



# City of Spokane

**2020 – 2025**

**Six Year Comprehensive  
Street Program**



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# **TABLE OF CONTENTS**

<b>INTRODUCTION .....</b>	<b>iii</b>
<b>Resolutions .....</b>	<b>vii</b>
<b>Acronyms .....</b>	<b>x</b>
<b>FINANCIAL INFORMATION.....</b>	<b>1</b>
<b>Funding Sources .....</b>	<b>1</b>
<b>Financial Summary.....</b>	<b>4</b>
<b>BRIDGE REHABILITATION PROGRAM.....</b>	<b>5</b>
<b>CAPITAL IMPROVEMENT PROGRAM.....</b>	<b>11</b>
<b>PEDESTRIAN &amp; BIKEWAYS PROGRAM .....</b>	<b>97</b>
<b>NEIGHBORHOOD PROGRAM .....</b>	<b>137</b>
<b>IMPACT FEE PROGRAM .....</b>	<b>147</b>
<b>APPENDIX A: STREET OPERATIONS AND MAINTENANCE .....</b>	<b>151</b>
<b>PROJECT INDEX .....</b>	<b>165</b>

## **City of Spokane Mayor and City Council Members**

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Ben Stuckart - **Council President At Large**  
Mike Fagan - Council Member District 1  
Kate Burke - Council Member District 1  
Breean Beggs- Council Member District 2  
Lori Kinnear - Council Member District 2  
Candace Mumm - Council Member District 3  
Karen Stratton - Council Member District 3

## **City of Spokane Plan Commission Members**

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**Greg Francis - Vice President**  
John Dietzman - Member  
Carole Shook - Member  
Sylvia St. Clair - Member  
Michael Baker - Member  
Christopher Batten - Member  
Diana Painter - Member  
Kate Burke - **City Council Liaison**

## **Integrated Capital Management**

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

Date Printed: 7-1-2019



# **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.

## RESOLUTION 2019-0044

WHEREAS, pursuant to the requirements of RCW 35.77.010, Laws of the State of Washington, the City of Spokane has prepared a revised and extended Six-Year Comprehensive Street Program for the ensuing six years, 2020 through 2025; and

WHEREAS, the Spokane City Plan Commission, on May 8, 2019, following a public hearing, found the 2020-2025 Six-Year Comprehensive Street Program to be in full conformance with the City's Comprehensive Plan; and

WHEREAS, the City of Spokane utilizes state and federal grants and low-interest loans as appropriate to supplement its financial resources and such anticipated funding is incorporated in the 2020-2025 Six-Year Comprehensive Street Program;

WHEREAS, pursuant to the above law, the City Council of the City of Spokane, being the legislative body of the City held a public hearing on the 2020-2025 Six Year Comprehensive Street Program at 6:00 pm., at City Hall in Spokane, Washington on the 24th day of June, 2019.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Spokane that the revised and extended 2020-2025 Six Year Comprehensive Street Program is hereby adopted; and,

BE IT FURTHER RESOLVED, that a copy of the revised and extended 2020-2025 Six Year Comprehensive Street Program, together with a copy of this resolution, be filed with the Secretary, Washington State Department of Transportation.

BE IT FURTHER RESOLVED, that City staff be authorized to apply for state and federal grants and low-interest loans in support of projects as identified in the 2020-2025 Six Year Comprehensive Street Program;

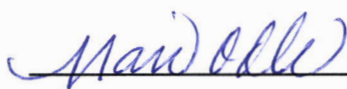
Adopted this 24th day of June, 2019

Approved as to Form:



Terri Pfister, City Clerk

Approved as to Form:



Assistant City Attorney

# **CITY PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON THE 2020-2025 SIX YEAR STREET PROGRAM**

**A Recommendation of the City Plan Commission certifying that the 2020-2025 Six Year Street Program is in conformance with the City of Spokane's Comprehensive Plan.**

## **FINDINGS OF FACT:**

**A. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").**

**B. The City's Comprehensive Plan is required to be consistent with the GMA.**

**C. The GMA requires that the City's annual Six Year Street Program shall be in conformance with the City's Comprehensive Plan.**

**D. The 2020-2025 Six Year Street Program identifies capital project activity which has implications on the growth of the community.**

**E. The City Plan Commission Transportation Subcommittee held a workshop on April 9, 2019 to review new projects for consistency with the goals and policies of the City's Comprehensive Plan, and made a recommendation to the Plan Commission to accept the new projects into the 2020-2025 Six Year Street Program.**

**F. The City Plan Commission held a workshop on April 10, 2019, and also held a public hearing on May 8, 2019, to obtain public comments on the 2020-2025 Six Year Street Program.**

