



City of Spokane

2020 – 2025

Six Year Comprehensive
Street Program



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Katherine E. Miller, P.E. – Director
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Brandon Blankenagel, P.E. – Senior Engineer

Date Printed: 4-1-2019

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.

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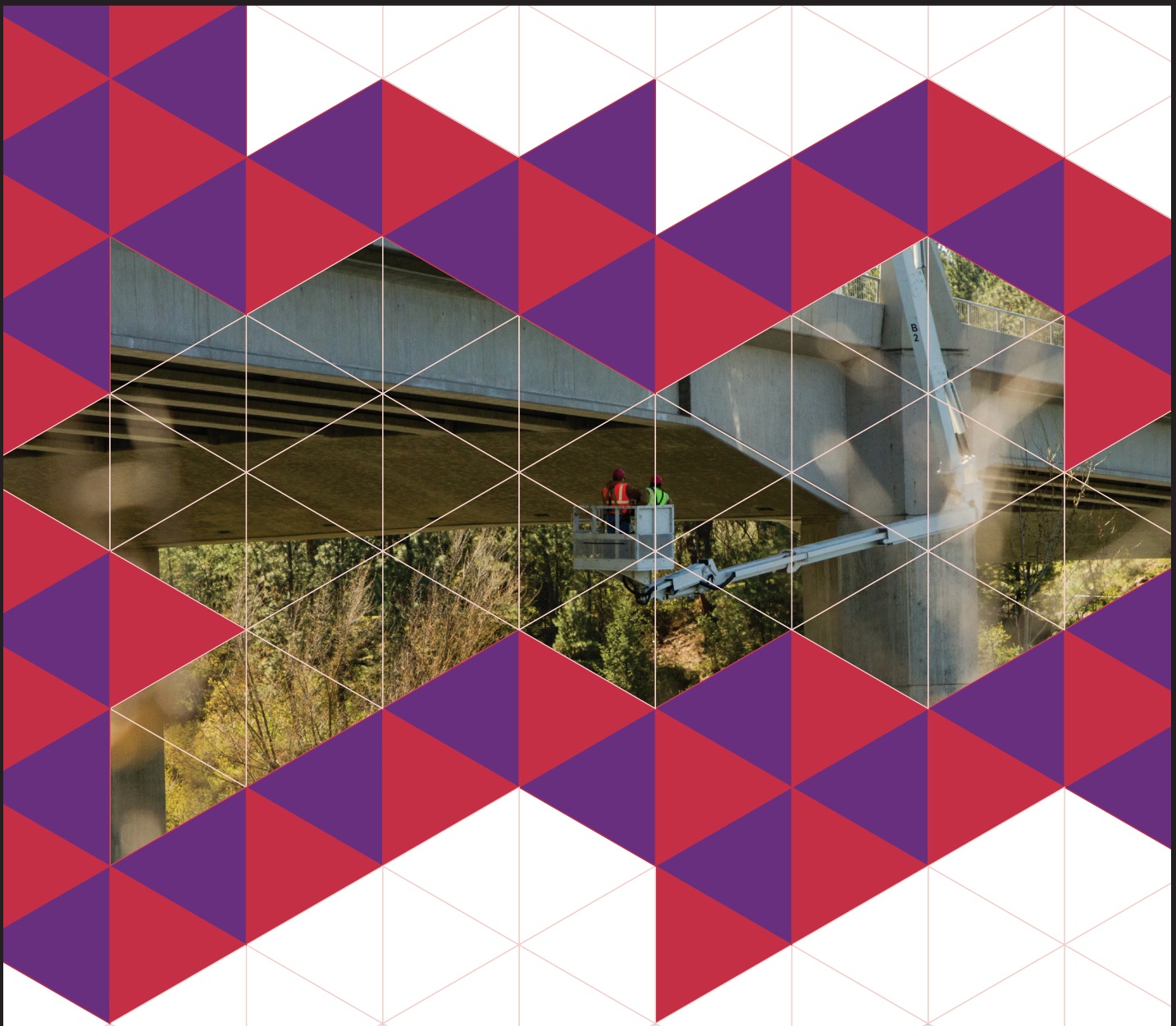
ACRONYMS

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

ACRONYMS(Continued)

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

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Bridge Rehabilitation Program

Street, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
BRIDGE	\$9,619	\$4,000	\$0	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$3	\$0	\$0	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$9,622	\$4,000	\$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. Accommodate Access to Daily Needs and Priority Destinations by maintaining a vital infrastructure link.

Location

Other Location

Hatch Rd Bridge over Hangman Creek adjacent to Highway 195

Project Status

Active

Project number: 2018085

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$1,600,436	\$0	\$0	\$0	\$0	\$0	\$1,600,436	\$1,600,436
Design	\$0	\$21,750	\$0	\$0	\$0	\$0	\$0	\$21,750	\$21,750
Total	\$0	\$1,622,186	\$0	\$0	\$0	\$0	\$0	\$1,622,186	\$1,622,186

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
BRIDGE	Federal	Funded	\$0	\$1,619,250	\$0	\$0	\$0	\$0	\$0	\$1,619,250
REET	Local	Funded	\$0	\$2,936	\$0	\$0	\$0	\$0	\$0	\$2,936
Total			\$0	\$1,622,186	\$0	\$0	\$0	\$0	\$0	\$1,622,186

*Status definitions

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

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. Respect natural & Community Assets by recreating a bridge that serves the community as an asset to the local network, the parks, the Centennial trail, etc. The level of integration and focus on effective delivery also meets TR Goal G. Maximize Public Benefits.

Location

Other Location

Post St. Crossing at Spokane River.

Project Status

Active

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

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Bridge Rehabilitation

Post Street Replacement Bridge

STR-2012-26

Spending

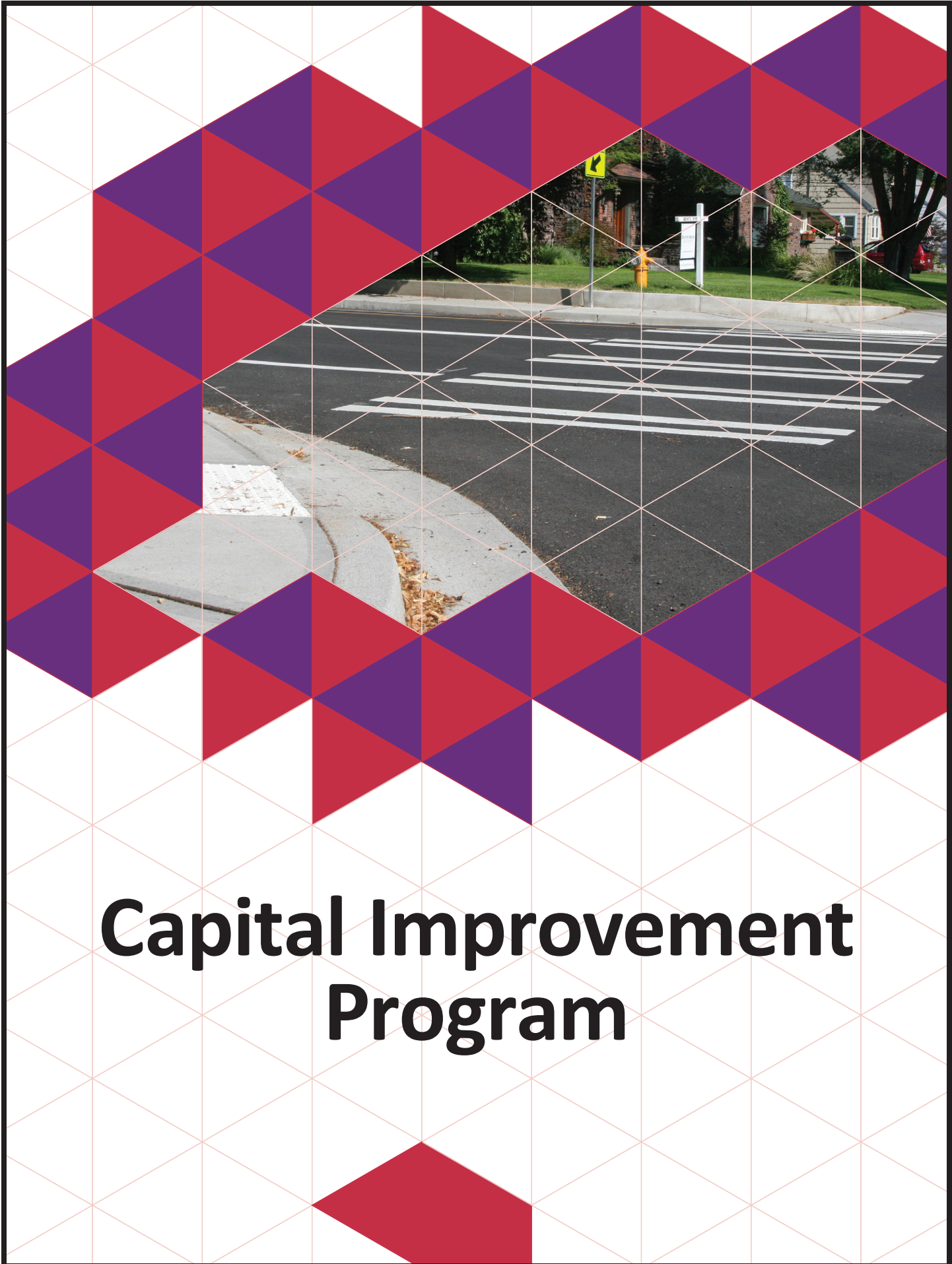
Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000
Design	\$1,220,878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,220,878
Total	\$1,220,878	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$13,220,878

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
BRIDGE	Federal	Funded	\$0	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sec 129	Federal	Funded	\$1,220,878	\$0	\$0	\$0	\$0	\$0	\$0	\$1,220,878
Total			\$1,220,878	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$13,220,878

*Status definitions

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



Capital Improvement Program

Street, Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
CMAQ	\$83	\$59	\$620	\$0	\$0	\$0
FMSIB	\$0	\$0	\$0	\$0	\$448	\$4,529
Grant	\$0	\$0	\$0	\$680	\$7,387	\$1,367
HPP	\$0	\$0	\$0	\$0	\$0	\$0
Levy	\$6,410	\$11,545	\$2,740	\$6,609	\$5,545	\$4,164
Levy Maint	\$1,736	\$0	\$0	\$0	\$0	\$0
MVA	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$3,155	\$0	\$0	\$0	\$0	\$0
PEIP	\$0	\$15	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$967	\$1,560	\$979	\$665	\$1,117	\$4,693
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
SEPA	\$0	\$0	\$0	\$0	\$0	\$0
SIII-PDA-ROW	\$0	\$0	\$0	\$0	\$0	\$0
SIUE-River	\$225	\$700	\$0	\$0	\$0	\$0
STA	\$90	\$900	\$0	\$0	\$0	\$0
STA Grant	\$29	\$0	\$0	\$0	\$0	\$0
STBG	\$149	\$587	\$3,253	\$3,128	\$1,807	\$3,121
TIB	\$504	\$3,040	\$381	\$6,189	\$2,224	\$7,262
UDRA	\$3,080	\$0	\$0	\$0	\$0	\$0
WQTIF	\$72	\$108	\$0	\$0	\$0	\$0
Total	\$16,501	\$18,514	\$7,973	\$17,271	\$18,529	\$25,136

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

Location

Other Location

First Avenue between Maple Street and Monroe Street.

Project Status

Active

Project 2016091

Scoping to begin in 2024; Design in 2026; Construction in 2027.

Candidate for Alternative Delivery

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000

*Status definitions

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

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

Location

Other Location

First Avenue between Monroe Street and Wall Street.

Project Status

Active

Project number: 2017078

Scoping: 2024; Design 2027; Construction 2028 Project is candidate for Alternative Delivery

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000

*Status definitions

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

Street/Street Capital

1st Avenue, Wall St to Bernard St

STR-2017-87

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

Location

Other Location

First Avenue between Wall Street and Bernard Street.

Project Status

Active

Project number: 2017079

Scoping to begin in 2024; Design in 2028

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

27th Avenue between Southeast Boulevard and Ray Street

Project Status

Active

Project number: 2018087

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	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	\$3,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$166,675	\$2,300,115	\$0	\$2,466,790
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$83,325	\$1,149,885	\$0	\$1,233,210
Total			\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000

*Status definitions

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

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. Accommodate Access to Daily Needs and Priority Destinations and E. Respect natural & Community Assets by accommodating access to daily needs. Also, as an integrated project, this investment maximizes public benefit; TR Goal G. Maximize Public Benefits and Fiscal Responsibility.

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$2,000	\$2,000	\$2,000	\$0	\$0	\$0	\$12,000

Maintenance Comments

Street/Street Capital

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$2,800,000	\$2,800,000
Design	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$280,000	\$280,000
Total	\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$3,080,000	\$3,080,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$93,324	\$933,240	\$0	\$0	\$1,026,564
TIB	Identified	Unfunded	\$0	\$0	\$0	\$186,676	\$1,866,760	\$0	\$0	\$2,053,436
Total			\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$3,080,000

*Status definitions

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

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 C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating roadway access and taking care of the assets of our community while updating an access point to wastewater facilities.

Location

Other Location

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

Project Status

Active

Project number: 2018096

External Factors

Work funded largely through wastewater treatment plant operations.

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Aubrey L White Parkway, Downriver to Treatment Plant

STR-2018-17

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

*Status definitions

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

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

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

Project Status

Active

Project number: 2018090

External Factors

Time around local development projects.

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$7,100,000	\$0	\$7,100,000	\$7,100,000
Design	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0	\$770,000	\$770,000
Planning	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000	\$7,885,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$513,359	\$4,733,570	\$0	\$5,246,929
Levy	Local	Funded	\$0	\$0	\$15,000	\$0	\$256,641	\$2,366,430	\$0	\$2,638,071
Total			\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000

*Status definitions

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

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. Provide Transportation Choices and E. Respect natural & Community Assets 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. Promote a Sense of Place.

