt St - Nora to Montgomery	Crack	Arterial	5,517	LevyMaint	StMaint	\$1.00	\$5,517		3 - NW
Driscoll Bl - Courtland to Assembly	Crack	Arterial	63,551	LevyMaint	StMaint	\$1.00	\$63,551		3 - NW
Indiana Av - Belt to Maple	Crack	Arterial	10,200	LevyMaint	StMaint	\$1.00	\$10,200		3 - NW
Maple St - Boone to Northwest	Crack	Arterial	17,293	LevyMaint	StMaint	\$1.00	\$17,293		3 - NW
Wellesley Av - A to Maple	Crack	Arterial	21,932	LevyMaint	StMaint	\$1.00	\$21,932		3 - NW
Wellesley Av - Maple to Division	Crack	Arterial	29,248	LevyMaint	StMaint	\$1.00	\$29,248		3 - NW
Wall St - Wellesley to Francis	Crack	Arterial	16,873	LevyMaint	StMaint	\$1.00	\$16,873		3 - NW
Freya - Upriver to Liberty	Crack	Arterial	17,526	LevyMaint	StMaint	\$1.00	\$17,526		1 - NE
Freya - Empire to Rowan	Crack	Arterial	13,159	LevyMaint	StMaint	\$1.00	\$13,159		1 - NE
Maxwell Av - Maple to Washington	Crack	Arterial	24,599	LevyMaint	StMaint	\$1.00	\$24,599		3 - NW
17th Av - Perry to Fiske	Crack	Arterial	22,141	LevyMaint	StMaint	\$1.00	\$22,141		2 - S
Assembly - Rowan to Francis	Crack	Arterial	15,298	LevyMaint	StMaint	\$1.00	\$15,298		3 - NW
37th - Regal to Custer	Crack	Arterial	29,582	LevyMaint	StMaint	\$1.00	\$29,582		2 - S
Sprague - Helena to Stone	Crack	Arterial	13,813	LevyMaint	StMaint	\$1.00	\$13,813		1 - NE
Monroe/Lincoln - 2nd to Main	Crack	Arterial	18,623	LevyMaint	StMaint	\$1.00	\$18,623		2 - S
Pettet Drive - Nora to TJ	Crack	Arterial	12,384	LevyMaint	StMaint	\$1.00	\$12,384		3 - NW
Garland/Empire - Howard to Nevada	Crack	Arterial	29,800	LevyMaint	StMaint	\$1.00	\$29,800		3 - NW
							<b>\$677,577</b>		
Crestline - Wellesley to Decatur	Grind	Arterial	26,093	LevyMaint	StMaint	\$30.00	\$782,790	\$256,853	1 - NE
Haven St - Market to Market	Grind	Arterial	18,459	LevyMaint	StMaint	\$30.00	\$553,770	\$181,706	3 - NW