**G. The City Council must receive a recommendation from the City Plan Commission to certify that the 2020-2025 Six Year Street Program is in conformance with the City's Comprehensive Plan in effect on the day of certification.**

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

## **CONCLUSIONS:**

**A. The 2020-2025 Six Year Street Program has been prepared in full consideration of the City's Comprehensive Plan.**

**B. The 2020-2025 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the goals and policies of the City's 2001 Comprehensive Plan, as well as the Arterial Street Plan.**

**C. The 2020-2025 Six Year Street Program has been reviewed by the City Plan Commission and found to be in conformance with the draft goals and policies of the City's update to the transportation chapter (chapter 4) of the 2001 Comprehensive Plan.**

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

**RECOMMENDATIONS:**

**A. The Spokane City Plan Commission agrees that the 2020-2025 Six Year Street Program is in full compliance with the existing Spokane Comprehensive Plan as required by RCW 36.70A and RCW 35.77.010 and recommends adoption by the Spokane City Council.**

**B. By a vote of 7 to 0, the Plan Commission recommends the approval of these amended documents by the City Council.**

A handwritten signature in black ink, appearing to read 'Todd Beyreuther', is written over a horizontal line.

**Todd Beyreuther, President  
Spokane Plan Commission**



## **ACRONYMS**

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

### **ACRONYMS(Continued)**

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

# Financial Information

## Funding Sources

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

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### Local

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

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

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

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

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

This funding is received by the City through its share of the state motor fuel tax. Of the total received, a portion supports the maintenance of city streets. This portion of the fuel tax is called the Street Maintenance Fund. Street maintenance includes street cleaning, leaf pickup, snow plowing and street repair (potholes, cracks, patching, overlays, seals, etc.). For 2020 the projected revenue to be received from the State Arterial Street Fund is \$4,400,000 for the purpose of Street Maintenance.

### State

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

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

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

## **Sidewalk Program (SP)**

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

## **Federal**

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

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

## **Public Works Trust Fund**

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

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

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

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

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

	2020	2021	2022	2023	2024	2025
<u>OPERATING REVENUES &amp; EXPENSES</u>						
Local Funds Allocation During the Year:	13,395	14,338	14,461	14,587	14,720	14,864
Expenses: Loan Repayment	<u>(5,000)</u>	<u>(4,942)</u>	<u>(5,011)</u>	<u>(5,136)</u>	<u>(5,269)</u>	<u>(7,854)</u>
<b>NET OPERATING REVENUE</b>	<b>\$8,395</b>	<b>\$9,396</b>	<b>\$9,450</b>	<b>\$9,451</b>	<b>\$9,451</b>	<b>\$7,010</b>
 <u>AVAILABLE FOR CAPITAL</u>						
Cash Balance as of Jan 1	10,788	9,095	1,768	1,548	1,513	5,982
Grant and Loan Proceeds	<u>24,714</u>	<u>19,765</u>	<u>13,065</u>	<u>17,012</u>	<u>13,992</u>	<u>31,570</u>
	<b>35,502</b>	<b>28,860</b>	<b>14,833</b>	<b>18,560</b>	<b>15,505</b>	<b>37,552</b>
 <b>AVAILABLE FOR 6-YR PROGRAM</b>	 <b>\$43,036</b>	 <b>\$33,910</b>	 <b>\$21,283</b>	 <b>\$28,011</b>	 <b>\$24,956</b>	 <b>\$44,562</b>
 <u>SIX-YEAR CAPITAL PROGRAM</u>						
BRIDGE REHABILITATION PROGRAM	9,622	4,000	0	0	0	0
CAPITAL IMPROVEMENT PROGRAM	12,116	21,222	15,452	16,095	13,997	25,274
PEDESTRIAN/BIKEWAYS PROGRAM	6,414	1,692	604	6,567	1,145	11,485
IMPACT FEE PROGRAM	2,091	1,691	0	0	0	0
NEIGHBORHOOD PROGRAM	3,698	3,537	3,679	3,836	3,832	3,770
<b>6-YEAR STREET PROGRAM</b>	<b>\$33,941</b>	<b>\$32,142</b>	<b>\$19,735</b>	<b>\$26,498</b>	<b>\$18,974</b>	<b>\$40,529</b>
 <b>CASH BALANCE: Dec 31</b>	 <b>\$9,095</b>	 <b>\$1,768</b>	 <b>\$1,548</b>	 <b>\$1,513</b>	 <b>\$5,982</b>	 <b>\$4,033</b>