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$6,700	\$6,700	\$6,700	\$0	\$0	\$0	\$80,400

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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$274,099	\$0	\$0	\$0	\$0	\$0	\$274,099	\$274,099
Design	\$93,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,519
Land purchase	\$231,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,652
Total	\$325,171	\$274,099	\$0	\$0	\$0	\$0	\$0	\$274,099	\$599,270

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$325,171	\$100,594	\$0	\$0	\$0	\$0	\$0	\$425,765
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SEPA	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIB	State	Funded	\$0	\$173,505	\$0	\$0	\$0	\$0	\$0	\$173,505
Total			\$325,171	\$274,099	\$0	\$0	\$0	\$0	\$0	\$599,270

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations 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 2022; Design in 2023; Construction 2025 - 2026

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$10,000	\$10,000	\$10,000	\$0	\$0	\$0	\$90,000

Maintenance Comments

Fort George Wright, Government Way to River

STR-2016-31

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000	\$4,500,000
Design	\$0	\$0	\$0	\$0	\$540,000	\$560,000	\$0	\$1,100,000	\$1,100,000
Planning	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000	\$5,620,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$20,000	\$180,000	\$186,650	\$1,500,000	\$1,886,650
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$180,000	\$186,675	\$1,500,000	\$1,866,675
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$180,000	\$186,675	\$1,500,000	\$1,866,675
Total			\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000

*Status definitions

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

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. Provide Transportation Choices and G. Maximize Public Benefits and Fiscal Responsibility With Integration 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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Francis and Alberta Intersection Geometric Improvement

STR-2018-142

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$29,000
Design	\$13,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,069
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$13,069	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$42,069

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
STA Grant	State	Funded	\$13,069	\$29,000	\$0	\$0	\$0	\$0	\$0	\$42,069
Total			\$13,069	\$29,000	\$0	\$0	\$0	\$0	\$0	\$42,069

*Status definitions

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

Street/Street Capital

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. Accommodate Access to Daily Needs and Priority Destinations and D. Promote Economic Opportunity by accommodating access to daily needs through reconstruction that will support the freight network for this industrial area.

Location

Other Location

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

Project Status

Active

Project Number: 2017081

Design in 2024; Construction to begin in 2025

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$6,468,000	\$6,468,000	\$6,468,000
Design	\$0	\$0	\$0	\$0	\$0	\$672,000	\$0	\$672,000	\$672,000
Total	\$0	\$0	\$0	\$0	\$0	\$672,000	\$6,468,000	\$7,140,000	\$7,140,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$448,022	\$4,312,215	\$4,760,237
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$223,978	\$2,155,785	\$2,379,763
Total			\$0	\$0	\$0	\$0	\$0	\$672,000	\$6,468,000	\$7,140,000

*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

Street/Street Capital

Geiger Road from Medical Lake Interchange to Grove Road Int

STR-2019-23

Executive Summary

Street and utility reconstruction of the Geiger Road as part of a multi-jurisdictional project.

Project Justification

Integrated multi-jurisdictional coordination to facilitate further economic development opportunities.

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

Meets Transportation goal G. Maximize Public Benefits and Fiscal Responsibility With Integration by working with Spokane County and WSDOT to deliver street and utility upgrades to promote economic opportunity.

Location

Other Location

Geiger Road from Medical Lake interchange to Grove Road Interchange

Project Status

Active

Phase 1 construction in 2019 and Phase 2 in 2020. Spokane County is lead on the project.

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Geiger Road from Medical Lake Interchange to Grove Road Int

STR-2019-23

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Total	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000
Total			\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

*Status definitions

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

Street/Street Capital

General Engineering-Street

STR-2012-99

Executive Summary

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

Project Justification

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

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

This facilitates development of project concepts and integration for effective project deliveries; TR Goal G. Maximize Public Benefits and Fiscal Responsibility With Integration.

Location

Other Location

Citywide

Project Status

Active

Project number: n/a

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$3,704,000
Total	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$3,704,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000
Total			\$0	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Havana Street between Broadway Avenue and Sprague Avenue

Project Status

Active

Project number: 2018092

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000	\$1,040,000
Total	\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000	\$1,040,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$260,013	\$433,355	\$693,368
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$129,987	\$216,645	\$346,632
Total			\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000

*Status definitions

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

Street/Street Capital

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. Maximize Public Benefits and Fiscal Responsibility With Integration by integrating street work with a major utility project investment.

Location

Other Location

Holland Avenue between Normandy Street to Colton Street

Project Status

Active

Project Number: 2017170

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Holland Avenue, Normandy St to Colton St

STR-2018-66

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	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	\$1,500,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Total			\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000

*Status definitions

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

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

Location

Other Location

Howard Street between Sprague Avenue and Riverside Avenue.

Project Status

Active

Project number: 2017082 Pavement maintenance in coordination with Riverside Avenue construction ahead of the Central City Line implementation. Future full construction will encapsulate the full project description.

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000	\$770,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000
Total			\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000

*Status definitions

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

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

I-90 / 195 Connection Improvements STUDY

STR-2018-13

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000
Total	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Total			\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000

*Status definitions

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

Street/Street Capital

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

Location

Other Location

Main Avenue between 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$4,861,800	\$4,861,800	\$9,723,600	\$9,723,600
Design	\$0	\$0	\$0	\$584,000	\$876,000	\$0	\$0	\$1,460,000	\$1,460,000
Land purchase	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Planning	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000	\$40,000
Total	\$0	\$0	\$40,000	\$584,000	\$1,176,000	\$4,861,800	\$4,861,800	\$11,523,600	\$11,523,600

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$40,000	\$194,667	\$392,000	\$1,620,600	\$1,620,600	\$3,867,867
STBG	Identified	Unfunded	\$0	\$0	\$0	\$194,666	\$392,000	\$1,620,600	\$1,620,600	\$3,827,866
TIB	Identified	Unfunded	\$0	\$0	\$0	\$194,667	\$392,000	\$1,620,600	\$1,620,600	\$3,827,867
Total			\$0	\$0	\$40,000	\$584,000	\$1,176,000	\$4,861,800	\$4,861,800	\$11,523,600

*Status definitions

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

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Mallon Avenue between Monroe Street and Howard Street

Project Status

Active

Project number: 2018088

External Factors

Time around local development projects.

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Mallon Avenue – Monroe to Howard

STR-2018-8

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$5,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000	\$550,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$75,000
Planning	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$20,000	\$0	\$625,000	\$5,500,000	\$6,145,000	\$6,145,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$0	\$0	\$20,000	\$0	\$208,313	\$1,833,150	\$2,061,463
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$416,687	\$3,666,850	\$4,083,537
Total			\$0	\$0	\$0	\$20,000	\$0	\$625,000	\$5,500,000	\$6,145,000

*Status definitions

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

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:

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

Location

Other Location

Maple Street between Riverside Avenue and Pacific Avenue

Project Status

Active

Project number: 2016094
a candidate for Alternative Delivery.

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

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$500	\$500	\$500	\$0	\$0	\$0	\$3,000

Maintenance Comments

Street/Street Capital

Maple Street, Riverside Ave to Pacific Ave

STR-2016-29

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Design	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$110,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$110,000	\$1,100,000	\$0	\$0	\$0	\$0	\$1,210,000	\$1,210,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$55,000	\$550,000	\$0	\$0	\$0	\$0	\$605,000
STA	Private	Funded	\$0	\$55,000	\$550,000	\$0	\$0	\$0	\$0	\$605,000
Total			\$0	\$110,000	\$1,100,000	\$0	\$0	\$0	\$0	\$1,210,000

*Status definitions

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

Street/Street Capital

Maple-Wellesley Intersection

STR-2019-22

Executive Summary

Widen the intersection to incorporate an independent right-turn lane and improve traffic flow. More storage for west-bound Thru.

Project Justification

This will improve safety for travel and reduce bottleneck congestion.

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

Meets Transportation Goal F. Enhance Public Health & Safety by improving conditions for vehicle travel on Maple Street.

Location

Other Location

Maple Street at Wellesley Avenue

Project Status

Active

Design in 2020 for Construction in 2022.

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Maple-Wellesley Intersection

STR-2019-22

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$932,340	\$0	\$0	\$0	\$932,340	\$932,340
Design	\$0	\$124,815	\$0	\$0	\$0	\$0	\$0	\$124,815	\$124,815
Land purchase	\$0	\$0	\$88,725	\$0	\$0	\$0	\$0	\$88,725	\$88,725
Total	\$0	\$124,815	\$88,725	\$932,340	\$0	\$0	\$0	\$1,145,880	\$1,145,880

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
CMAQ	Federal	Funded	\$0	\$83,000	\$59,000	\$620,000	\$0	\$0	\$0	\$762,000
REET	Local	Funded	\$0	\$41,815	\$29,725	\$312,340	\$0	\$0	\$0	\$383,880
Total			\$0	\$124,815	\$88,725	\$932,340	\$0	\$0	\$0	\$1,145,880

*Status definitions

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

Street/Street Capital

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Minor Construction Assistance

STR-2012-100

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$240,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000

*Status definitions

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

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. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

Napa Street between Sprague Avenue and 2nd Avenue

Project Status

Active

Project number: 2016093

Design: 2024; Construction: 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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$1,800	\$1,800	\$1,800	\$0	\$0	\$0	\$10,800

Maintenance Comments

Street/Street Capital

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	\$1,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$140,000
Total	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000	\$1,540,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$93,338	\$933,380	\$1,026,718
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$46,662	\$466,620	\$513,282
Total			\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000

*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

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. Promote a Sense of Place and B. Provide Transportation Choices 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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$7,900	\$7,900	\$7,900	\$0	\$0	\$0	\$23,700

Maintenance Comments

Street/Street Capital

North Monroe Corridor Revitalization STUDY -River to Indiana

STR-2012-448

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000
Total	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
WQTIF	Local	Funded	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000
Total			\$0	\$72,000	\$108,000	\$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

Street/Street Capital

Post Street and Summit 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. Promote a Sense of Place, B. Provide Transportation Choices and F. Enhance Public Health & Safety by connecting the new Post Street bridge to the park and facilitating active modes of transportation.

Location

Other Location

Post Street from Spokane Falls Blvd to the Post St Bridge

Project Status

Active

Project number: 2018098

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Post Street and Summit Ave Connections to Post Street Bridge

STR-2018-21

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$225,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$225,000	\$700,000	\$0	\$0	\$0	\$0	\$925,000	\$925,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
SIUE-River	Local	Funded	\$0	\$225,000	\$700,000	\$0	\$0	\$0	\$0	\$925,000
Total			\$0	\$225,000	\$700,000	\$0	\$0	\$0	\$0	\$925,000

*Status definitions

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

Street/Street Capital

Ray-Thor St, 17th Ave to Hartson Ave

STR-2015-17

Executive Summary

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

Project Justification

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

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

Meets TR Goals C. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

Ray St from 17th Ave to Hartson Ave

Project Status

Active

Project number: 2014151

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Total	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Total			\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000

*Status definitions

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

Street/Street Capital

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

Location

Other Location

Riverside Avenue between Washington Street and Division Street

Project Status

Active

Project number: 2017085

Scoping and Design 2019-2020; Construction 2021

Project is candidate for Alternative Delivery

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$8,015,000	\$0	\$0	\$0	\$0	\$8,015,000	\$8,015,000
Design	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000
Land purchase	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$120,000
Planning	\$17,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,271
Total	\$17,271	\$870,000	\$8,015,000	\$0	\$0	\$0	\$0	\$8,885,000	\$8,902,271

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$17,271	\$539,400	\$4,960,000	\$0	\$0	\$0	\$0	\$5,516,671
PEIP	Local	Funded	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
STA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIB	Identified	Unfunded	\$0	\$330,600	\$3,040,000	\$0	\$0	\$0	\$0	\$3,370,600
Total			\$17,271	\$870,000	\$8,015,000	\$0	\$0	\$0	\$0	\$8,902,271

*Status definitions

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

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

Location

Other Location

Riverside Avenue between Monroe Street and Wall Street

Project Status

Active

Project number: 2017087

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$7,500,000	\$7,500,000
Design	\$0	\$0	\$247,500	\$502,500	\$0	\$0	\$0	\$750,000	\$750,000
Land purchase	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Planning	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$15,000	\$0	\$247,500	\$752,500	\$7,500,000	\$0	\$0	\$8,500,000	\$8,515,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$15,000	\$0	\$82,492	\$250,809	\$3,750,000	\$0	\$0	\$4,098,301
STBG	Federal	Funded	\$0	\$0	\$165,008	\$501,691	\$0	\$0	\$0	\$666,699
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$3,750,000	\$0	\$0	\$3,750,000
Total			\$15,000	\$0	\$247,500	\$752,500	\$7,500,000	\$0	\$0	\$8,515,000

*Status definitions

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

Street/Street Capital

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

Location

Other Location

Riverside Avenue between Wall Street and Washington Street

Project Status

Active

Project number: 2017086 Planning: 2018-19; Maintenance surfacing will take place ahead of CCL implementation, with full depth project taking place appropriately later. This full project is a candidate for Alternative Delivery.

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Design	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Planning	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$880,000	\$895,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$895,000
Total			\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$895,000

*Status definitions

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

Street/Street Capital

Riverside 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. Provide Transportation Choices and D. Promote Economic Opportunity by creating a roadway for all users that is respectful of the growth and development opportunities of the surrounding community. Integrates utility needs as well; TR Goal G. Maximize Public Benefits and Fiscal Res.

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$6,500	\$6,500	\$6,500	\$0	\$0	\$0	\$97,500

Maintenance Comments

Street/Street Capital

Riverside Drive - Phase II & III

STR-2012-36

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$10,146,297	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$10,246,297
Design	\$724,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$724,928
Land purchase	\$3,316,497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,316,497
Total	\$14,187,722	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$14,287,722

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
HPP	Federal	Funded	\$2,048,051	\$0	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	State	Funded	\$1,873,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,873,439
REET	Local	Funded	\$6,081,232	\$100,000	\$0	\$0	\$0	\$0	\$0	\$6,181,232
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
Total			\$14,187,722	\$100,000	\$0	\$0	\$0	\$0	\$0	\$14,287,722

*Status definitions

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

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding development potential.

Location

Other Location

Spokane Falls Boulevard between Post Street and Division Street

Project Status

Active

Project number: 2018086

External Factors

After Riverfront Park improvements are complete.

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Spokane Falls Blvd – Post to Division

STR-2018-6

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$712,000	\$712,000
Planning	\$0	\$0	\$0	\$0	\$70,000	\$0	\$0	\$70,000	\$70,000
Total	\$0	\$0	\$0	\$0	\$70,000	\$0	\$712,000	\$782,000	\$782,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$70,000	\$0	\$237,310	\$307,310
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$474,690	\$474,690
Total			\$0	\$0	\$0	\$0	\$70,000	\$0	\$712,000	\$782,000

*Status definitions

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

Street/Street Capital

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

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$4,891,295	\$4,891,295
Design	\$210,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,812
Total	\$210,812	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$4,891,295	\$5,102,107

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy Maint	Local	Funded	\$74,839	\$1,736,410	\$0	\$0	\$0	\$0	\$0	\$1,811,249
NHS	Federal	Funded	\$135,973	\$3,154,885	\$0	\$0	\$0	\$0	\$0	\$3,290,858
SIII-PDA-ROW	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$210,812	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$5,102,107

*Status definitions

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

Street/Street Capital

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. Accommodate Access to Daily Needs and Priority Destinations and D. Promote Economic Opportunity by accommodating access to daily destinations while enacting the vision of the Target Investment Strategy. The Project will also integrate utility updates; TR Goal G. Maximize Public.