Maple/Ash - Wellesley to Country Homes	Grind	Arterial	53,991	LevyMaint	StMaint	\$30.00	\$1,619,730	\$531,474	3 - NW
Monroe St - Bridge to Boone	Grind	Arterial	10,054	LevyMaint	StMaint	\$30.00	\$301,620	\$98,969	3 - NW
Queen - Wall to Division	Grind	Arterial	9,626	LevyBandAid	StMaint	\$30.00	\$288,780	\$94,756	3 - NW
			<b>118,223</b>	<b>Arterial Total:</b>		<b>\$4,224,267</b>	<b>\$3,546,690</b>	<b>\$1,163,758</b>	
Broad from Lidgerwood to Nevada	Crack	Residential	23,373	TBD	StMaint	\$1.00	\$23,373		1 - NE
Gordon & Pittsburg	Crack	Residential	11,920	TBD	StMaint	\$1.00	\$11,920		1 - NE
Helena St - Trent to Broadway	Crack	Residential	5,067	TBD	StMaint	\$1.00	\$5,067		1 - NE
D St from 23rd to Grandview Et Al	Crack	Residential	52,919	TBD	StMaint	\$1.00	\$52,919		2 - S
Garfield Rd - 29th to 26th	Crack	Residential	5,038	TBD	StMaint	\$1.00	\$5,038		2 - S
Jefferson/18th Et Al	Crack	Residential	42,183	TBD	StMaint	\$1.00	\$42,183		2 - S
Arrowhead from Shawnee to Bedford Et Al	Crack	Residential	39,990	TBD	StMaint	\$1.00	\$39,990		3 - NW
Crown Av - Assembly to Alameda	Crack	Residential	6,330	TBD	StMaint	\$1.00	\$6,330		3 - NW
Wabash/Jefferson Et Al	Crack	Residential	36,001	TBD	StMaint	\$1.00	\$36,001		3 - NW
							<b>\$222,821</b>		
Cleveland/Rebecca Et Al	Chip	Residential	31,617	TBD	Contractor	\$8.50	\$268,745		1 - NE
Hartson from Magnolia to Altamont Et Al	Chip	Residential	29,472	TBD	Contractor	\$8.50	\$250,512		2 - S
Kensington/Chaucer Et Al	Chip	Residential	22,248	TBD	Contractor	\$8.50	\$189,108		3 - NW
34th/35th - Crestline to Regal	Grind	Residential	10,646	TBD	Contractor	\$40.00	\$425,840		2 - S
Kiernan - Alberta to Ash	Grind	Residential	10,760	TBD	Contractor	\$40.00	\$430,400		3 - NW
Woodridge & Navaho	Grind	Residential	6,066	TBD	Contractor	\$40.00	\$242,640		3 - NW
Carlisle - Hamilton to Perry	Grind	Residential	6,838	StMaint	Contractor	\$40.00	\$273,520		1 - NE