<b>PATHS AND TRAILS RESERVE*</b>	2020	2021	2022	2023	2024	2025
<b>Net Funds Available during the year:</b>						
Estimated balance of funds as of Jan 1	10,000	10,000	10,000	10,000	10,000	10,000
Paths/Trails allocation during the year:	10,000	10,000	10,000	10,000	10,000	10,000
<b>Total:</b>	20,000	20,000	20,000	20,000	20,000	20,000
 <b>Estimated expenditures during the year:</b>	 (10,000)	 (10,000)	 (10,000)	 (10,000)	 (10,000)	 (10,000)
 <b>Balance of Paths/Trail Funds as of Dec 31:</b>	 10,000	 10,000	 10,000	 10,000	 10,000	 10,000
* Amounts may not add as shown due to rounding						



# 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$1,600,436	\$0	\$0	\$0	\$0	\$0	\$1,600,436	\$1,600,436
Design	\$0	\$300,000	\$21,750	\$0	\$0	\$0	\$0	\$0	\$21,750	\$321,750
Total	\$0	\$300,000	\$1,622,186	\$0	\$0	\$0	\$0	\$0	\$1,622,186	\$1,922,186

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
BRIDGE	Federal	Funded	\$0	\$259,500	\$1,619,250	\$0	\$0	\$0	\$0	\$0	\$1,619,250	\$1,878,750
REET	Local	Funded	\$0	\$40,500	\$2,936	\$0	\$0	\$0	\$0	\$0	\$2,936	\$43,436
Total			\$0	\$300,000	\$1,622,186	\$0	\$0	\$0	\$0	\$0	\$1,622,186	\$1,922,186

- \*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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000
Design	\$1,220,878	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,720,878
Total	\$1,220,878	\$500,000	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$13,720,878

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
BRIDGE	Federal	Funded	\$0	\$0	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000
Levy	Local	Funded	\$0	\$348,878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$348,878
Sec 129	Federal	Funded	\$1,220,878	\$151,122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,372,000
Total			\$1,220,878	\$500,000	\$8,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$12,000,000	\$13,720,878

\*Status definitions

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

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

# 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	\$6,927	\$10,670	\$5,675	\$6,217	\$4,035	\$4,211
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	\$947	\$1,360	\$979	\$665	\$1,117	\$4,693
Sec 112	\$0	\$0	\$0	\$0	\$0	\$0
SEPA	\$0	\$0	\$0	\$0	\$0	\$0
SIH-PDA-ROW	\$0	\$0	\$0	\$0	\$0	\$0
SIUE-River	\$100	\$900	\$0	\$0	\$0	\$0
STA	\$160	\$1,800	\$0	\$0	\$0	\$0
STA Grant	\$29	\$0	\$0	\$0	\$0	\$0
State Appropriation	\$0	\$0	\$3,000	\$0	\$0	\$0
STBG	\$149	\$587	\$3,058	\$2,736	\$297	\$3,167
TIB	\$174	\$2,470	\$757	\$5,797	\$713	\$7,308
UDRA	\$0	\$308	\$1,312	\$0	\$0	\$0
WOTIF	\$72	\$108	\$0	\$0	\$0	\$0
WSDOT	\$320	\$2,945	\$50	\$0	\$0	\$0
Total	\$12,116	\$21,222	\$15,452	\$16,095	\$13,997	\$25,274



Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.

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 Gaol 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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

1st Avenue, Wall St to Bernard St

STR-2017-87

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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  
**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,450,000	\$0	\$3,450,000	\$3,450,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	\$3,700,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$166,675	\$2,300,115	\$0	\$2,466,790	\$2,466,790
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$83,325	\$1,149,885	\$0	\$1,233,210	\$1,233,210
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,450,000	\$0	\$3,700,000	\$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

STR-2016-30

**Street**/Street Capital

**4th Avenue, Sunset Hwy to Maple St**

STR-2016-30

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$2,800,000	\$2,800,000
Design	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$280,000	\$280,000
Total	\$0	\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$3,080,000	\$3,080,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$93,324	\$933,240	\$0	\$0	\$1,026,564	\$1,026,564
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$186,676	\$1,866,760	\$0	\$0	\$2,053,436	\$2,053,436
Total			\$0	\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$0	\$3,080,000	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$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. Implement APS updates as appropriate.