Location

Other Location

Sprague Avenue - Bernard Street to Scott Street

Project Status

Active

Project number: 2014155

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$4,620,500	\$0	\$0	\$0	\$0	\$0	\$4,620,500	\$4,620,500
Design	\$406,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$406,375
Total	\$406,375	\$4,620,500	\$0	\$0	\$0	\$0	\$0	\$4,620,500	\$5,026,875

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$1,540,013	\$0	\$0	\$0	\$0	\$0	\$1,540,013
STBG	Federal	Funded	\$406,375	\$0	\$0	\$0	\$0	\$0	\$0	\$406,375
UDRA	Local	Funded	\$0	\$3,080,487	\$0	\$0	\$0	\$0	\$0	\$3,080,487
Total			\$406,375	\$4,620,500	\$0	\$0	\$0	\$0	\$0	\$5,026,875

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations 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.

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

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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$2,799,770	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$2,911,854
Design	\$181,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,974
Land purchase	\$23,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,525
Total	\$3,005,269	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$3,117,353

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084
STBG	Federal	Funded	\$2,892,463	\$0	\$0	\$0	\$0	\$0	\$0	\$2,892,463
TIB	State	Funded	\$112,806	\$0	\$0	\$0	\$0	\$0	\$0	\$112,806
Total			\$3,005,269	\$112,084	\$0	\$0	\$0	\$0	\$0	\$3,117,353

*Status definitions

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

Street/Street Capital

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. Accommodate Access to Daily Needs and Priority Destinations and G. Maximize Public Benefits and Fiscal Responsibility With Integration by accommodating better access to daily needs while integrating utility updates into the project to maximize the public benefit.

Location

Other Location

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

Project Status

Active

Project number: 2018084

External Factors

Grant funds will be required to move into construction.

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$7,000,000	\$7,000,000
Design	\$0	\$204,574	\$477,337	\$0	\$0	\$0	\$0	\$681,911	\$681,911
Land purchase	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$204,574	\$577,337	\$3,500,000	\$3,500,000	\$0	\$0	\$7,781,911	\$7,781,911

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$55,151	\$155,644	\$943,558	\$943,558	\$0	\$0	\$2,097,911
STBG	Federal	Funded	\$0	\$149,422	\$421,694	\$2,556,442	\$2,556,442	\$0	\$0	\$5,684,000
Total			\$0	\$204,573	\$577,338	\$3,500,000	\$3,500,000	\$0	\$0	\$7,781,911

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choice and G. Maximize Public Benefits and Fiscal Responsibility With Integration by maximizing the opportunity of integrating utility and transportation work in a project that delivers better transportation choices at this important link between communities.

Location

Other Location

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

Project Status

Active

Project number: 2014153

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$3,000	\$3,000	\$3,000	\$0	\$0	\$0	\$9,000

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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$4,949,500	\$4,949,500
Design	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Total	\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500	\$5,549,500

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500
Total			\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500

*Status definitions

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

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. Provide Transportation Choices, C. Accommodate Access to Daily Needs and Priority Destinations, and E. Respect natural & Community Assets 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$130,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$135,000
Total	\$130,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$135,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$130,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$135,000
Total			\$130,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$135,000

*Status definitions

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

Street/Street Capital

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

Location

Other Location

Wall Street between 1st Avenue and Main Avenue.

Project Status

Active

Project number: 2017089
2021. Full reconstruction will happen at a later time.

Project will be implemented as maintenance ahead of CCL in

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Design	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000
Total	\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000	\$770,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$35,000	\$350,000	\$0	\$0	\$0	\$0	\$385,000
STA	Identified	Unfunded	\$0	\$35,000	\$350,000	\$0	\$0	\$0	\$0	\$385,000
Total			\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000

*Status definitions

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

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. Provide Transportation Choices and D. Promote Economic Opportunity by incorporating better transportation choices to all users while supporting the surrounding industrial development. Also promotes active transport; TR goal F. Enhance Public Health & Safety.

Location

Other Location

Wellesley Avenue between Freya Street and Havana Street

Project Status

Active

Project number: 2018076

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000	\$225,000	\$225,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000	\$325,000	\$325,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$216,677	\$216,677
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$108,323	\$108,323
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$325,000	\$325,000

*Status definitions

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

Street/Street Capital

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. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations by accommodating daily access and also improving upon infrastructure for drivers and pedestrians.

Location

Other Location

Wellesley Avenue between Division Street and Nevada Street

Project Status

Active

Project number: 2018091

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Wellesley Avenue – Division to Nevada

STR-2018-11

Spending

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

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000

*Status definitions

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

Street/Street Capital

Wellesley Avenue, Haven to Market

STR-2019-6

Executive Summary

This project will widen, realign, and re-grade elevations of Wellesley Avenue to tie into the new grades and alignment of the street as affected by the WSDOT North-South Corridor interstate project.

Project Justification

The roadway widening will facilitate the enhanced use levels with the North-South Corridor interchange. The elevations of the roadway will match, as necessary the adjustments taking place just east of this project for the NSC work.

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

Meets Transportation goal G. Maximize Public Benefits and Fiscal Responsibility With Integration by integrating street work with major utility updates and by coordinating with the North Spokane Corridor project under WSDOT's purview.

Location

Other Location

Wellesley Avenue from Haven Street to Market Street

Project Status

Active

Preliminary design is underway and the project construction has been coordinated with WSDOT.

External Factors

NSC delivery schedule requires this work to occur within an appropriate 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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Wellesley Avenue, Haven to Market

STR-2019-6

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Planning	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000
Total	\$0	\$25,000	\$80,000	\$0	\$0	\$0	\$0	\$105,000	\$105,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$25,000	\$80,000	\$0	\$0	\$0	\$0	\$105,000
Total			\$0	\$25,000	\$80,000	\$0	\$0	\$0	\$0	\$105,000

*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



Pedestrian & Bikeways Program

Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
CMAQ	\$2,487	\$0	\$0	\$0	\$0	\$0
Commerce	\$0	\$0	\$0	\$0	\$0	\$0
Levy	\$707	\$150	\$288	\$172	\$120	\$345
Parks Grant	\$0	\$0	\$0	\$0	\$300	\$2,700
PEIP	\$125	\$125	\$125	\$125	\$125	\$125
Private	\$0	\$0	\$0	\$0	\$0	\$0
RCO	\$0	\$0	\$0	\$250	\$400	\$4,805
RCO-ALEA	\$0	\$0	\$0	\$0	\$0	\$0
RCO-WWRP	\$200	\$125	\$1,365	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$120	\$90	\$790
REET	\$253	\$113	\$10	\$10	\$10	\$10
SIP Loan	\$0	\$0	\$0	\$0	\$0	\$0
SIUE-RIVER	\$300	\$125	\$1,338	\$0	\$0	\$0
STBG	\$3	\$0	\$0	\$0	\$0	\$0
STBG-SA	\$458	\$204	\$164	\$1,355	\$100	\$2,711
TAP	\$53	\$0	\$0	\$0	\$0	\$0
TBD	\$470	\$0	\$0	\$0	\$0	\$0
TIB SW	\$28	\$0	\$0	\$0	\$0	\$0
Unknown	\$1,000	\$0	\$0	\$0	\$0	\$0
Total	\$6,085	\$842	\$3,290	\$2,032	\$1,145	\$11,485

Street/Pedestrian and Bikeways

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. Accommodate Access to Daily Needs and Priority Destinations and F. Enhance Public Health & Safety 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$447,985	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$447,985
Design	\$267,060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,060
Total	\$715,045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$715,045

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$212,710	\$0	\$0	\$0	\$0	\$0	\$0	\$212,710
TAP	Federal	Funded	\$502,335	\$0	\$0	\$0	\$0	\$0	\$0	\$502,335
Total			\$715,045	\$0	\$0	\$0	\$0	\$0	\$0	\$715,045

*Status definitions

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

Street/Pedestrian and Bikeways

Additional Sidewalk Work

STR-2018-158

Executive Summary

Sidewalk construction and repair.

Project Justification

Spokane's sidewalk network has many gaps.

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

Meets TR Goals A. Promote a Sense of Place, B. Provide Transportation Choices, C. Accommodate Access to Daily Needs and Priority Destinations, and F. Enhance Public Health & Safety by installing infrastructure that will allow safe access to neighborhood assets.

Location

Other Location

Varies

Project Status

Active

Planning Stage, anticipated construction after funding is identified

External Factors

Funding has not yet been determined.

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Additional Sidewalk Work

STR-2018-158

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Unknown	Unidentified	Unfunded	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Total			\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

*Status definitions

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

Street/Pedestrian and Bikeways

Ben Burr Crossings of 2nd and 3rd Ave

STR-2019-19

Executive Summary

Install HAWK signals at the Ben Burr crossings of 2nd and 3rd Avenues (the Perry St alignment).

Project Justification

Safety of the trail crossing has been proven to be lacking, given the higher, uninterrupted traffic speeds of 2nd and 3rd Avenues in this vicinity.

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

Meets TR Goal F. Enhance Public Health & Safety by improving the conditions of the trail crossings of Arterial Streets.

Location

Other Location

Ben Burr Trail crossings of 2nd Avenue and 3rd Avenue adjacent to Perry Street.

Project Status

Active

Design 2019 for Construction in 2020

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Ben Burr Crossings of 2nd and 3rd Ave

STR-2019-19

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489	\$995,489
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489	\$995,489

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$230,722	\$102,767	\$0	\$0	\$0	\$0	\$333,489
STBG-SA	Federal	Funded	\$0	\$458,000	\$204,000	\$0	\$0	\$0	\$0	\$662,000
Total			\$0	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489

*Status definitions

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

Street/Pedestrian and Bikeways
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. Provide Transportation Choices by improving the bicycle network.

Location

Other Location

Citywide

Project Status

Active

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

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$60,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000

*Status definitions

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

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. Respect natural & Community Assets and F. Enhance Public Health & Safety by improving upon the existing trail and providing safety enhancements that apply to all transportation modes.

Location

Other Location

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

Project Status

Active

Project number: 2016141 Grant applications being sought.

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000
Design	\$0	\$0	\$0	\$0	\$620,000	\$0	\$0	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$290,000	\$0	\$290,000	\$290,000
Total	\$0	\$0	\$0	\$0	\$620,000	\$290,000	\$5,000,000	\$5,910,000	\$5,910,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,105,000	\$2,455,000
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$120,000	\$90,000	\$790,000	\$1,000,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,105,000	\$2,455,000
Total			\$0	\$0	\$0	\$0	\$620,000	\$290,000	\$5,000,000	\$5,910,000

*Status definitions

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

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. Provide Transportation Choices and E. Respect natural & Community Assets 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

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

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$2,242,900	\$0	\$0	\$0	\$0	\$0	\$2,242,900	\$2,242,900
Design	\$12,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,263
Land purchase	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$12,263	\$2,342,900	\$0	\$0	\$0	\$0	\$0	\$2,342,900	\$2,355,163

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
CMAQ	Federal	Funded	\$10,607	\$2,026,609	\$0	\$0	\$0	\$0	\$0	\$2,037,216
Levy	Local	Funded	\$1,656	\$316,291	\$0	\$0	\$0	\$0	\$0	\$317,947
Total			\$12,263	\$2,342,900	\$0	\$0	\$0	\$0	\$0	\$2,355,163

*Status definitions

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

Street/Pedestrian and Bikeways

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$11,500	\$11,500	\$11,500	\$0	\$0	\$0	\$103,500

Maintenance Comments

Street/Pedestrian and Bikeways

Cincinnati Greenway

STR-2016-12

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$832,096	\$0	\$0	\$0	\$0	\$0	\$832,096	\$832,096
Design	\$27,034	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,034
Total	\$27,034	\$832,096	\$0	\$0	\$0	\$0	\$0	\$832,096	\$859,130

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
CMAQ	Federal	Funded	\$23,384	\$160,844	\$0	\$0	\$0	\$0	\$0	\$184,228
Levy	Local	Funded	\$0	\$219,413	\$0	\$0	\$0	\$0	\$0	\$219,413
TBD	Local	Funded	\$3,650	\$451,839	\$0	\$0	\$0	\$0	\$0	\$455,489
Total			\$27,034	\$832,096	\$0	\$0	\$0	\$0	\$0	\$859,130

*Status definitions

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

Street/Pedestrian and Bikeways

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. Provide Transportation Choices 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$4,403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,403
Total	\$4,403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,403

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
TBD	Local	Funded	\$2,065	\$17,935	\$0	\$0	\$0	\$0	\$0	\$20,000
TIB SW	State	Funded	\$2,338	\$28,160	\$0	\$0	\$0	\$0	\$0	\$30,498
Total			\$4,403	\$46,095	\$0	\$0	\$0	\$0	\$0	\$50,498

*Status definitions

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

Street/Pedestrian and Bikeways

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. Provide Transportation Choices and E. Respect natural & Community Assets 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000	\$5,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$6,000,000	\$6,000,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000
Total			\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$6,000,000

*Status definitions

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

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. Provide Transportation Choices and E. Respect natural & Community Assets 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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000
Planning	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$50,000	\$0	\$0	\$0	\$0	\$250,000	\$300,000	\$300,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$16,750	\$0	\$0	\$0	\$0	\$250,000	\$266,750
TAP	Federal	Funded	\$0	\$33,250	\$0	\$0	\$0	\$0	\$0	\$33,250
Total			\$0	\$50,000	\$0	\$0	\$0	\$0	\$250,000	\$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

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. Promote a Sense of Place and E. Respect natural & Community Assets 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 phase. Applying for grant funding for construction. Project must advance to the next phase (ROW) with Local Agency Agreement by September 30, 2025.

External Factors

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$120,000	\$400,000	\$520,000	\$520,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
Total	\$144,340	\$0	\$0	\$0	\$0	\$120,000	\$700,000	\$820,000	\$964,340

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$0	\$120,000	\$94,500	\$241,782
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$605,500	\$605,500
Total			\$144,340	\$0	\$0	\$0	\$0	\$120,000	\$700,000	\$964,340

*Status definitions

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

Street/Pedestrian and Bikeways

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. Promote a Sense of Place, B. Provide Transportation Choices, and F. Enhance Public Health & Safety, by creating active transportation connections that the community can enjoy and take pride in while experiencing the natural assets of our City.

Location

Other Location

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

Project Status

Active

Project number: 2018094

External Factors

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000
Total			\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000

*Status definitions

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

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. Respect natural & Community Assets by developing the parking and pedestrian connection to businesses downtown.