Madelia - Trent to Mission	Grind	Residential	14,947	StMaint	Contractor	\$40.00	\$597,880		1 - NE
16th - Perry to Martin	Grind	Residential	9,360	StMaint	Contractor	\$40.00	\$374,400		2 - S
Jefferson - 33rd to 37th	Grind	Residential	7,382	StMaint	Contractor	\$40.00	\$295,280		2 - S
Sumac - Julia to Havana	Grind	Residential	8,731	StMaint	Contractor	\$40.00	\$349,240		2 - S
I St - Garland to Wellesley	Grind	Residential	8,750	StMaint	Contractor	\$40.00	\$350,000		3 - NW
Lowell & Valerie	Grind	Residential	11,648	StMaint	Contractor	\$40.00	\$465,920		3 - NW
Queen - Maple to Wall	Grind	Residential	12,323	StMaint	Contractor	\$40.00	\$492,920		3 - NW
19th - MtVernon to Ray	Recon	Residential	6,263	TBD	Contractor	\$65.00	\$407,095		2 - S
							<b>\$5,413,500</b>		
			<b>Residential Total:</b>		<b>\$5,636,321</b>				



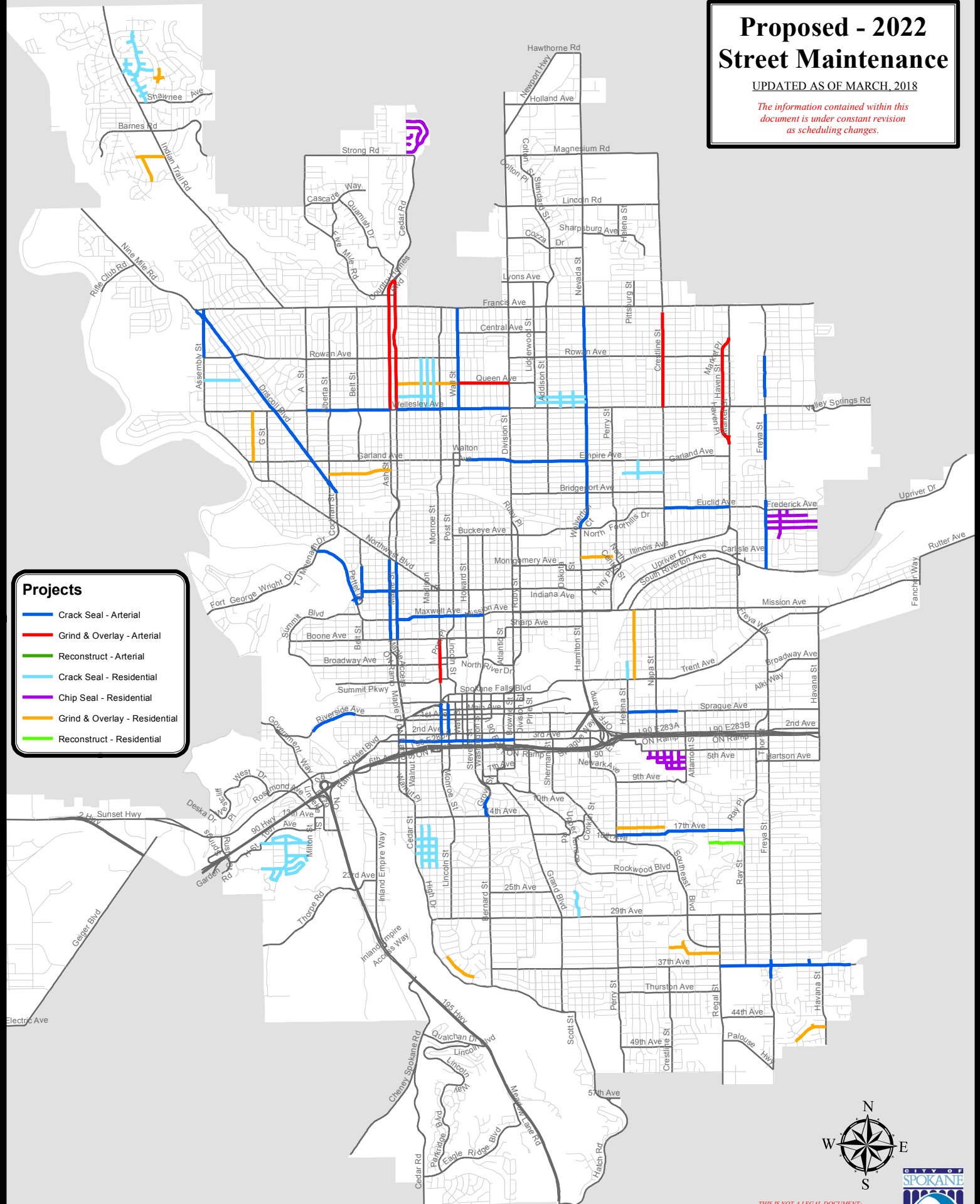
# Proposed - 2022 Street Maintenance

UPDATED AS OF MARCH, 2018

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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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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	\$1.00	\$21,449		1 - NE
Cedar\Maple\Walnut - 10th to 21st	Crack	Arterial	25,988	LevyMaint	StMaint	\$1.00	\$25,988		2 - S
Assembly - Olympic to Rowan	Crack	Arterial	10,592	LevyMaint	StMaint	\$1.00	\$10,592		3 - NW
Southeast Bl - Regal to 29th	Crack	Arterial	12,667	LevyMaint	StMaint	\$1.00	\$12,667		2 - S
Altamont - Hartson to Sprague	Crack	Arterial	11,791	LevyMaint	StMaint	\$1.00	\$11,791		2 - S
Palouse Hy from Regal to Freya	Crack	Arterial	14,049	LevyMaint	StMaint	\$1.00	\$14,049		2 - S
Perry/Thurston	Crack	Arterial	16,186	LevyMaint	StMaint	\$1.00	\$16,186		2 - S
							<b>\$112,722</b>		
Empire/Garland - Crestline to Market	Grind	Arterial	16,754	LevyMaint	StMaint	\$30.00	\$502,620	\$164,922	1 - NE