**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,100,000	\$0	\$7,100,000	\$7,100,000
Design	\$0	\$0	\$0	\$0	\$0	\$770,000	\$0	\$0	\$770,000	\$770,000
Planning	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000	\$7,885,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$513,359	\$4,733,570	\$0	\$5,246,929	\$5,246,929
Levy	Local	Funded	\$0	\$0	\$0	\$15,000	\$0	\$256,641	\$2,366,430	\$0	\$2,638,071	\$2,638,071
Total			\$0	\$0	\$0	\$15,000	\$0	\$770,000	\$7,100,000	\$0	\$7,885,000	\$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

**Spending**

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$3,000,000	\$274,099	\$0	\$0	\$0	\$0	\$0	\$274,099	\$3,274,099
Design	\$93,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,519
Land purchase	\$231,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,652
Total	\$325,171	\$3,000,000	\$274,099	\$0	\$0	\$0	\$0	\$0	\$274,099	\$3,599,270

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$325,171	\$447,040	\$100,594	\$0	\$0	\$0	\$0	\$0	\$100,594	\$872,805
Redlight	Local	Funded	\$0	\$643,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$643,960
SEPA	Local	Funded	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
TIB	State	Funded	\$0	\$1,899,000	\$173,505	\$0	\$0	\$0	\$0	\$0	\$173,505	\$2,072,505
Total			\$325,171	\$3,000,000	\$274,099	\$0	\$0	\$0	\$0	\$0	\$274,099	\$3,599,270

**\*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

### Flexible Arterial Maintenance Program

STR-2019-88

#### Executive Summary

This program allows local capital street dollars that are scheduled for a given year to be re-assigned to maintenance activities when an anticipated grant is not awarded. The original capital projects that fall into this situation will be postponed for future grant opportunities.

#### Project Justification

The investment premise for the 2014 Street Levy was to improve our arterial street network condition through capital and maintenance activities. This program holds an emphasis on the importance of preserving our streets as possible through timely investments.

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

Meets Transportation goals C. Accommodate Access to Daily Needs and Priority Destinations, and E. Respect natural & Community Assets by maintaining the roadway system in serviceable condition.

#### Location

Other Location

Various arterial streets. Hamilton St in 2019-2020

#### Project Status

Active

Project selections will occur late in a year; given that anticipated grant dollars end up not being awarded. Dollars shown here-in are transferred to the Street Maintenance program.

#### External Factors

This funding will be programmed as it comes available. The programming will lean on the prioritization processes that select maintenance projects, and will thus accelerate the overall maintenance 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

**Flexible Arterial Maintenance Program**

STR-2019-88

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$354,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,554,000
Total	\$0	\$354,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,554,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$354,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,554,000
Total			\$0	\$354,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,554,000

- \*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****Fort George Wright, Government Way to River**

STR-2016-31

**Spending**

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000	\$4,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$540,000	\$560,000	\$0	\$1,100,000	\$1,100,000
Planning	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000	\$5,620,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$20,000	\$180,000	\$186,650	\$1,500,000	\$1,886,650	\$1,886,650
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$180,000	\$186,675	\$1,500,000	\$1,866,675	\$1,866,675
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$180,000	\$186,675	\$1,500,000	\$1,866,675	\$1,866,675
Total			\$0	\$0	\$0	\$0	\$20,000	\$540,000	\$560,000	\$4,500,000	\$5,620,000	\$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  
Project Number: 2018166  
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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$300,000	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$329,000
Design	\$13,069	\$12,931	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
Land purchase	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Total	\$13,069	\$357,931	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$400,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
STA Grant	State	Funded	\$13,069	\$357,931	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$400,000
Total			\$13,069	\$357,931	\$29,000	\$0	\$0	\$0	\$0	\$0	\$29,000	\$400,000

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

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,468,000	\$6,468,000	\$6,468,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$672,000	\$0	\$672,000	\$672,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$672,000	\$6,468,000	\$7,140,000	\$7,140,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$448,022	\$4,312,215	\$4,760,237	\$4,760,237
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$223,978	\$2,155,785	\$2,379,763	\$2,379,763
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$672,000	\$6,468,000	\$7,140,000	\$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. Phase 1 construction is happening in 2019 and Phase 2 is scheduled to begin in 2020.

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

Project Number: 2019067 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$300,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$1,000,000
Total	\$0	\$300,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$300,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$1,000,000
Total			\$0	\$300,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000	\$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

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$540,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$4,244,000
Total	\$0	\$540,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$4,244,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$540,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$4,244,000
Total			\$0	\$540,000	\$573,000	\$590,000	\$607,000	\$625,000	\$645,000	\$664,000	\$3,704,000	\$4,244,000

- \*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. Include APS as appropriate at signals.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000	\$1,040,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000	\$1,040,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$260,013	\$433,355	\$693,368	\$693,368
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$129,987	\$216,645	\$346,632	\$346,632
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$650,000	\$1,040,000	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Total			\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$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.

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 Street re-surfacing to accommodate transit traffic and facilitate better active transportation as part of the CCL alignment.