Location

Other Location
Downtown Core

Project Status

Active

This program conducts downtown beautification, participates in downtown core projects to extend goals of the Parking Advisory Committee (PAC),and directly funds special projects approved by the PAC. The first project, the Maple/Ash Gateway will be constructed with a SIP loan which PEIP funds will pay back until 2023 at a rate of \$125,000 per year.

External Factors

Guidance through the Parking Advisory Committee.

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
Total	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
PEIP	Local	Funded	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$875,000
SIP Loan	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total			\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$875,000

*Status definitions

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

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. Promote a Sense of Place and B. Provide Transportation Choices 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. Maximize Public Benef.

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 2 to begin in 2019 constructing between Riverside and Spruce. The remainder of Phase 2 will be constructed in 2020.

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$4,500	\$4,500	\$4,500	\$0	\$0	\$0	\$81,000

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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$467,500	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$967,500
Design	\$268,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,178
Total	\$735,678	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$1,235,678

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Commerce	State	Funded	\$242,500	\$0	\$0	\$0	\$0	\$0	\$0	\$242,500
Levy	Local	Funded	\$268,178	\$0	\$0	\$0	\$0	\$0	\$0	\$268,178
Private	Local	Funded	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
RCO-ALEA	State	Funded	\$195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$195,000
RCO-WWRP	State	Funded	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
SIUE-RIVER	Local	Funded	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Total			\$735,678	\$500,000	\$0	\$0	\$0	\$0	\$0	\$1,235,678

*Status definitions

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

Street/Pedestrian and Bikeways

South 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. Promote a Sense of Place, B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to expand the trail network and maximize the utility of these existing community assets.

Location

Other Location

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

Project Status

Active

Project number: 2018097

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$2,866,000	\$0	\$0	\$0	\$2,866,000	\$2,866,000
Design	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$250,000	\$2,866,000	\$0	\$0	\$0	\$3,116,000	\$3,116,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$0	\$0	\$162,582	\$0	\$0	\$0	\$162,582
RCO-WWRP	Identified	Unfunded	\$0	\$0	\$125,000	\$1,365,000	\$0	\$0	\$0	\$1,490,000
SIUE-RIVER	Local	Funded	\$0	\$0	\$125,000	\$1,338,418	\$0	\$0	\$0	\$1,463,418
Total			\$0	\$0	\$250,000	\$2,866,000	\$0	\$0	\$0	\$3,116,000

*Status definitions

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

Street/Pedestrian and Bikeways

South University Gateway Bicycle Linkage Feasibility Study

STR-2019-18

Executive Summary

Study and plan feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge.

Project Justification

The University Gateway Bridge provides new opportunities for bicycle travel to safely traverse from southeast Spokane into the University District and Downtown. However, further development of the bike network reaching the bridge from the neighborhood is needed to lower the stress of traversing through this part of town.

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

Meets Transportation Goals B. Provide Transportation Choices, C. Accommodate Access to Daily Needs and Priority Destinations, and F. Enhance Public Health & Safety by finding safe and effective pathways to connect to goods and services by active modes of transportation.

Location

Other Location

South University District and East Sprague area from Division Street to Perry Street and 2nd Avenue to MLK JR Way.

Project Status

Active

Study to begin in 2019.

External Factors

With the University Gateway Bridge now open to bicycle use, travel patterns are trackable.

Maintenance

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

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

South University Gateway Bicycle Linkage Feasibility Study

STR-2019-18

Spending

Project Phase	Spending to Date	Estimated Spending							Total
		2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Total	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$80,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Levy	Local	Funded	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total			\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000

*Status definitions

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

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$406,650	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$441,650
Design	\$117,437	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,437
Total	\$524,087	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$559,087

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
REET	Local	Funded	\$172,335	\$12,485	\$0	\$0	\$0	\$0	\$0	\$184,820
STBG	Federal	Funded	\$74,001	\$2,852	\$0	\$0	\$0	\$0	\$0	\$76,853
TAP	Federal	Funded	\$277,751	\$19,663	\$0	\$0	\$0	\$0	\$0	\$297,414
Total			\$524,087	\$35,000	\$0	\$0	\$0	\$0	\$0	\$559,087

*Status definitions

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

Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights - Design

STR-2016-13

Executive Summary

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. Provide Transportation Choices and F. Enhance Public Health & Safety by creating a safe opportunity to use this highway corridor by foot or bike.

Location

Other Location

Sunset Highway between Royal Street and Deer Hieghts

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.

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,277,305	\$0	\$0	\$1,277,305	\$1,277,305
Design	\$0	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000	\$375,000
Land purchase	\$0	\$0	\$0	\$189,017	\$0	\$0	\$0	\$189,017	\$189,017
Total	\$0	\$375,000	\$0	\$189,017	\$1,277,305	\$0	\$0	\$1,841,322	\$1,841,322

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
CMAQ	Federal	Funded	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
Levy	Local	Funded	\$0	\$75,000	\$0	\$25,517	\$172,436	\$0	\$0	\$272,953
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$163,500	\$1,104,869	\$0	\$0	\$1,268,369
Total			\$0	\$375,000	\$0	\$189,017	\$1,277,305	\$0	\$0	\$1,841,322

*Status definitions

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



Impact Fee Program

Street, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
Impact Fee	\$350	\$283	\$0	\$0	\$0	\$0
REET	\$350	\$283	\$0	\$0	\$0	\$0
STP	\$1,391	\$1,125	\$0	\$0	\$0	\$0
Total	\$2,091	\$1,691	\$0	\$0	\$0	\$0

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. Respect natural & Community Assets and F. Enhance Public Health & Safety by enhancing the Hamilton corridor to be a stronger community asset while also improving the safety and efficiency of all travelers.

Location

Other Location

Hamilton St from Desmet Ave to North Foothills Drive

Project Status

Active

Project number: 2010056

Currently in design for construction start in 2019-2021.

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,782,616	\$3,782,616
Design	\$95,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,307
Land purchase	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134
Total	\$95,441	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,782,616	\$3,878,057

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Impact Fee	Local	Funded	\$15,987	\$350,294	\$283,294	\$0	\$0	\$0	\$0	\$649,575
REET	Local	Funded	\$15,986	\$350,294	\$283,294	\$0	\$0	\$0	\$0	\$649,574
STP	Federal	Funded	\$63,468	\$1,390,720	\$1,124,720	\$0	\$0	\$0	\$0	\$2,578,908
Total			\$95,441	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,878,057

*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



Neighborhood Program

Street, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
Red Light	\$450	\$450	\$450	\$450	\$450	\$450
TBD	\$213	\$459	\$432	\$243	\$250	\$250
Total	\$663	\$909	\$882	\$693	\$700	\$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. Promote a Sense of Place and F. Enhance Public Health & Safety by allowing neighborhoods to participate in the street development process by prioritizing and addressing community safety concerns.

Location

Other Location

Citywide

Project Status

Active

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

External Factors

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

Maintenance

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

	2020	2021	2022	2023	2024	2025	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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,400,000	\$2,400,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$300,000
Total	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$2,700,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
Red Light	Local	Funded	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000
Total			\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000

*Status definitions

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

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. Provide Transportation Choices 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

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.

	2020	2021	2022	2023	2024	2025	Total
Expected Annual Maintenance	\$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
		2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$167,000	\$360,000	\$405,000	\$243,000	\$235,000	\$235,000	\$1,645,000	\$1,645,000
Design	\$0	\$46,000	\$99,000	\$27,000	\$0	\$15,000	\$15,000	\$202,000	\$202,000
Total	\$0	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$250,000	\$1,847,000	\$1,847,000

Funding

Funding Name	Source	Status*	Funding to Date	Estimated Funding						Total
				2020	2021	2022	2023	2024	2025	
TBD	Local	Funded	\$0	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$250,000	\$1,847,000
Total			\$0	\$213,000	\$459,000	\$432,000	\$243,000	\$250,000	\$250,000	\$1,847,000

*Status definitions

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



Street Operations and Maintenance Program

ARTERIAL - 2019 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	9th - Perry to Altamont	10,962	1.25	\$10,962	StMaint	StMaint	2 - S
	Perry/Thurston	16,186	1.65	\$16,186	StMaint	StMaint	2 - S
	Southeast/Sherman - Perry to 3rd	33,654	2.87	\$33,654	StMaint	StMaint	2 - S
	Bridgeport - Division to Crestline	30,757	2.97	\$30,757	StMaint	StMaint	1- NE
	MLK Way	11,301	0.96	\$11,301	StMaint	StMaint	1 - NE
	Freya St - Liberty to Rich	13,159	1.36	\$13,159	StMaint	StMaint	1 - NE
	Freya St - Rowan to Francis	8,980	1.06	\$8,980	StMaint	StMaint	1 - NE
	Euclid Av - Crestline to Market	16,374	2.53	\$16,374	StMaint	StMaint	1 - NE
	Grove St - 14th to Sumner	6,401	0.82	\$6,401	StMaint	StMaint	2 - S
	Riverside - Clarke to Hemlock	6,600	0.93	\$6,600	StMaint	StMaint	2 - S
	Ash St - Boone to Northwest	17,905	2.26	\$17,905	StMaint	StMaint	3 - NW
	Belt St - Nora to Montgomery	5,517	0.62	\$5,517	StMaint	StMaint	3 - NW
	Driscoll Bl - Courtland to Assembly	63,551	4.79	\$63,551	StMaint	StMaint	3 - NW
	Indiana Av - Belt to Maple	10,200	0.68	\$10,200	StMaint	StMaint	3 - NW
	Northwest/Assembly - Garland to Olympic	21,216	2.33	\$21,216	StMaint	StMaint	3 - NW
	Maple St - Boone to Northwest	17,293	2.23	\$17,293	StMaint	StMaint	3 - NW
	Wall St - Wellesley to Francis	16,873	1.91	\$16,873	StMaint	StMaint	3 - NW
	3rd Av - Division to Arthur	20,578	2.22	\$20,578	StMaint	StMaint	1 - NE
	Illinois/Montgomery - Astor to Hamilton	11,547	0.87	\$11,547	StMaint	StMaint	1 - NE
	Market St - Garland to Francis	40,028	4.59	\$40,028	StMaint	StMaint	1 - NE
	29th Av - High to Grand	34,090	3.69	\$34,090	StMaint	StMaint	2 - S
	37th Av - Perry to Regal	19,203	1.96	\$19,203	StMaint	StMaint	2 - S
	Hatch Rd - 54th to 43rd	14,331	1.33	\$14,331	StMaint	StMaint	2 - S
	Grand Bl - 22nd to 14th	13,923	2.26	\$13,923	StMaint	StMaint	3 - S
	Rockwood Bl - Cowley to Southeast	48,879	4.22	\$48,879	StMaint	StMaint	2 - S
	Southeast Bl - 29th to Perry	27,347	2.33	\$27,347	StMaint	StMaint	2 - S
	Alberta St - Northwest to Francis	44,540	5.75	\$44,540	StMaint	StMaint	3 - NW
	Cochran St - Northwest to Courtland	6,218	0.59	\$6,218	StMaint	StMaint	3 - NW
Arterial Crack Seal Totals:		587,613	61.03	\$587,613			
Arterial Grind & Overlay	Regal St - 39th to 29th	15,535	2.34	\$466,050	StMaint	StMaint	2 - S
	Maple/Walnut - 9th to 5th	16,711	1.11	\$501,330	StMaint	StMaint	2 - S
	Freya St - 37th to 29th	9,128	1.00	\$273,847	StMaint	StMaint	2 - S
	29th Av - Freya to Havana	10,341	1.00	\$310,230	StMaint	StMaint	2 - S
	Hamilton - Trent to Desmet	11,800	1.90	\$354,000	StMaint	StMaint	1 - NE
	Indiana - Monroe to Division	25,120	3.62	\$753,600	StMaint	StMaint	3 - NW
	Wellesley Av - Nevada to Pittsburg	14,171	2.01	\$425,130	StMaint	StMaint	1 - NE
	Cowley St - 7th to 4th	5,615	0.43	\$168,450	StMaint	StMaint	2 - S
Arterial Grind & Overlay Totals:		108,421	13.41	\$3,252,637			
Ramps	2019 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
2019 Arterial Projects Total:				\$3,840,250			