Rowan Av - Division to Nevada	Grind	Arterial	15,412	LevyMaint	StMaint	\$30.00	\$462,360	\$151,712	2 - NE
Havana - Sprague to Broadway	Grind	Arterial	13,962	LevyMaint	StMaint	\$30.00	\$418,860	\$137,438	1 - NE
Hartson - Freya to Havana	Grind	Arterial	12,921	LevyMaint	StMaint	\$30.00	\$387,630	\$127,191	2 - S
Belt - Garland to Wellesley	Grind	Arterial	11,880	LevyMaint	StMaint	\$30.00	\$356,400	\$116,944	3 - NW
Post - Grace to Kiernan	Grind	Arterial	10,030	LevyMaint	StMaint	\$30.00	\$300,900	\$98,733	1 - NE
			<b>80,959</b>				<b>\$2,428,770</b>	<b>\$98,733</b>	
				<b>Arterial Total:</b>	<b>\$2,541,492</b>				
Dakota St Et Al	Crack	Residential	9,623	TBD	StMaint	\$1.00	\$9,623		1 - NE
Mayfair St - Queen to Rowan	Crack	Residential	4,397	TBD	StMaint	\$1.00	\$4,397		1 - NE
Nora from Astor to Hamilton Et Al	Crack	Residential	45,016	TBD	StMaint	\$1.00	\$45,016		1 - NE
Providence - Nevada to Crestline	Crack	Residential	13,692	TBD	StMaint	\$1.00	\$13,692		1 - NE
South Crescent - Nora to Lacey	Crack	Residential	10,684	TBD	StMaint	\$1.00	\$10,684		1 - NE
27th Av - SE Bl to Ray	Crack	Residential	13,253	TBD	StMaint	\$1.00	\$13,253		2 - S
33rd - Bernard to Division	Crack	Residential	4,447	TBD	StMaint	\$1.00	\$4,447		2 - S
5th Av - Freya to Havana	Crack	Residential	11,929	TBD	StMaint	\$1.00	\$11,929		2 - S
Browne - 21st to 25th	Crack	Residential	4,560	TBD	StMaint	\$1.00	\$4,560		2 - S
Madelia from 53rd to 49th Et Al	Crack	Residential	31,981	TBD	StMaint	\$1.00	\$31,981		2 - S
Dalke/Lincoln/Post	Crack	Residential	9,263	TBD	StMaint	\$1.00	\$9,263		3 - NW
Dalton Av - Maple to Post	Crack	Residential	10,912	TBD	StMaint	\$1.00	\$10,912		3 - NW
Joseph/Standard Et Al	Crack	Residential	23,680	TBD	StMaint	\$1.00	\$23,680		1 - NE
Lyons & Victor	Crack	Residential	3,650	TBD	StMaint	\$1.00	\$3,650		3 - NW
Nettleton St - Garland to Longfellow	Crack	Residential	4,423	TBD	StMaint	\$1.00	\$4,423		3 - NW