External Factors

Spokane Transit Authority will fund this project as part of the Central City Line 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

**Howard St, Sprague Ave to Riverside Ave**

STR-2017-7

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Design	\$0	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000
Total	\$0	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$670,000	\$670,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$670,000	\$670,000
Total			\$0	\$0	\$70,000	\$600,000	\$0	\$0	\$0	\$0	\$670,000	\$670,000

- \*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

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

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$45,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$50,000
Total	\$0	\$45,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$50,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$45,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$50,000
Total			\$0	\$45,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$50,000

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

**Street**/Street Capital  
**Main Ave, Monroe 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. Project will complement the Spokane Transit Central City Line. Include APS as appropriate. 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 Monroe Street and Browne Street

**Project Status**

Active  
Project number: 2017083

**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, Monroe St to Browne St

STR-2017-13

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$80,000
Planning	\$0	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$0	\$75,000	\$0	\$0	\$330,000	\$5,000,000	\$5,405,000	\$5,405,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$75,000	\$0	\$0	\$110,000	\$1,666,667	\$1,851,667	\$1,851,667
STBG	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$1,666,666	\$1,776,666	\$1,776,666
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$110,000	\$1,666,667	\$1,776,667	\$1,776,667
Total			\$0	\$0	\$0	\$75,000	\$0	\$0	\$330,000	\$5,000,000	\$5,405,000	\$5,405,000

\*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

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. Include APS as appropriate at signals.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,000	\$5,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000	\$0	\$550,000	\$550,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	\$75,000
Planning	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000	\$20,000
Total	\$0	\$0	\$0	\$0	\$20,000	\$0	\$625,000	\$5,500,000	\$6,145,000	\$6,145,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$0	\$0	\$0	\$20,000	\$0	\$208,313	\$1,833,150	\$2,061,463	\$2,061,463
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$416,687	\$3,666,850	\$4,083,537	\$4,083,537
Total			\$0	\$0	\$0	\$0	\$20,000	\$0	\$625,000	\$5,500,000	\$6,145,000	\$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

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$720,000	\$0	\$0	\$0	\$0	\$720,000	\$720,000
Design	\$0	\$20,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$80,000
Total	\$0	\$20,000	\$60,000	\$720,000	\$0	\$0	\$0	\$0	\$780,000	\$800,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
STA	Private	Funded	\$0	\$20,000	\$60,000	\$720,000	\$0	\$0	\$0	\$0	\$780,000	\$800,000
Total			\$0	\$20,000	\$60,000	\$720,000	\$0	\$0	\$0	\$0	\$780,000	\$800,000

- \*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. Include APS as appropriate. Design scheduled for 2020 with construction scheduled for 2022.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$932,340	\$0	\$0	\$0	\$932,340	\$932,340
Design	\$0	\$0	\$124,815	\$0	\$0	\$0	\$0	\$0	\$124,815	\$124,815
Land purchase	\$0	\$0	\$0	\$88,725	\$0	\$0	\$0	\$0	\$88,725	\$88,725
Total	\$0	\$0	\$124,815	\$88,725	\$932,340	\$0	\$0	\$0	\$1,145,880	\$1,145,880

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
CMAQ	Federal	Funded	\$0	\$0	\$83,000	\$59,000	\$620,000	\$0	\$0	\$0	\$762,000	\$762,000
REET	Local	Funded	\$0	\$0	\$41,815	\$29,725	\$312,340	\$0	\$0	\$0	\$383,880	\$383,880
Total			\$0	\$0	\$124,815	\$88,725	\$932,340	\$0	\$0	\$0	\$1,145,880	\$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

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	Prior Spending	2019	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	\$40,000	\$240,000	\$280,000
Total	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000
Total			\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000	\$280,000

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

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	\$1,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$140,000	\$140,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000	\$1,540,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$93,338	\$933,380	\$1,026,718	\$1,026,718
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$46,662	\$466,620	\$513,282	\$513,282
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$1,540,000	\$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



**Street**/Street Capital

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

STR-2012-448

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000
Total	\$0	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
WQTIF	Local	Funded	\$0	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$180,000
Total			\$0	\$0	\$72,000	\$108,000	\$0	\$0	\$0	\$0	\$180,000	\$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

Executive Summary

Widen, realign, and re-grade Wellesley Avenue to tie into the new grades and alignment of the street as affected by the WSDOT North Spokane Corridor (NSC) project. Project includes utility adjustments and traffic signal reconstruction. Include APS as appropriate. Concrete paving as appropriate.

Project Justification

The roadway widening will facilitate the enhanced use levels with the North Spokane Corridor interchange. The elevations of the roadway will match, as necessary the adjustments taking place just east of this project for the NSC work. Design 2020 for Construction 2021

*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. Project construction will be coordinated with WSDOT NSC work.