RESIDENTIAL - 2019 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	Dakota/Jay Et Al	27,048	2.45	\$27,048	TBD	StMaint	1 - NE
	Joseph/Standard Et Al	23,680	2.69	\$23,680	TBD	StMaint	1 - NE
	Lyons - Perry to Napa	7,132	0.76	\$7,132	TBD	StMaint	1 - NE
	53rd & Laurelhurst	4,879	0.35	\$4,879	TBD	StMaint	2 - S
	Custer Et Al	16,448	1.60	\$16,448	TBD	StMaint	2 - S
	Jefferson/18th Et Al	42,183	3.86	\$42,183	TBD	StMaint	2 - S
	Manito Bl Et Al	47,357	4.57	\$47,357	TBD	StMaint	2 - S
	Cleveland/Fairview Et Al	30,785	3.18	\$30,785	TBD	StMaint	3 - NW
	Wabash/Jefferson Et Al	36,001	3.76	\$36,001	TBD	StMaint	3 - NW
	Colton St - Magnesium to Jay	5,992	0.57	\$5,992	TBD	StMaint	1 - NE
	Euclid/Morton from Mayfair to Dalton	13,417	1.47	\$13,417	TBD	StMaint	1 - NE
	Sinto/Sharp from Napa to Regal Et Al	37,999	3.92	\$37,999	TBD	StMaint	1 - NE
	1st & 2nd from Couer D Alane to Maple	21,971	2.26	\$21,971	TBD	StMaint	2 - S
	4th Av Et Al	20,531	2.15	\$20,531	TBD	StMaint	2 - S
	5th Av - Monroe to Stevens	8,272	0.65	\$8,272	TBD	StMaint	2 - S
	Chestnut from Sunset to 2nd Et Al	36,850	3.67	\$36,850	TBD	StMaint	2 - S
	Upper Terrace Rd from Rockwood to Rockwood	4,856	0.72	\$4,856	TBD	StMaint	2 - S
	Cannon/Shannon Et Al	31,233	3.32	\$31,233	TBD	StMaint	3 - NW
	Carlisle from Maple to Jefferson Et Al	37,826	3.73	\$37,826	TBD	StMaint	3 - NW
	Joseph/Washington Et Al	66,556	7.14	\$66,556	TBD	StMaint	3 - NW
	Milton/Queen Et Al	35,657	3.46	\$35,657	TBD	StMaint	3 - NW
	Normandie St - Garland to Rockwell	3,633	0.41	\$3,633	TBD	StMaint	3 - NW
	Dakota Et Al	46,698	4.28	\$46,698	TBD	StMaint	1 - NE
	Fiske - Sinto - Sharp	9,836	0.85	\$9,836	TBD	StMaint	1 - NE
	Heroy/Pittsburg around Rogers HS	5,889	0.50	\$5,889	TBD	StMaint	1 - NE
	Myrtle/Longfellow Et Al	39,501	4.39	\$39,501	TBD	StMaint	1 - NE
	Napa from Wellesley to Rowan Et Al	33,096	3.74	\$33,096	TBD	StMaint	1 - NE
	26th thru 28th & Oak	8,659	1.05	\$8,659	TBD	StMaint	2 - S
	Altamont Bl Et Al	25,462	2.71	\$25,462	TBD	StMaint	2 - S
	Arthur St - 13th to Newark	5,316	0.70	\$5,316	TBD	StMaint	2 - S
	Arthur from Club to 39th Et Al	42,850	4.87	\$42,850	TBD	StMaint	2 - S
	Cannon from Garland to Longfellow Et Al	42,640	4.10	\$42,640	TBD	StMaint	3 - NW
Excell Av - G to Audubon	3,760	0.64	\$3,760	TBD	StMaint	3 - NW	
Residential Crack Seal Totals:		824,013	84.52	\$824,013			
Res. Chip Seal	St Thomas Moore from Dakota to Nevada Et Al	49,152	4.65	\$442,368	TBD	Contractor	1 - NE
	Fiske from 36th to 33rd Et Al	24,641	2.52	\$221,769	TBD	Contractor	2 - S
	Joseph from Belt to Ash Et Al	34,144	3.32	\$307,296	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		107,937	10.49	\$971,433			
Residential Grind & Overlay	Colton & Astor	7,795	0.66	\$319,595	TBD	Contractor	1 - NE
	Perry St - Francis to Holyoke	4,400	0.37	\$180,400	TBD	Contractor	1 - NE
	Pittsburg - 37th to 34th	3,310	0.37	\$135,710	TBD	Contractor	2 - S
	27th Av - Denver to Pittsburg	6,265	0.64	\$256,865	TBD	Contractor	2 - S
	Lindeke St - Northwest to Driscoll	6,903	0.78	\$283,023	TBD	Contractor	3 - NW
33rd Av - Division to Lamonte	4,510	0.51	\$184,910	TBD	Contractor	2 - S	
Residential Grind & Overlay Totals:		33,183	3.33	\$1,360,503			
Res. Recon.	33rd Av - Bernard to Division to	4,447	0.50	\$289,055	TBD	Contractor	2 - S
Residential Re-Construction Totals:		4,447	0.50	\$289,055			
2019 Residential Projects Total:				\$3,445,004			

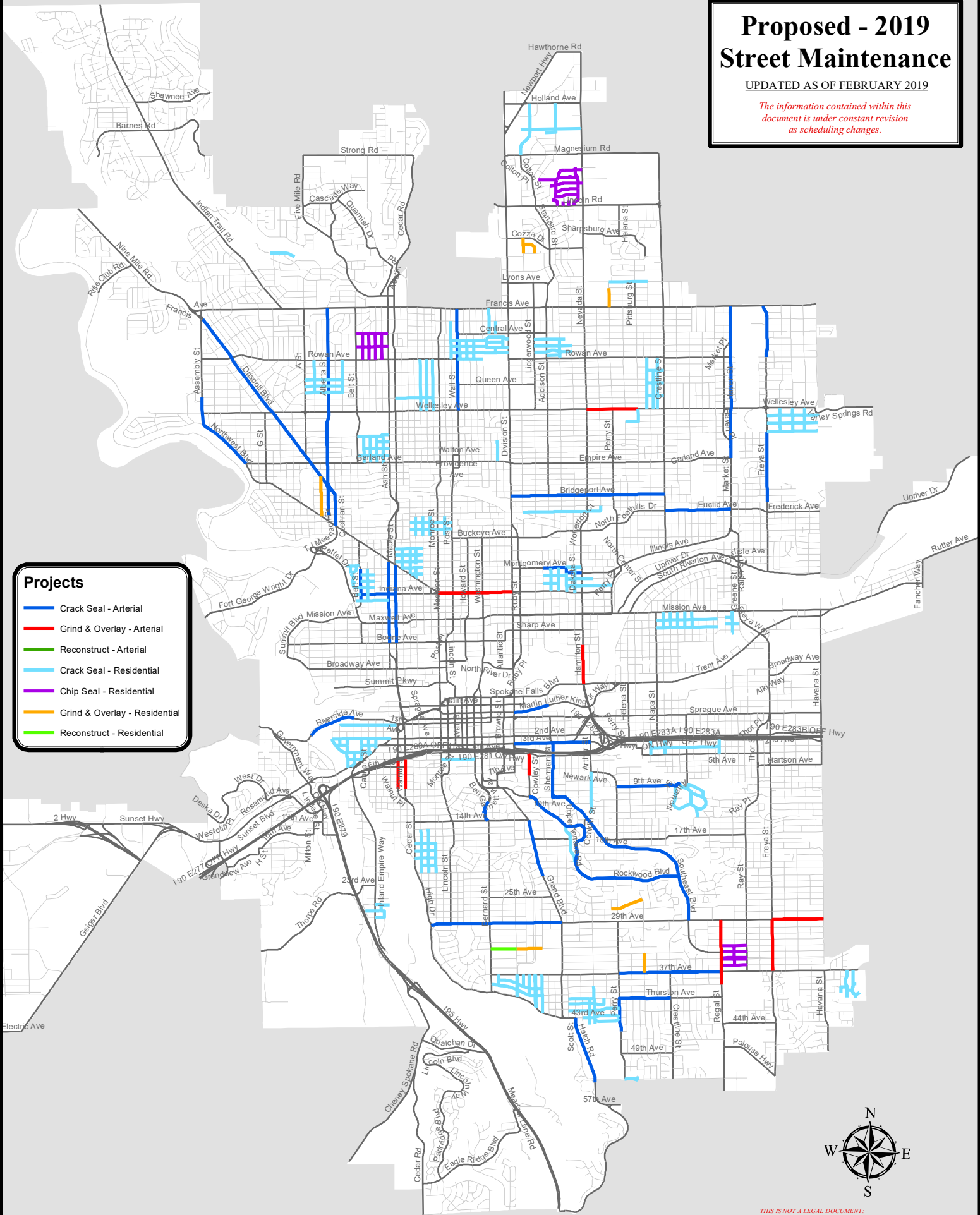
Proposed - 2019 Street Maintenance

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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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ARTERIAL - 2020 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	2nd Av - Division to Arthur	20,595	2.30	\$20,595	StMaint	StMaint	1 - NE
	Crestline St - Francis to Brooklyn	28,190	2.20	\$28,190	StMaint	StMaint	1 - NE
	Francis Av - Division to Freya	67,706	8.95	\$67,706	StMaint	StMaint	1 - NE
	29th Av - Grand to Freya	52,032	7.41	\$52,032	StMaint	StMaint	2 - S
	37th Av - Bernard to Grand	16,062	2.48	\$16,062	StMaint	StMaint	2 - S
	5th Av - Pittsburg to Thor	25,113	2.29	\$25,113	StMaint	StMaint	2 - S
	Bernard St - 29th to 14th	24,138	2.05	\$24,138	StMaint	StMaint	2 - S
	Inland Empire/Sunset - 9th to Oak	15,094	1.54	\$15,094	StMaint	StMaint	2 - S
	Monroe/Lincoln - 17th to 8th	12,158	1.20	\$12,158	StMaint	StMaint	2 - S
	Perry St - Mission to Illinois	12,848	1.82	\$12,848	StMaint	StMaint	1 - NE
	Ray - 29th to 17th	21,301	3.02	\$21,301	StMaint	StMaint	2 - S
	Grand Bl - 29th to 22nd	11,269	1.90	\$11,269	StMaint	StMaint	2 - S
	Lincoln St - 29th to 17th	17,436	1.55	\$17,436	StMaint	StMaint	2 - S
	G St - Northwest to Wellesley	15,034	1.41	\$15,034	StMaint	StMaint	3 - NW
	Arterial Crack Seal Totals:		338,976	40.12	\$338,976		
Arterial Grind & Overlay	Euclid from Market to Sycamore	15,164	1.56	\$454,920	StMaint	StMaint	1 - NE
	Northwest/Indiana - Maple to Monroe	19,794	2.86	\$593,820	StMaint	StMaint	3 - NW
	Hamilton - Desmet to Mission	10,488	1.51	\$314,640	StMaint	StMaint	1 - NE
	Regal - 39th to 53rd	25,993	3.28	\$779,790	StMaint	StMaint	2 - S
	Wall St - Walton to Wellesley	7,077	0.80	\$212,310	StMaint	StMaint	3 - NW
	Wellesley - Pittsburg to Haven	24,171	1.90	\$725,130	StMaint	StMaint	1 - NE
	Washington - 3rd to Spokane Falls	13,753	1.83	\$550,120	StMaint	Contractor	2 - S
Arterial Grind & Overlay Totals:		116,440	13.74	\$3,630,730			
Ramps	2020 Arterial Curb Ramp Projects:			0	StMaint	Contractor	City Wide
2020 Arterial Projects Total:				\$3,969,706			

RESIDENTIAL - 2020 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	1st from Helena to Altamont	11,152	1.12	\$11,152	TBD	StMaint	1 - NE
	Dakota St - Montgomery to North Foothills	8,351	0.71	\$8,351	TBD	StMaint	1 - NE
	Jackson Av - Ruby to Standard	11,630	0.95	\$11,630	TBD	StMaint	1 - NE
	Marietta Av - Freya to Myrtle	5,800	0.54	\$5,800	TBD	StMaint	1 - NE
	Napa-Lacrosse to Wellesley/Rich-Napa to Lacey	15,728	1.74	\$15,728	TBD	StMaint	1 - NE
	Regal from Rowan to Francis Et Al	32,805	3.21	\$32,805	TBD	StMaint	1 - NE
	Regal St Et Al	26,590	2.74	\$26,590	TBD	StMaint	1 - NE
	32nd Av - Regal to Ray	4,437	0.50	\$4,437	TBD	StMaint	2 - S
	33rd thru 36th from Grand(Lamonte) to Perry	42,856	4.76	\$42,856	TBD	StMaint	2 - S
	Adams/Jefferson/Madison from 4th to Sprague	28,753	1.92	\$28,753	TBD	StMaint	2 - S
	F St - Rosamond to 6th	5,700	0.64	\$5,700	TBD	StMaint	2 - S
	Pittsburg St Et Al	30,282	3.01	\$30,282	TBD	StMaint	2 - S
	A St Et Al	48,627	4.44	\$48,627	TBD	StMaint	3 - NW
	Elm from Broadway to Boone Et Al	21,462	2.13	\$21,462	TBD	StMaint	3 - NW
	Hartley St - Royal to Lyons	9,256	0.89	\$9,256	TBD	StMaint	3 - NW
Residential Crack Seal Totals:		303,429	29.30	\$303,429			
Res. Chip Seal	Wilding from Standard to Lincoln Et Al	32,953	2.65	\$296,577	TBD	Contractor	1 - NE
	Woodland from F to rosamand Et Al	21,812	2.63	\$196,308	TBD	Contractor	2 - S
	Augusta from Monroe to Howard Et Al	23,926	2.65	\$215,334	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		78,691	7.93	\$708,219			
Residential Grind & Overlay	Manito - 22nd to Manito Pl	1,933	0.16	\$79,253	TBD	Contractor	2 - S
	Pittsburg - 29th to Rockwood	10,432	0.80	\$427,712	TBD	Contractor	2 - S
	Scott/Garfield - 43rd to Thurston	6,534	0.74	\$267,894	TBD	Contractor	2 - S
	Longfellow Av - Monroe to Division	12,989	1.37	\$532,549	TBD	Contractor	3 - NW
	Queen Av - Standard to Magnolia	14,900	1.69	\$610,900	StMaint	Contractor	1 - NE
	Wedgewood/Wiscomb/Weile	13,003	1.21	\$533,123	StMaint	Contractor	1 - NE
	40th Av - Arthur to Napa	10,987	1.24	\$450,467	StMaint	Contractor	2 - S
	Cedar St - 4th to Sprague	13,011	0.65	\$533,451	StMaint	Contractor	2 - S
Residential Grind & Overlay Totals:		83,789	7.86	\$3,435,349			
2020 Residential Projects Total:				\$4,446,997			