Riverview from Columbia to A Et Al	Crack	Residential	27,541	TBD	StMaint	\$1.00	\$27,541		3 - NW
Dalke - Addison to Nevada	Crack	Residential	6,615	TBD	StMaint	\$1.00	\$6,615		1 - NE
Manito Bl - 37th to 33rd	Crack	Residential	12,704	TBD	StMaint	\$1.00	\$12,704		2 - S
Manito Bl Et Al	Crack	Residential	47,357	TBD	StMaint	\$1.00	\$47,357		2 - S
Arthur St - 37th to 29th	Crack	Residential	9,143	TBD	StMaint	\$1.00	\$9,143		2 - S
York Av Et Al	Crack	Residential	5,295	TBD	StMaint	\$1.00	\$5,295		3 - NW
							<b>\$310,165</b>		
Pittsburg - Wellesley to Francis	Chip	Residential	18,753	TBD	Contractor	\$8.50	\$159,401		1 - NE
Moran View Et Al	Chip	Residential	25,196	TBD	Contractor	\$8.50	\$214,166		2 - S
Normandie from Montgomery to Buckeye Et Al	Chip	Residential	37,789	TBD	Contractor	\$8.50	\$321,207		3 - NW
Havana - Upriver Dr to Frederick	Grind	Residential	7,994	TBD	Contractor	\$40.00	\$319,760		1 - NE
23rd - High to Lincoln	Grind	Residential	4,740	TBD	Contractor	\$40.00	\$189,600		2 - S
Monroe - 29th to 21st	Grind	Residential	6,733	TBD	Contractor	\$40.00	\$269,320		2 - S
Downriver - Aubrey L White to Columbia	Grind	Residential	3,760	TBD	Contractor	\$40.00	\$150,400		3 - NW
Buckeye - Cuba to west of Rebecca	Grind	Residential	5,426	StMaint	Contractor	\$40.00	\$217,040	\$53,412	1 - NE
12th - Rockwood to Ballou	Grind	Residential	4,342	StMaint	Contractor	\$40.00	\$173,680	\$42,742	2 - S
36th - Perry to Lee	Grind	Residential	10,214	StMaint	Contractor	\$40.00	\$408,560	\$100,544	2 - S
Augusta - Maple to Monroe	Grind	Residential	8,458	StMaint	Contractor	\$40.00	\$338,320	\$83,258	3 - NW
Rosewood - Holyoke to CulDeSac	Grind	Residential	9,216	StMaint	Contractor	\$40.00	\$368,640	\$90,720	3 - NW
Shawnee - Sundance to Indian Trail	Grind	Residential	8,955	StMaint	Contractor	\$40.00	\$358,200	\$88,151	3 - NW