External Factors

NSC delivery schedule requires this work to occur within an appropriate timeframe. The expectation is to construct this project while Wellesley Ave. east of Market St. is closed for NSC 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**

**NSC - Wellesley Avenue PH 2, Haven to Market**

STR-2019-6

**Spending**

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$145,000	\$3,950,000	\$50,000	\$0	\$0	\$0	\$4,145,000	\$4,145,000
Design	\$0	\$50,000	\$175,000	\$75,000	\$0	\$0	\$0	\$0	\$250,000	\$300,000
Land purchase	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Planning	\$0	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$10,000
Total	\$0	\$55,000	\$335,000	\$4,025,000	\$50,000	\$0	\$0	\$0	\$4,410,000	\$4,465,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$5,000	\$15,000	\$1,080,000	\$0	\$0	\$0	\$0	\$1,095,000	\$1,100,000
WSDOT	State	Funded	\$0	\$50,000	\$320,000	\$2,945,000	\$50,000	\$0	\$0	\$0	\$3,315,000	\$3,365,000
Total			\$0	\$55,000	\$335,000	\$4,025,000	\$50,000	\$0	\$0	\$0	\$4,410,000	\$4,465,000

- \*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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
SIUE-River	Local	Funded	\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$100,000	\$900,000	\$0	\$0	\$0	\$0	\$1,000,000	\$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**  
**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$120,000	\$1,200,000	\$0	\$0	\$0	\$1,320,000	\$1,320,000
Total	\$0	\$0	\$0	\$120,000	\$1,200,000	\$0	\$0	\$0	\$1,320,000	\$1,320,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$120,000	\$1,200,000	\$0	\$0	\$0	\$1,320,000	\$1,320,000
Total			\$0	\$0	\$0	\$120,000	\$1,200,000	\$0	\$0	\$0	\$1,320,000	\$1,320,000

- \*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

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$6,515,000	\$1,500,000	\$0	\$0	\$0	\$8,015,000	\$8,015,000
Design	\$0	\$50,000	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000	\$800,000
Land purchase	\$0	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$120,000
Planning	\$17,271	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,271
Total	\$17,271	\$55,000	\$870,000	\$6,515,000	\$1,500,000	\$0	\$0	\$0	\$8,885,000	\$8,957,271

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$17,271	\$55,000	\$870,000	\$4,030,000	\$930,000	\$0	\$0	\$0	\$5,830,000	\$5,902,271
PEIP	Local	Funded	\$0	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
STA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIB	Identified	Unfunded	\$0	\$0	\$0	\$2,470,000	\$570,000	\$0	\$0	\$0	\$3,040,000	\$3,040,000
Total			\$17,271	\$55,000	\$870,000	\$6,515,000	\$1,500,000	\$0	\$0	\$0	\$8,885,000	\$8,957,271

- \*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 (incl. APS as appropriate), 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$7,500,000	\$7,500,000
Design	\$0	\$0	\$0	\$247,500	\$502,500	\$0	\$0	\$0	\$750,000	\$750,000
Land purchase	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Planning	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$15,000	\$0	\$0	\$247,500	\$752,500	\$7,500,000	\$0	\$0	\$8,500,000	\$8,515,000

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$15,000	\$0	\$0	\$82,492	\$250,809	\$3,750,000	\$0	\$0	\$4,083,301	\$4,098,301
STBG	Federal	Funded	\$0	\$0	\$0	\$165,008	\$501,691	\$0	\$0	\$0	\$666,699	\$666,699
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$3,750,000	\$0	\$0	\$3,750,000	\$3,750,000
Total			\$15,000	\$0	\$0	\$247,500	\$752,500	\$7,500,000	\$0	\$0	\$8,500,000	\$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

Executive Summary

Full depth pavement reconstruction, repair sidewalk, bump-outs, secure vaulted sidewalks, bicycle markings, and upgrade signals (w/APS), conduit and lighting. Water utility, and stormwater integrated into project. Project to complement Spokane Transit's CCL and implement 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000
Design	\$0	\$15,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$95,000
Planning	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
Total	\$15,000	\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$880,000	\$910,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$15,000	\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$880,000	\$910,000
Total			\$15,000	\$15,000	\$80,000	\$800,000	\$0	\$0	\$0	\$0	\$880,000	\$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/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 respective 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$10,146,297	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$10,646,297
Design	\$724,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$724,928
Land purchase	\$3,316,497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,316,497
Total	\$14,187,722	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$14,687,722