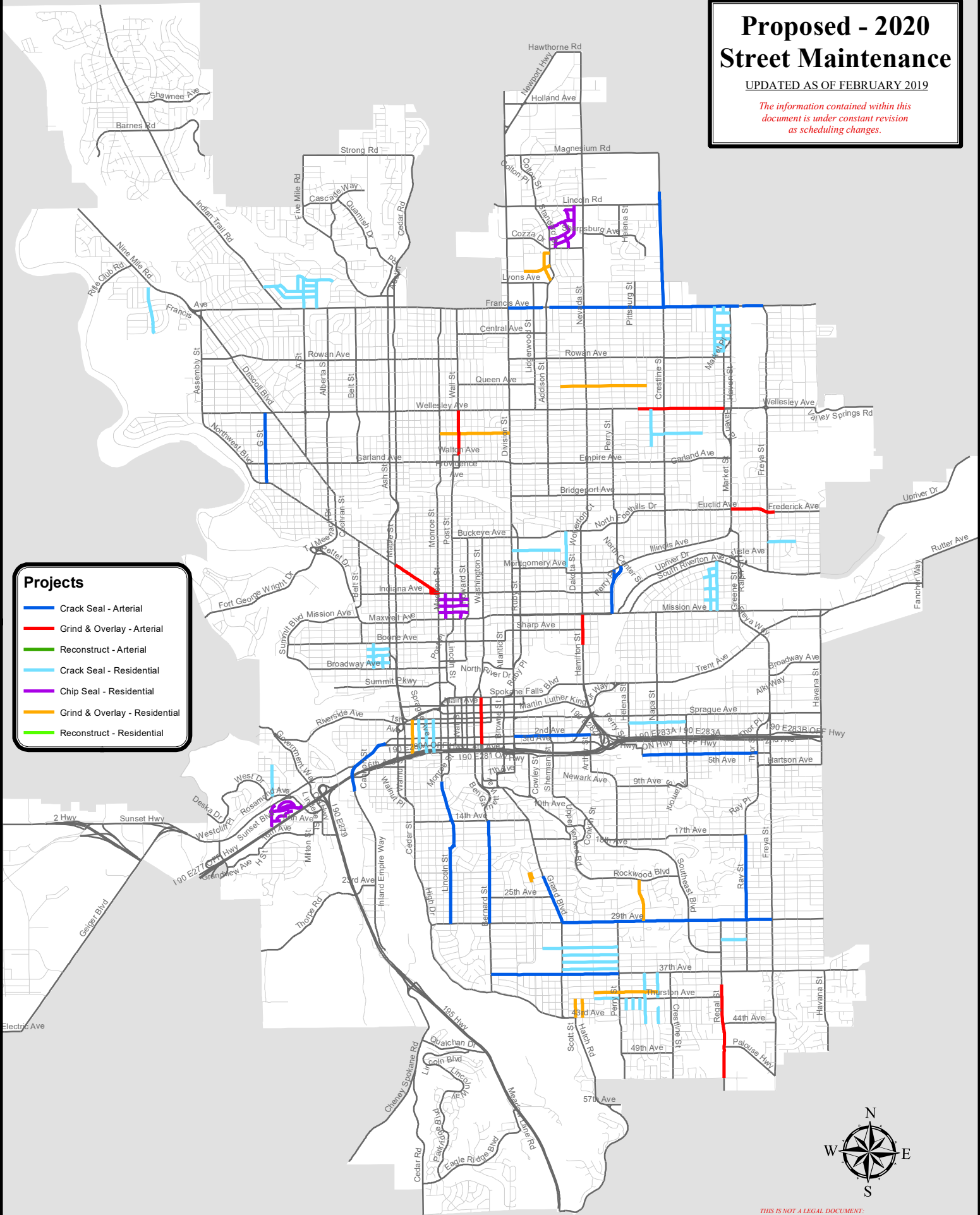
Proposed - 2020 Street Maintenance

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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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ARTERIAL - 2021 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	Crestline St - Illinois to Wellesley	39,056	2.90	\$39,056	StMaint	StMaint	1 - NE
	Hatch Rd - SR#195 to 57th Av	25,467	3.20	\$25,467	StMaint	StMaint	2 - S
	Hayford Rd - 49th to McFarland	22,397	2.72	\$22,397	StMaint	StMaint	2 - S
	Thurston Av - Lee to Regal	9,841	0.87	\$9,841	StMaint	StMaint	2 - S
	7th Av - Browne to Division	2,356	0.20	\$2,356	StMaint	StMaint	2 - S
	Indian Trail Rd - Ridgecrest to City Limits	9,417	1.07	\$9,417	StMaint	StMaint	3 - NW
	Maxwell/Pettet - Nora to Ash	12,219	0.88	\$12,219	StMaint	StMaint	3 - NW
	Frederick - Sycamore to Havana	7,713	0.88	\$7,713	StMaint	StMaint	1- NE
	Indiana - Division to Crescent	28,732	2.66	\$28,732	StMaint	StMaint	1- NE
	Rowan Av - Driscoll to Monroe	43,028	4.05	\$43,028	StMaint	StMaint	3 - NW
	Monroe/Lincoln - 8th to 2nd	15,750	2.03	\$15,750	StMaint	StMaint	2 - S
	Havana -37th to CL	15,363	1.58	\$15,363	StMaint	StMaint	2 - S
	Bridgeport - Division to Crestline	30,757	2.97	\$30,757	StMaint	StMaint	1- NE
Arterial Crack Seal Totals:		262,096	26.01	\$262,096			
Arterial Grind & Overlay	Napa - Sprague to Mission	18,989	2.22	\$569,670	StMaint	StMaint	1 - NE
	Eagle Ridge - Cedar to Meadow Lane	30,125	2.33	\$903,750	StMaint	StMaint	2 - S
	Indian Trail - Francis to Kathleen	26,411	4.24	\$792,330	StMaint	StMaint	3 - NW
	Empire - Nevada to Crestline	19,496	1.51	\$584,880	StMaint	StMaint	1 - NE
	Stevens - 3rd to Spokane Falls	13,363	1.85	\$534,520	StMaint	Contractor	2 - S
Arterial Grind & Overlay Totals:		108,384	12.15	\$3,385,150			
Ramps	2021 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
2021 Arterial Projects Total:				\$3,647,246			

RESIDENTIAL - 2021 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	1st Ave - Erie to Helena	7,003	0.62	\$7,003	TBD	StMaint	1 - NE
	Beacon Av from Dakota to Nevada	4,942	0.42	\$4,942	TBD	StMaint	1 - NE
	Crestline & Lee - Mission to Nora	5,734	0.61	\$5,734	TBD	StMaint	1 - NE
	Glass & Courtland from Perry to Crestline	18,730	2.11	\$18,730	TBD	StMaint	1 - NE
	Julia & Decatur	6,164	0.55	\$6,164	TBD	StMaint	1 - NE
	Myrtle - Marietta to Frederick	5,113	0.58	\$5,113	TBD	StMaint	1 - NE
	Perry St - 2nd to Sprague	3,157	0.36	\$3,157	TBD	StMaint	1 - NE
	Rebecca from Upriver to Marietta Et Al	24,064	2.50	\$24,064	TBD	StMaint	1 - NE
	Rutter - Fancher to City Limits	9,221	1.31	\$9,221	TBD	StMaint	1 - NE
	11th Av from Altamont to Julia	15,383	1.76	\$15,383	TBD	StMaint	2 - S
	Arthur St - 39th to 37th	2,117	0.24	\$2,117	TBD	StMaint	2 - S
	Comstock Park Et Al	26,670	2.36	\$26,670	TBD	StMaint	2 - S
	Garfield Rd - 26th to Rockwood	4,732	0.51	\$4,732	TBD	StMaint	2 - S
	Alice - Sheridan to Park	784	0.11	\$784	TBD	StMaint	3 - NW
	C St Et Al	30,967	3.55	\$30,967	TBD	StMaint	3 - NW
	Cannon St - Kiernan to Garland	2,143	0.25	\$2,143	TBD	StMaint	3 - NW
	Cedar & Madison - Boone to Sharp	5,531	0.56	\$5,531	TBD	StMaint	3 - NW
	Cora - Pine to Park	1,375	0.19	\$1,375	TBD	StMaint	3 - NW
	Kathleen from Sutherlin to Indian Trail Et Al	34,366	2.97	\$34,366	TBD	StMaint	3 - NW
	Park Bl - Euclid to Columbia	5,287	0.60	\$5,287	TBD	StMaint	3 - NW
Wellington Pl - Alice to Glass	2,528	0.35	\$2,528	TBD	StMaint	3 - NW	
Residential Crack Seal Totals:		216,011	22.51	\$216,011			
Res. Chip Seal	Buckeye from Crestline to Market Et Al	43,250	4.70	\$389,250	TBD	Contractor	1 - NE
	35th from Freya to Havana Et Al	44,922	4.02	\$404,298	TBD	Contractor	2 - S
	Deschutes from Tucannon to Excel Et Al	50,496	4.78	\$454,464	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		138,668	13.50	\$1,248,012			
Residential Grind & Overlay	Glass/Stone	4,603	0.52	\$188,723	TBD	Contractor	1 - NE
	26th Av - Bernard to Division	4,447	0.50	\$182,327	TBD	Contractor	2 - S
	Elm - Indiana to Northwest Bl	7,960	0.86	\$326,360	TBD	Contractor	3 - NW
	Manito Bl - 33rd to 29th	5,902	0.50	\$241,982	StMaint	Contractor	2 - S
	Bismark Et Al	18,988	1.95	\$778,508	StMaint	Contractor	3 - NW
	Pacific Park - Pamela to Indian Trail	3,650	0.39	\$149,650	StMaint	Contractor	3 - NW
	Cincinnati - Bridgeport to Wellesley	14,873	1.69	\$609,793	StMaint	Contractor	1 - NE
	Glass/Courtland/Morton Et Al	11,680	1.32	\$478,880	StMaint	Contractor	1 - NE
Residential Grind & Overlay Totals:		72,103	7.73	\$2,956,223			
Res. Recon.	26th Av - Division to Tekoa	2,084	0.20	\$135,460	TBD	Contractor	2 - S
	Residential Re-Construction Totals:		2,084	0.20	\$135,460		
2021 Residential Projects Total:				\$4,555,706			

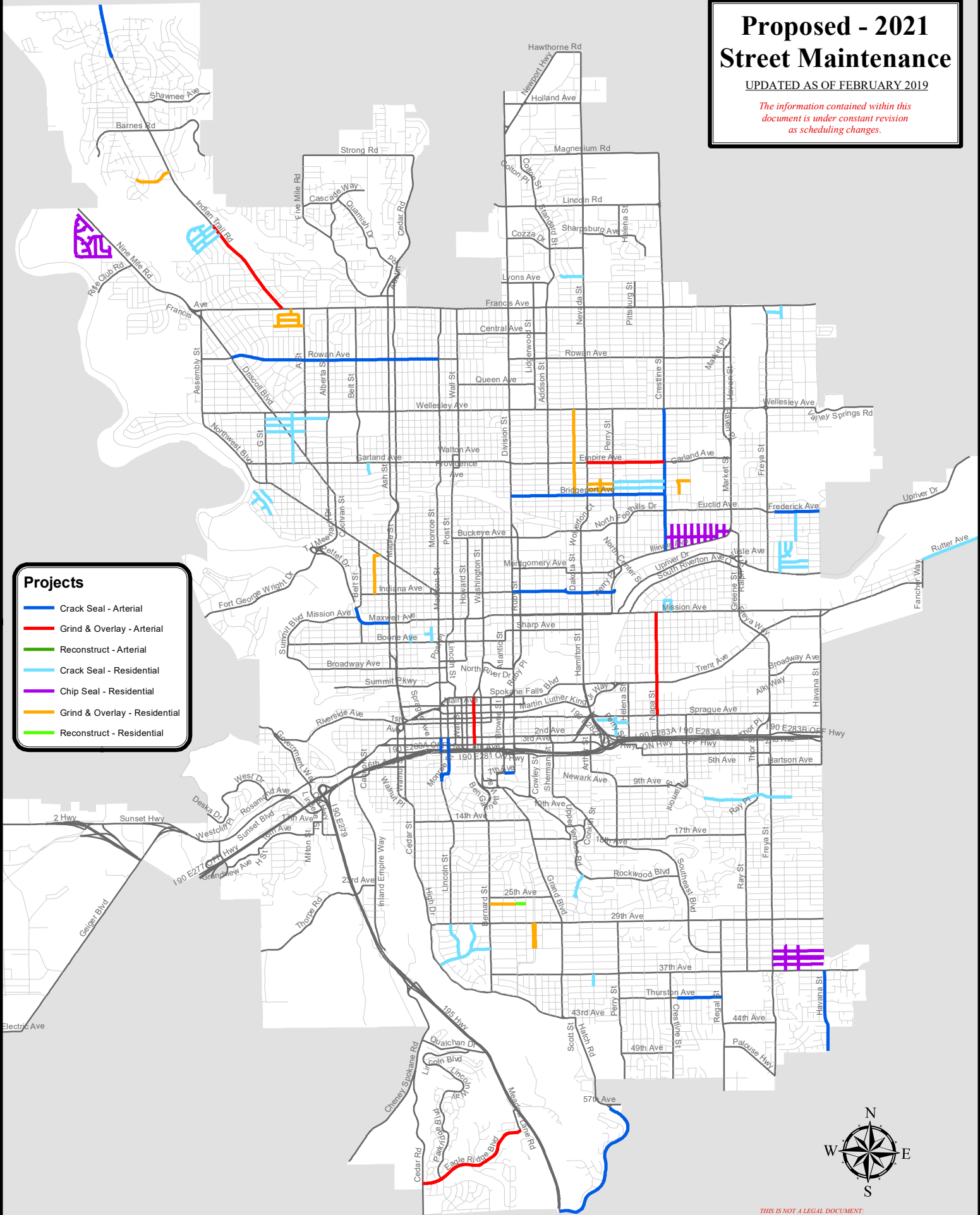
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ARTERIAL - 2022 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	Euclid Av - Crestline to Market	16,374	2.53	\$16,374	StMaint	StMaint	1 - NE
	3rd Av - Maple to Division	33,853	3.89	\$33,853	StMaint	StMaint	2 - S
	Nevada - North Foothills to Francis	55,357	4.95	\$55,357	StMaint	StMaint	1 - NE
	Riverside - Clarke to Hemlock	6,600	0.93	\$6,600	StMaint	StMaint	2 - S
	Ash St - Boone to Northwest	17,905	2.25	\$17,905	StMaint	StMaint	3 - NW
	Belt St - Nora to Montgomery	5,517	0.62	\$5,517	StMaint	StMaint	3 - NW
	Driscoll Bl - Courtland to Assembly	63,551	4.79	\$63,551	StMaint	StMaint	3 - NW
	Indiana Av - Belt to Maple	10,200	0.68	\$10,200	StMaint	StMaint	3 - NW
	Maple St - Boone to Northwest	17,293	2.23	\$17,293	StMaint	StMaint	3 - NW
	Wellesley Av - A to Maple	21,932	3.66	\$21,932	StMaint	StMaint	3 - NW
	Wellesley Av - Maple to Division	29,248	4.32	\$29,248	StMaint	StMaint	3 - NW
	Wall St - Wellesley to Francis	16,873	1.91	\$16,873	StMaint	StMaint	3 - NW
	Freya - Upriver to Liberty	17,526	1.35	\$17,526	StMaint	StMaint	1 - NE
	Maxwell Av - Maple to Washington	24,599	3.14	\$24,599	StMaint	StMaint	3 - NW
	17th Av - Perry to Fiske	22,141	2.51	\$22,141	StMaint	StMaint	2 - S
	Assembly - Rowan to Francis	15,298	1.60	\$15,298	StMaint	StMaint	3 - NW
	37th - Regal to Custer	29,582	3.09	\$29,582	StMaint	StMaint	2 - S
	Sprague - Helena to Stone	13,813	1.47	\$13,813	StMaint	StMaint	1 - NE
	Monroe/Lincoln - 2nd to Main	18,623	2.56	\$18,623	StMaint	StMaint	2 - S
	Pettet Drive - Nora to TJ	12,384	1.65	\$12,384	StMaint	StMaint	3 - NW
Garland/Empire - Howard to Nevada	29,800	2.58	\$29,800	StMaint	StMaint	3 - NW	
Arterial Crack Seal Totals:		478,469	52.71	\$478,469			
Arterial Grind & Overlay	Crestline - Wellesley to Decatur	26,093	3.69	\$782,790	StMaint	StMaint	1 - NE
	Grove/Stevens/Washington - 14th to 3rd	34,111	4.59	\$1,023,330	StMaint	StMaint	2 - S
	Haven St - Market to Market	18,459	1.97	\$553,770	StMaint	StMaint	3 - NW
	Lincoln Rd - Division to Nevada	21,152	3.00	\$634,560	StMaint	StMaint	1 - NE
	Monroe St - Bridge to Boone	10,054	2.08	\$301,620	StMaint	StMaint	3 - NW
	Queen - Wall to Division	9,626	1.13	\$288,780	StMaint	StMaint	3 - NW
Arterial Grind & Overlay Totals:		119,495	16.46	\$3,584,850			
Ramps	2022 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
2022 Arterial Projects Total:				\$4,063,319			