Lidgerwood/Calkins/Wiscomb (Adyl Pipe Replacemetn area)	Grind	Residential	7,478	StMaint	Contractor	\$40.00	\$299,120	\$73,612	1 - NE
							<b>\$3,787,413</b>	<b>\$532,439</b>	
				<b>Residential Total:</b>	<b>\$4,097,578</b>				

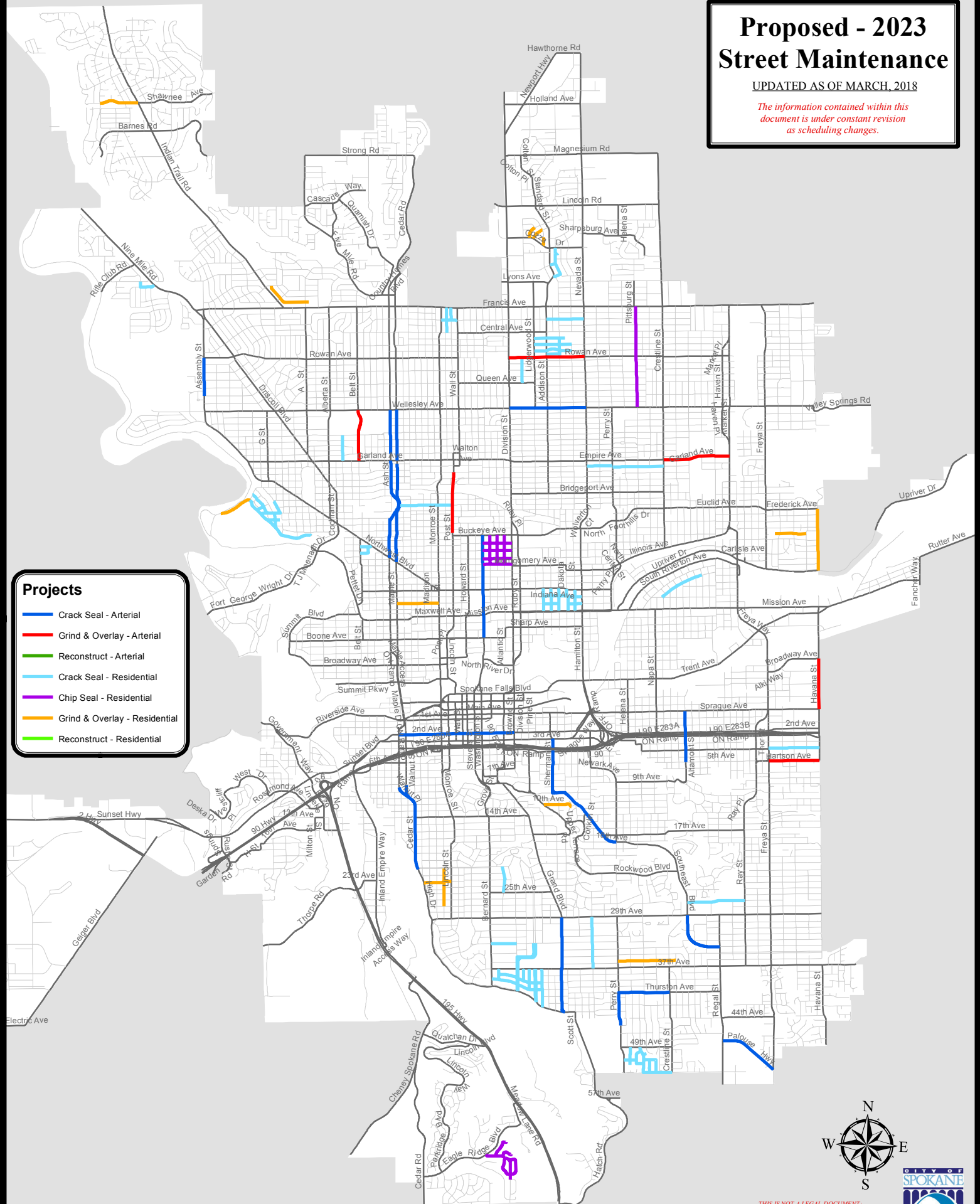
# Proposed - 2023 Street Maintenance

UPDATED AS OF MARCH, 2018

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## Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
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2024 Proposed Projects									
Project Name	Work Type	Class	Area	Fund Source	Constructed By	\$/yd.	Project Cost	Material \$ (\$73/yd)	Council District
Wellesley Av - Nevada to Pittsburg	Crack	Arterial	14,171	LevyMaint	StMaint	\$1.00	\$14,171		1 - NE
Northwest/Indiana - Maple to Lincoln	Crack	Arterial	22,253	LevyMaint	StMaint	\$1.00	\$22,253		3 - NW
Regal St - 39th to 29th	Crack	Arterial	15,535	LevyMaint	StMaint	\$1.00	\$15,535		2 - S
Stevens - 3rd to Spokane Falls	Crack	Arterial	13,363	LevyMaint	StMaint	\$1.00	\$13,363		2 - S
Freya St - 37th to Hartson	Crack	Arterial	37,745	LevyMaint	StMaint	\$1.00	\$37,745		2 - S
							<b>\$103,067</b>		
Belt - Wellesley to Rowan	Grind	Arterial	10,372	StMaint	StMaint	\$30.00	\$311,160	\$102,099	3 - NW
Havana - Hartson to Sprague	Grind	Arterial	14,229	StMaint	StMaint	\$30.00	\$426,870	\$140,067	3 - S
Addison - Empire to Rowan	Grind	Arterial	27,084	LevyBandAid	StMaint	\$30.00	\$812,520	\$266,608	1 - NE
			<b>51,685</b>				<b>\$1,550,550</b>	<b>\$508,774</b>	
				<b>Arterial Total:</b>		<b>\$1,653,617</b>			
Colton & Astor	Crack	Residential	7,795	TBD	StMaint	\$1.00	\$7,795		1 - NE
Perry St - Francis to Holyoke	Crack	Residential	4,400	TBD	StMaint	\$1.00	\$4,400		1 - NE
Pittsburg - 37th to 34th	Crack	Residential	3,310	TBD	StMaint	\$1.00	\$3,310		2 - S
27th Av - Denver to Pittsburg	Crack	Residential	6,265	TBD	StMaint	\$1.00	\$6,265		2 - S