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
HPP	Federal	Funded	\$2,048,051	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,048,051
MVA	State	Funded	\$1,873,439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,873,439
REET	Local	Funded	\$6,081,232	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$6,581,232
Sec 112	Federal	Funded	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,485,000
TIB	State	Funded	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000
Total			\$14,187,722	\$400,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$14,687,722

\*Status definitions

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

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. APS signal updates as appropriate.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$712,000	\$712,000	\$712,000
Planning	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$0	\$70,000	\$70,000
Total	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$712,000	\$782,000	\$782,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$237,310	\$307,310	\$307,310
TIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$474,690	\$474,690	\$474,690
Total			\$0	\$0	\$0	\$0	\$0	\$70,000	\$0	\$712,000	\$782,000	\$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
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Executive Summary

Pavement rehabilitation by grind and overlay or chip seal of 6 street segments. The segments are: Wellesley - Driscoll to Milton; Sprague - Ivory to Scott; Nevada - North Foothills 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

Street/Street Capital

Spokane Pavement Preservation - North

STR-2018-5

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$3,064,364	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$4,891,295	\$7,955,659
Design	\$210,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,812
Total	\$210,812	\$3,064,364	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$4,891,295	\$8,166,471

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$74,839	\$892,600	\$1,736,410	\$0	\$0	\$0	\$0	\$0	\$1,736,410	\$2,703,849
NHS	Federal	Funded	\$135,973	\$1,621,764	\$3,154,885	\$0	\$0	\$0	\$0	\$0	\$3,154,885	\$4,912,622
SIII-PDA-ROW	Local	Funded	\$0	\$550,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550,000
Total			\$210,812	\$3,064,364	\$4,891,295	\$0	\$0	\$0	\$0	\$0	\$4,891,295	\$8,166,471

\*Status definitions

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

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 Two phases of construction: Phase 2a to begin in 2019 including the section between Scott and Grant. Phase 2b reaching to Bernard to be completed in 2021.

**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**

Street/Street Capital

Sprague Avenue Investment Phase II - Bernard St to Scott St

STR-2016-69

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$3,922,380	\$0	\$0	\$4,312,467	\$0	\$0	\$0	\$4,312,467	\$8,234,847
Design	\$406,375	\$33,125	\$0	\$308,033	\$0	\$0	\$0	\$0	\$308,033	\$747,533
Total	\$406,375	\$3,955,505	\$0	\$308,033	\$4,312,467	\$0	\$0	\$0	\$4,620,500	\$8,982,380

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$1,542,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,542,880
State Appropriation	State	Unfunded	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$3,000,000
STBG	Federal	Funded	\$406,375	\$33,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$439,500
UDRA	Local	Funded	\$0	\$2,379,500	\$0	\$308,033	\$1,312,467	\$0	\$0	\$0	\$1,620,500	\$4,000,000
Total			\$406,375	\$3,955,505	\$0	\$308,033	\$4,312,467	\$0	\$0	\$0	\$4,620,500	\$8,982,380

\*Status definitions

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- Identified: Funding source has been found, but not yet requested
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- Encumbered: Project contract has been signed and funds have been allocated to spend on the project

**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$2,799,770	\$2,544,122	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$5,455,976
Design	\$181,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,974
Land purchase	\$23,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,525
Total	\$3,005,269	\$2,544,122	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$5,661,475

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$2,000,000	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$2,112,084
STBG	Federal	Funded	\$2,892,463	\$206,928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,099,391
TIB	State	Funded	\$112,806	\$337,194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000
Total			\$3,005,269	\$2,544,122	\$112,084	\$0	\$0	\$0	\$0	\$0	\$112,084	\$5,661,475

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or 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 to include APS as appropriate.

**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$0	\$0	\$7,000,000	\$7,000,000
Design	\$0	\$0	\$204,574	\$477,337	\$0	\$0	\$0	\$0	\$681,911	\$681,911
Land purchase	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$204,574	\$577,337	\$3,500,000	\$3,500,000	\$0	\$0	\$7,781,911	\$7,781,911

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$55,151	\$155,644	\$943,558	\$943,558	\$0	\$0	\$2,097,911	\$2,097,911
STBG	Federal	Funded	\$0	\$0	\$149,422	\$421,694	\$2,556,442	\$2,556,442	\$0	\$0	\$5,684,000	\$5,684,000
Total			\$0	\$0	\$204,573	\$577,338	\$3,500,000	\$3,500,000	\$0	\$0	\$7,781,911	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$4,949,500	\$4,949,500
Design	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Total	\$0	\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500	\$5,549,500

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500	\$5,549,500
Total			\$0	\$0	\$600,000	\$3,712,000	\$1,237,500	\$0	\$0	\$0	\$5,549,500	\$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



Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$130,000	\$15,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$150,000
Total	\$130,000	\$15,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$150,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$130,000	\$15,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$150,000
Total			\$130,000	\$15,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$150,000

- \*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 Riverside 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 Project will be implemented as maintenance ahead of CCL in 2021. Full reconstruction will happen at a later time.