RESIDENTIAL - 2022 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	Broad from Lidgerwood to Nevada	23,373	2.65	\$23,373	TBD	StMaint	1 - NE
	Gordon & Pittsburg	11,920	1.21	\$11,920	TBD	StMaint	1 - NE
	Helena St - Trent to Broadway	5,067	0.36	\$5,067	TBD	StMaint	1 - NE
	D St from 23rd to Grandview Et Al	52,919	5.25	\$52,919	TBD	StMaint	2 - S
	Garfield Rd - 29th to 26th	5,038	0.48	\$5,038	TBD	StMaint	2 - S
	Jefferson/18th Et Al	42,183	3.86	\$42,183	TBD	StMaint	2 - S
	Arrowhead from Shawnee to Bedford Et Al	39,990	3.73	\$39,990	TBD	StMaint	3 - NW
	Crown Av - Assembly to Alameda	6,330	0.71	\$6,330	TBD	StMaint	3 - NW
	Wabash/Jefferson Et Al	36,001	3.76	\$36,001	TBD	StMaint	3 - NW
Residential Crack Seal Totals:		222,821	22.01	\$222,821			
Res. Chip Seal	Cleveland/Rebecca Et Al	31,617	3.56	\$284,553	TBD	Contractor	1 - NE
	Hartson from Magnolia to Altamont Et Al	29,472	3.02	\$265,248	TBD	Contractor	2 - S
	Kensington/Chaucer Et Al	22,248	2.10	\$200,232	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		83,337	8.68	\$750,033			
Residential Grind & Overlay	34th/35th - Crestline to Regal	10,646	1.17	\$436,486	TBD	Contractor	2 - S
	Kiernan - Alberta to Ash	10,760	1.22	\$441,160	TBD	Contractor	3 - NW
	Woodridge & Navaho	6,066	0.52	\$248,706	TBD	Contractor	3 - NW
	Boone - Freya to Havana	10,920	0.93	\$447,720	StMaint	Contractor	1 - NE
	Cincinnati - Olympic to Joseph	8,026	0.91	\$329,066	StMaint	Contractor	1 - NE
	17th Av - Ray to Havana	13,030	1.48	\$534,230	StMaint	Contractor	2 - S
	31st - Bernard to Division	4,450	0.50	\$182,450	StMaint	Contractor	2 - S
	A St/7th - Sunset to Riverside	7,181	0.87	\$294,421	StMaint	Contractor	2 - S
	Post St - 29th to 25th	4,263	0.48	\$174,783	StMaint	Contractor	2 - S
	Dell Dr - Woodside to Five Mile	7,352	0.69	\$301,432	StMaint	Contractor	3 - NW
Residential Grind & Overlay Totals:		82,694	8.77	\$3,390,454			
Res. Recon.	19th - MtVernon to Ray	6,263	0.71	\$407,095	TBD	Contractor	2 - S
Residential Re-Construction Totals:		6,263	0.71	\$407,095			
2022 Residential Projects Total:				\$4,770,403			

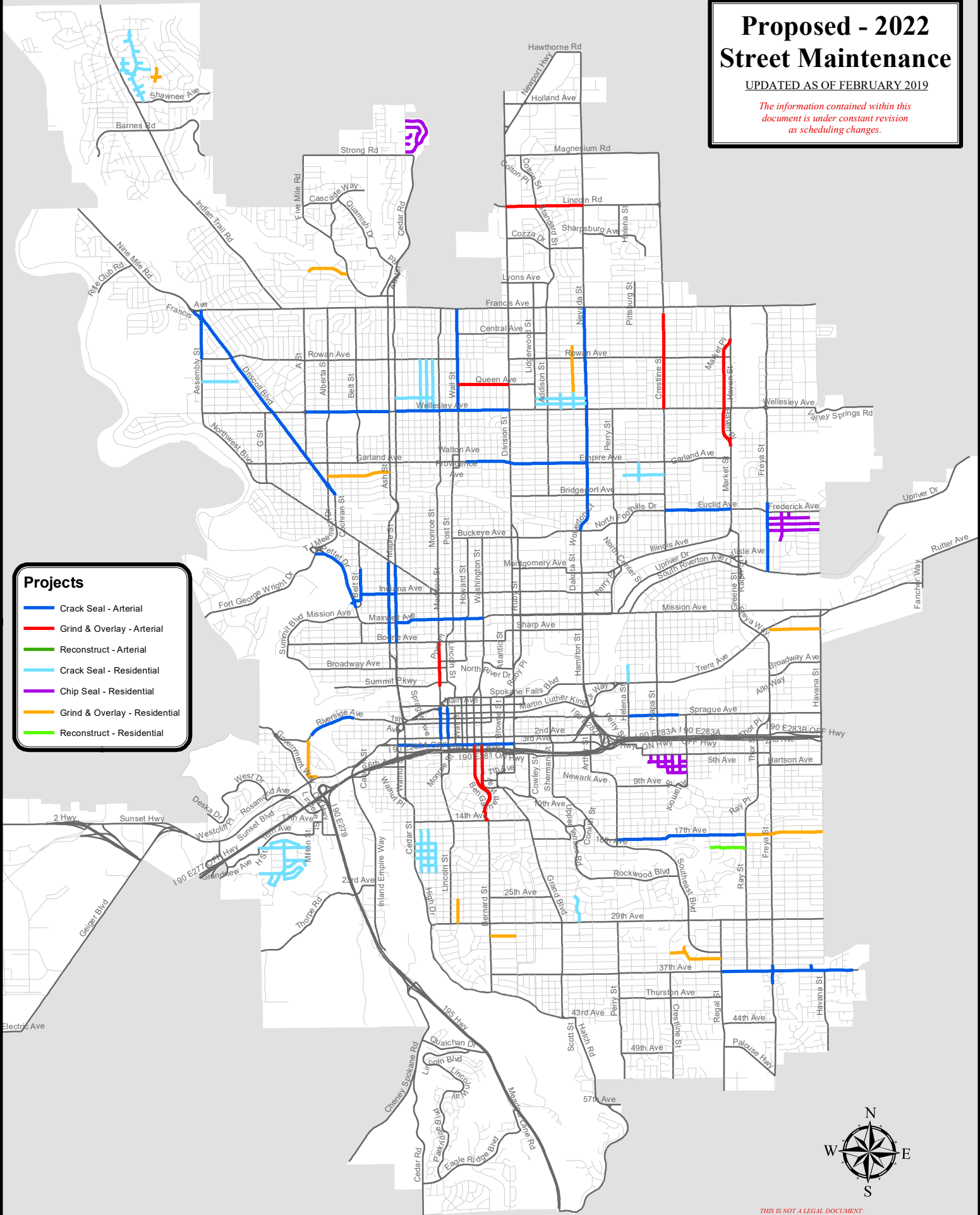
Proposed - 2022 Street Maintenance

UPDATED AS OF FEBRUARY 2019

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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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ARTERIAL - 2023 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	Wellesley Av - Division to Nevada	21,449	3.37	\$21,449	StMaint	StMaint	1 - NE
	Cedar\Maple\Walnut - 10th to 21st	25,988	2.26	\$25,988	StMaint	StMaint	2 - S
	2nd Av - Maple to Division	33,875	3.35	\$33,875	StMaint	StMaint	2 - S
	Grand Bl - High to 29th	23,835	2.92	\$23,835	StMaint	StMaint	2 - S
	Washingto St - Boone to Buckeye	29,684	4.43	\$29,684	StMaint	StMaint	3 - NW
	Assembly - Olympic to Rowan	10,592	1.12	\$10,592	StMaint	StMaint	3 - NW
	Southeast Bl - Regal to 29th	12,667	1.18	\$12,667	StMaint	StMaint	2 - S
	Southeast/Sherman - Perry to 3rd	33,654	2.87	\$33,654	StMaint	StMaint	2 - S
	Altamont - Hartson to Sprague	11,791	1.36	\$11,791	StMaint	StMaint	2 - S
	Palouse Hy from Regal to Freya	14,049	1.20	\$14,049	StMaint	StMaint	2 - S
	Perry/Thurston	16,186	1.65	\$16,186	StMaint	StMaint	2 - S
Arterial Crack Seal Totals:		233,770	25.71	\$233,770			
Arterial Grind & Overlay	Empire/Garland - Crestline to Market	16,754	1.30	\$502,620	StMaint	StMaint	1 - NE
	Bernard - 14th to 29th	24,137	2.00	\$724,110	StMaint	StMaint	2 - S
	Rowan Av - Division to Nevada	15,412	1.50	\$462,360	StMaint	StMaint	2 - NE
	Perry - Illinois to Bridgeport	19,502	1.99	\$585,060	StMaint	StMaint	2 - NE
	Hartson - Freya to Havana	12,921	1.00	\$387,630	StMaint	StMaint	2 - S
	Belt - Garland to Wellesley	11,880	1.01	\$356,400	StMaint	StMaint	3 - NW
	Post - Grace to Kiernan	10,030	1.19	\$300,900	StMaint	StMaint	1 - NE
Arterial Grind & Overlay Totals:		110,636	9.99	\$3,319,080			
Ramps	2023 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
				2023 Arterial Projects Total:	\$3,552,850		

RESIDENTIAL - 2023 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	Dakota St Et Al	9,623	0.84	\$9,623	TBD	StMaint	1 - NE
	Mayfair St - Queen to Rowan	4,397	0.49	\$4,397	TBD	StMaint	1 - NE
	Nora from Astor to Hamilton Et Al	45,016	3.51	\$45,016	TBD	StMaint	1 - NE
	Providence - Nevada to Crestline	13,692	1.51	\$13,692	TBD	StMaint	1 - NE
	South Crescent - Nora to Lacey	10,684	0.91	\$10,684	TBD	StMaint	1 - NE
	27th Av - SE Bl to Ray	13,253	1.12	\$13,253	TBD	StMaint	2 - S
	33rd - Bernard to Division	4,447	0.50	\$4,447	TBD	StMaint	2 - S
	5th Av - Freya to Havana	11,929	1.01	\$11,929	TBD	StMaint	2 - S
	Browne - 21st to 25th	4,560	0.51	\$4,560	TBD	StMaint	2 - S
	Madelia from 53rd to 49th Et Al	31,981	2.93	\$31,981	TBD	StMaint	2 - S
	Dalke/Lincoln/Post	9,263	1.05	\$9,263	TBD	StMaint	3 - NW
	Dalton Av - Maple to Post	10,912	1.03	\$10,912	TBD	StMaint	3 - NW
	Joseph/Standard Et Al	23,680	2.69	\$23,680	TBD	StMaint	1 - NE
	Lyons & Victor	3,650	0.39	\$3,650	TBD	StMaint	3 - NW
	Nettleton St - Garland to Longfellow	4,423	0.50	\$4,423	TBD	StMaint	3 - NW
	Riverview from Columbia to A Et Al	27,541	3.25	\$27,541	TBD	StMaint	3 - NW
	Dalke - Addison to Nevada	6,615	0.74	\$6,615	TBD	StMaint	1 - NE
	Manito Bl - 37th to 33rd	12,704	1.03	\$12,704	TBD	StMaint	2 - S
	Manito Bl Et Al	47,357	4.57	\$47,357	TBD	StMaint	2 - S
	Arthur St - 37th to 29th	9,143	1.10	\$9,143	TBD	StMaint	2 - S
York Av Et Al	5,295	0.51	\$5,295	TBD	StMaint	3 - NW	
Residential Crack Seal Totals:		310,165	30.19	\$310,165			
Res. Chip Seal	Pittsburg - Wellesley to Francis	18,753	1.98	\$168,777	TBD	Contractor	1 - NE
	Moran View Et Al	25,196	2.39	\$226,764	TBD	Contractor	2 - S
	Normandie from Montgomery to Buckeye Et Al	37,789	4.00	\$340,101	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		81,738	8.37	\$735,642			
Residential Grind & Overlay	Havana - Upriver Dr to Frederick	7,994	1.21	\$327,754	TBD	Contractor	1 - NE
	23rd - High to Lincoln	4,740	0.53	\$194,340	TBD	Contractor	2 - S
	Monroe - 29th to 21st	6,733	0.76	\$276,053	TBD	Contractor	2 - S
	Downriver - Aubrey L White to Collumbia	3,760	0.64	\$154,160	TBD	Contractor	3 - NW
	Royal Dr Et Al	17,231	1.54	\$706,471	StMaint	Contractor	3 - NW
	Sutherland - Rowan to Bismark	4,077	0.46	\$167,157	StMaint	Contractor	3 - NW
	Standard/Hill N Dale	12,620	1.19	\$517,420	StMaint	Contractor	1 - NE
	16th Av - Ray to Havana	13,267	1.50	\$543,947	StMaint	Contractor	2 - S
	21st Av - Lincoln to Bernard	9,846	0.76	\$403,686	StMaint	Contractor	2 - S
Residential Grind & Overlay Totals:		80,268	8.59	\$3,290,988			
2023 Residential Projects Total:				\$4,336,795			