Lindeke St - Northwest to Driscoll	Crack	Residential	6,903	TBD	StMaint	\$1.00	\$6,903		3 - NW
33rd Av - Division to Lamonte	Crack	Residential	4,510	TBD	StMaint	\$1.00	\$4,510		2 - S
Queen Av - Standard to Magnolia	Crack	Residential	14,900	TBD	StMaint	\$1.00	\$14,900		1 - NE
Wedgewood/Wiscomb/Weile	Crack	Residential	13,003	TBD	StMaint	\$1.00	\$13,003		1 - NE
40th Av - Arthur to Napa	Crack	Residential	10,987	TBD	StMaint	\$1.00	\$10,987		2 - S
Cedar St - 4th to Sprague	Crack	Residential	13,011	TBD	StMaint	\$1.00	\$13,011		2 - S
Manito Bl - 33rd to 29th	Crack	Residential	5,902	TBD	StMaint	\$1.00	\$5,902		2 - S
Bismark Et Al	Crack	Residential	18,988	TBD	StMaint	\$1.00	\$18,988		3 - NW
Pacific Park - Pamela to Indian Trail	Crack	Residential	3,650	TBD	StMaint	\$1.00	\$3,650		3 - NW
							<b>\$113,624</b>		
9th Av from Cannon to Maple Et Al	Chip	Residential	23,680	TBD	Contractor	\$8.50	\$201,280		2 - S
Napa St from Empire to Rich Et Al	Chip	Residential	26,952	TBD	Contractor	\$8.50	\$229,092		1 - NE
Woodside from Indian Trail to Lindeke Et Al	Chip	Residential	42,113	TBD	Contractor	\$8.50	\$357,961		3 - NW
Gardner - Maple to Monroe	Grind	Residential	7,205	TBD	Contractor	\$40.00	\$288,200		3 - NW
Cook - Euclid to Empire	Grind	Residential	9,976	TBD	Contractor	\$40.00	\$399,040		1 - NE
27th from Jefferson to Bernard	Grind	Residential	10,456	TBD	Contractor	\$40.00	\$418,240		2 - S
							<b>\$1,893,813</b>		
				<b>Residential Total:</b>		<b>\$2,007,437</b>			



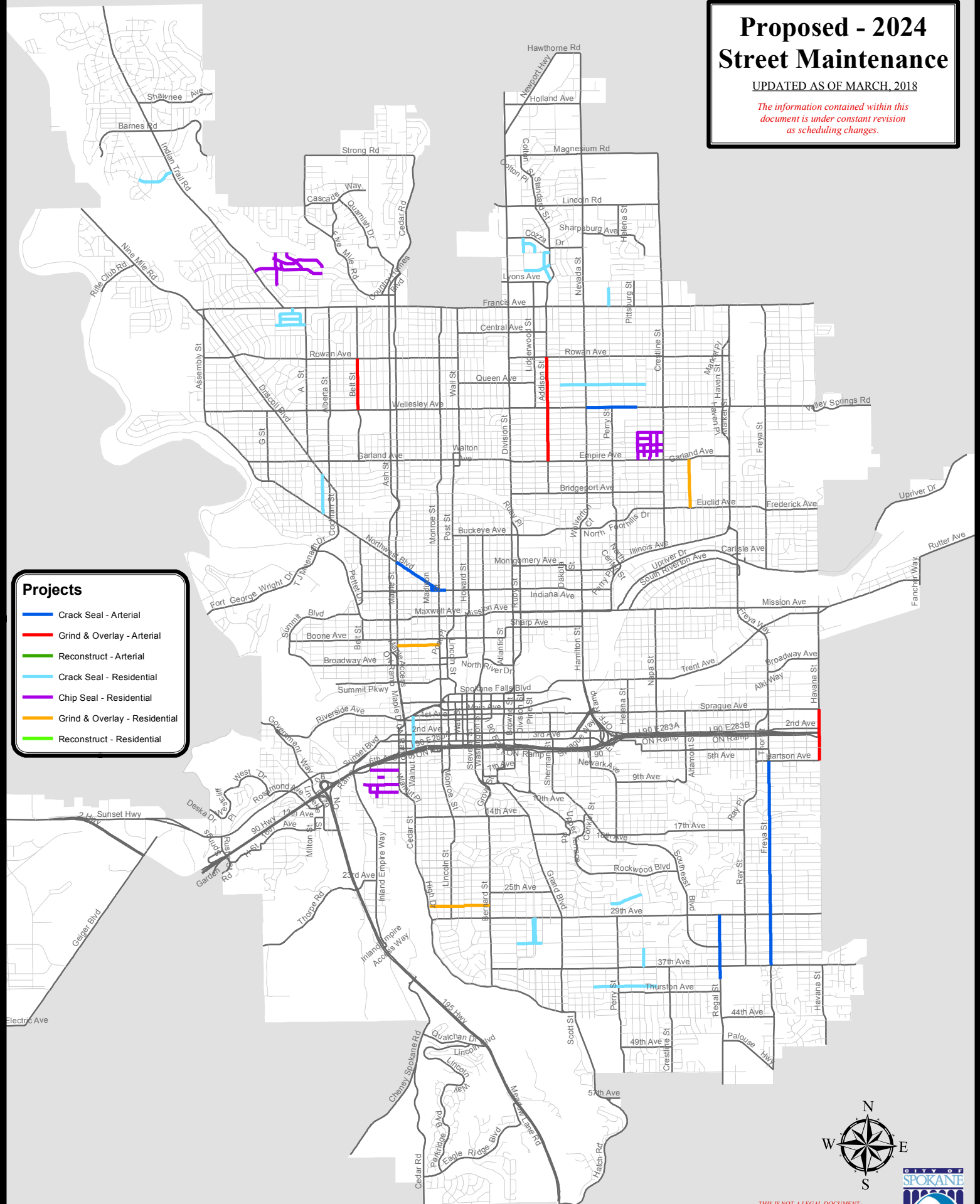
# Proposed - 2024 Street Maintenance

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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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# Proposed 2018-2024 Street Maintenance

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## Projects

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