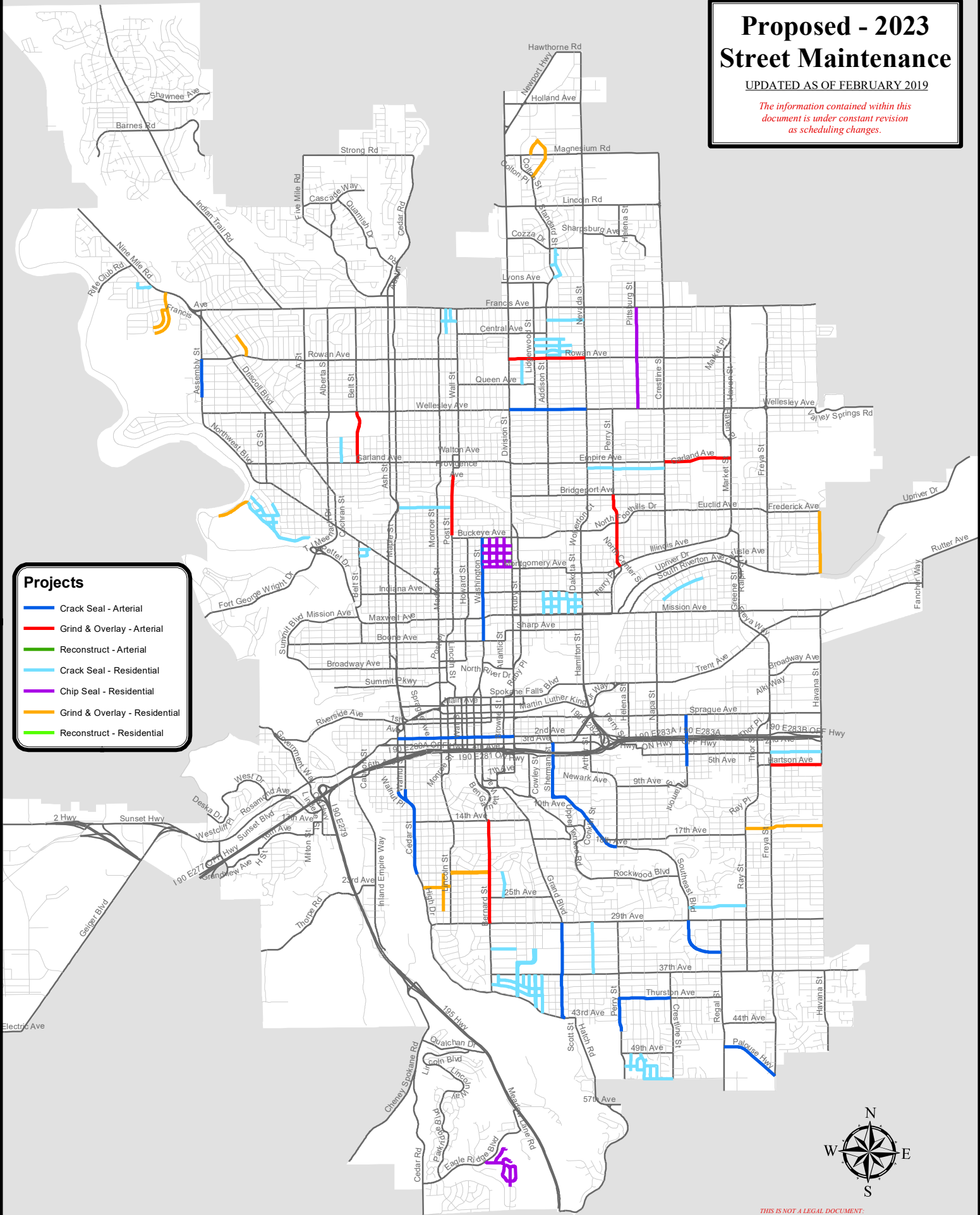
Proposed - 2023 Street Maintenance

UPDATED AS OF FEBRUARY 2019

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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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ARTERIAL - 2024 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	Wellesley Av - Nevada to Pittsburg	14,171	2.01	\$14,171	StMaint	StMaint	1 - NE
	Regal St - 39th to 29th	15,535	2.34	\$15,535	StMaint	StMaint	2 - S
	Indiana - Monroe to Division	25,120	3.62	\$25,120	StMaint	StMaint	3 - NW
	Maple/Walnut - 9th to 5th	16,711	1.11	\$16,711	StMaint	StMaint	2 - S
	29th Av - Freya to Havana	10,341	1.00	\$10,341	StMaint	StMaint	2 - S
	Cowley St - 7th to 4th	5,615	0.43	\$5,615	StMaint	StMaint	2 - S
	Maple St - Wellesley to Country Homes	24,986	2.53	\$24,986	StMaint	StMaint	3 - NW
	Ash St - Wellesley to Country Homes	29,005	2.79	\$29,005	StMaint	StMaint	3 - NW
	Freya St - 37th to Hartson	37,745	3.90	\$37,745	StMaint	StMaint	2 - S
Arterial Crack Seal Totals:		179,229	19.73	\$179,229			
Arterial Grind & Overlay	Belt - Wellesley to Rowan	10,372	1.01	\$311,160	StMaint	StMaint	3 - NW
	Magnesium - Division to Nevada	18,754	1.65	\$562,620	StMaint	StMaint	1 - NE
	Illinois - Perry to Crestline	13,072	0.92	\$392,160	StMaint	StMaint	2 - NE
	Perry - Bridgeport to Wellesley	14,746	1.67	\$442,380	StMaint	StMaint	3 - NE
	Ash - Northwest to Wellesley	29,538	2.86	\$886,140	StMaint	StMaint	3 - NW
	Havana - Hartson to Sprague	14,229	1.39	\$426,870	StMaint	StMaint	3 - S
	Addison - Empire to Rowan	27,084	2.50	\$812,520	StMaint	StMaint	1 - NE
	Arterial Grind & Overlay Totals:		127,795	12.00	\$3,833,850		
Ramps	2024 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
2024 Arterial Projects Total:				\$4,013,079			

RESIDENTIAL - 2024 Proposed Projects

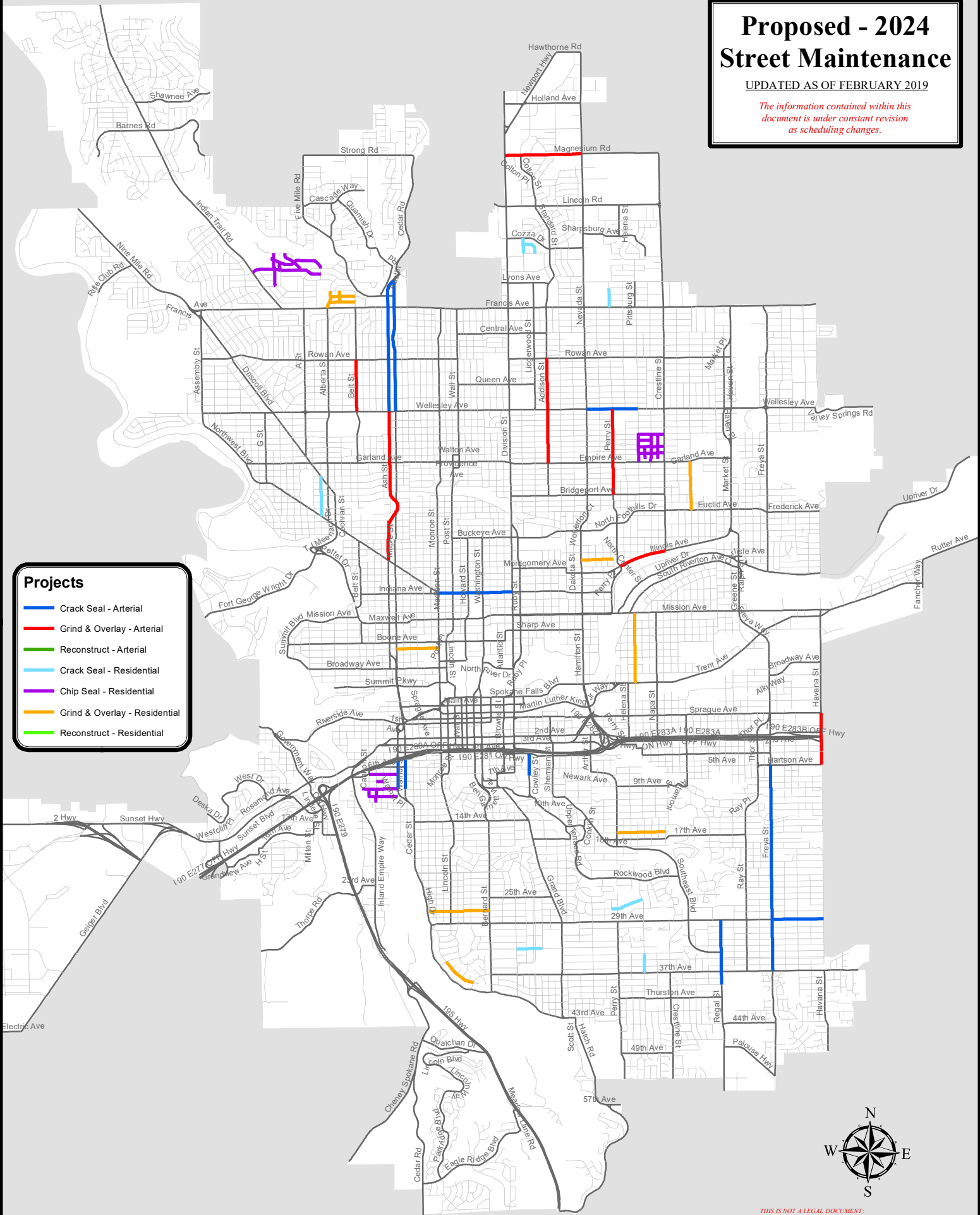
Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	Colton & Astor	7,795	0.66	\$7,795	TBD	StMaint	1 - NE
	Perry St - Francis to Holyoke	4,400	0.37	\$4,400	TBD	StMaint	1 - NE
	Pittsburg - 37th to 34th	3,310	0.37	\$3,310	TBD	StMaint	2 - S
	27th Av - Denver to Pittsburg	6,265	0.64	\$6,265	TBD	StMaint	2 - S
	Lindeke St - Northwest to Driscoll	6,903	0.78	\$6,903	TBD	StMaint	3 - NW
	33rd Av - Division to Lamonte	4,510	0.51	\$4,510	TBD	StMaint	2 - S
Residential Crack Seal Totals:		33,183	3.33	\$33,183			
Res. Chip Seal	9th Av from Cannon to Maple Et Al	23,680	2.40	\$213,120	TBD	Contractor	2 - S
	Napa St from Empire to Rich Et Al	26,952	3.58	\$242,568	TBD	Contractor	1 - NE
	Woodside from Indian Trail to Lindeke Et Al	42,113	3.77	\$379,017	TBD	Contractor	3 - NW
Residential Chip Seal Totals:		92,745	9.75	\$834,705			
Residential Grind & Overlay	Gardner - Maple to Monroe	7,205	0.78	\$295,405	TBD	Contractor	3 - NW
	Cook - Euclid to Empire	9,976	0.94	\$409,016	TBD	Contractor	1 - NE
	27th from Jefferson to Bernard	10,456	1.19	\$428,696	TBD	Contractor	2 - S
	Rosewood Et Al	16,853	1.55	\$690,973	StMaint	Contractor	3 - NW
	Carlisle - Hamilton to Perry	6,838	0.63	\$280,358	StMaint	Contractor	1 - NE
	Madelia - Trent to Mission	14,947	1.36	\$612,827	StMaint	Contractor	1 - NE
	16th - Perry to Martin	9,360	0.95	\$383,760	StMaint	Contractor	2 - S
	Jefferson - 33rd to 37th	7,382	0.68	\$302,662	StMaint	Contractor	2 - S
Residential Grind & Overlay Totals:		83,017	8.08	\$3,403,697			
2024 Residential Projects Total:				\$4,271,585			

Proposed - 2024 Street Maintenance

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- Projects**
- Crack Seal - Arterial
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 - Crack Seal - Residential
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 - Grind & Overlay - Residential
 - Reconstruct - Residential



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ARTERIAL - 2025 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Arterial Crack Seal	Hamilton - Trent to Mission	22,289	3.42	\$22,289	StMaint	StMaint	1 - NE
	Euclid from Market to Sycamore	15,164	1.56	\$15,164	StMaint	StMaint	1 - NE
	Northwest/Indiana - Maple to Monroe	19,794	2.86	\$19,794	StMaint	StMaint	3 - NW
	Regal - 39th to 53rd	25,993	3.28	\$25,993	StMaint	StMaint	2 - S
	Wall St - Walton to Wellesley	7,077	0.80	\$7,077	StMaint	StMaint	3 - NW
	Wellesley - Pittsburg to Haven	24,171	1.90	\$24,171	StMaint	StMaint	1 - NE
Arterial Crack Seal Totals:		114,488	13.82	\$114,488			
Arterial Grind & Overlay	Illinois - Crestline to Market	19,226	1.36	\$576,780	StMaint	StMaint	1 - NE
	Maple - Northwest to Wellesley	29,405	2.98	\$882,150	StMaint	StMaint	3 - NW
	Arterial Grind & Overlay Totals:		48,631	4.34	\$1,458,930		
Ramps	2025 Arterial Curb Ramp Projects:			\$0	StMaint	Contractor	City Wide
				2025 Arterial Projects Total: \$1,573,418			

RESIDENTIAL - 2025 Proposed Projects

Type	Project Name	Area	Lane Mi.	Project Cost	Fund Source	Constructed By	Council District
Residential Crack Seal	40th Av - Arthur to Napa	10,987	1.24	\$10,987	TBD	StMaint	2 - S
	Cedar St - 4th to Sprague	13,011	0.65	\$13,011	TBD	StMaint	2 - S
	Longfellow Av - Monroe to Division	12,989	1.37	\$12,989	TBD	StMaint	3 - NW
	Manito - 22nd to Manito Pl	1,933	0.16	\$1,933	TBD	StMaint	2 - S
	Pittsburg - 29th to Rockwood	10,432	0.80	\$10,432	TBD	StMaint	2 - S
	Scott/Garfield - 43rd to Thurston	6,534	0.74	\$6,534	TBD	StMaint	2 - S
	Queen Av - Standard to Magnolia	14,900	1.69	\$14,900	TBD	StMaint	1 - NE
	Wedgewood/Wiscomb/Weile	13,003	1.21	\$13,003	TBD	StMaint	1 - NE
Residential Crack Seal Totals:		83,789	7.86	\$83,789			
Res. Chip Seal	Residential Chip Seal Totals:		0	0.00	\$0		
Residential Grind & Overlay	Sumac - Julia to Havana	8,731	0.76	\$357,971	StMaint	Contractor	2 - S
	I St - Garland to Wellesley	8,750	0.99	\$358,750	StMaint	Contractor	3 - NW
	Lowell & Valerie	11,648	1.10	\$477,568	StMaint	Contractor	3 - NW
	Queen - Maple to Wall	12,323	1.21	\$505,243	StMaint	Contractor	3 - NW
	Buckeye - Cuba to west of Rebecca	5,426	0.62	\$222,466	StMaint	Contractor	1 - NE
	12th - Rockwood to Ballou	4,342	0.56	\$178,022	StMaint	Contractor	2 - S
	36th - Perry to Lee	10,214	1.13	\$418,774	StMaint	Contractor	2 - S
	Augusta - Maple to Monroe	8,458	0.82	\$346,778	StMaint	Contractor	3 - NW
	Rosewood - Holyoke to CulDeSac	9,216	0.89	\$377,856	StMaint	Contractor	3 - NW
	Shawnee - Sundance to Indian Trail	8,955	0.76	\$367,155	StMaint	Contractor	3 - NW
	Lidgerwood/Calkins/Wiscomb (Adyl Pipe Replacemtn area)	7,478	0.61	\$306,598	StMaint	Contractor	1 - NE
Residential Grind & Overlay Totals:		95,541	9.45	\$3,917,181			
				2025 Residential Projects Total: \$4,000,970			

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