**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 Riverside Ave

STR-2017-14

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$1,780,000	\$0	\$0	\$0	\$0	\$1,780,000	\$1,780,000
Design	\$0	\$20,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000	\$190,000
Total	\$0	\$20,000	\$170,000	\$1,780,000	\$0	\$0	\$0	\$0	\$1,950,000	\$1,970,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$0	\$70,000	\$700,000	\$0	\$0	\$0	\$0	\$770,000	\$770,000
STA	Identified	Unfunded	\$0	\$20,000	\$100,000	\$1,080,000	\$0	\$0	\$0	\$0	\$1,180,000	\$1,200,000
Total			\$0	\$20,000	\$170,000	\$1,780,000	\$0	\$0	\$0	\$0	\$1,950,000	\$1,970,000

- \*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

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000	\$225,000	\$225,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000	\$325,000	\$325,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
FMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$216,677	\$216,677	\$216,677
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,323	\$108,323	\$108,323
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000	\$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

Executive Summary

Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. APS updates to signals as appropriate.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$15,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$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



# **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	\$687	\$250	\$306	\$2,892	\$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	\$0	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$120	\$90	\$790
REET	\$310	\$113	\$10	\$10	\$10	\$10
SIP Loan	\$0	\$0	\$0	\$0	\$0	\$0
SIUE-RIVER	\$1,550	\$0	\$0	\$0	\$0	\$0
STBG	\$3	\$0	\$0	\$0	\$0	\$0
STBG-SA	\$458	\$204	\$164	\$3,169	\$100	\$2,711
TAP	\$96	\$0	\$0	\$0	\$0	\$0
TBD	\$470	\$0	\$0	\$0	\$0	\$0
TIB SW	\$28	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$1,000	\$0	\$0	\$0	\$0
Total	\$6,415	\$1,692	\$604	\$6,567	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$447,985	\$1,299,044	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,847,029
Design	\$267,060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267,060
Total	\$715,045	\$1,299,044	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$2,114,089

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$212,710	\$739,671	\$56,940	\$0	\$0	\$0	\$0	\$0	\$56,940	\$1,009,321
TAP	Federal	Funded	\$502,335	\$559,373	\$43,060	\$0	\$0	\$0	\$0	\$0	\$43,060	\$1,104,768
Total			\$715,045	\$1,299,044	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$2,114,089

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
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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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Unknown	Unidentified	Unfunded	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Total			\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489	\$995,489
Design	\$0	\$126,316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126,316
Land purchase	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
Total	\$0	\$146,316	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489	\$1,141,805

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$62,316	\$230,722	\$102,767	\$0	\$0	\$0	\$0	\$333,489	\$395,805
STBG-SA	Federal	Funded	\$0	\$84,000	\$458,000	\$204,000	\$0	\$0	\$0	\$0	\$662,000	\$746,000
Total			\$0	\$146,316	\$688,722	\$306,767	\$0	\$0	\$0	\$0	\$995,489	\$1,141,805

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or 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	Prior Spending	2019	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	\$10,000	\$60,000	\$70,000
Total	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000
Total			\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000	\$70,000

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

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000
Design	\$0	\$0	\$0	\$0	\$0	\$620,000	\$0	\$0	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$0	\$290,000	\$290,000
Total	\$0	\$0	\$0	\$0	\$0	\$620,000	\$290,000	\$5,000,000	\$5,910,000	\$5,910,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,105,000	\$2,455,000	\$2,455,000
Redlight	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$120,000	\$90,000	\$790,000	\$1,000,000	\$1,000,000
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$250,000	\$100,000	\$2,105,000	\$2,455,000	\$2,455,000
Total			\$0	\$0	\$0	\$0	\$0	\$620,000	\$290,000	\$5,000,000	\$5,910,000	\$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

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

Street/Pedestrian and Bikeways

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

STR-2017-17

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$2,242,900	\$0	\$0	\$0	\$0	\$0	\$2,242,900	\$2,242,900
Design	\$12,263	\$160,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$172,912
Land purchase	\$0	\$189,100	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$289,100
Total	\$12,263	\$349,749	\$2,342,900	\$0	\$0	\$0	\$0	\$0	\$2,342,900	\$2,704,912

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
CMAQ	Federal	Funded	\$10,607	\$302,533	\$2,026,609	\$0	\$0	\$0	\$0	\$0	\$2,026,609	\$2,339,749
Levy	Local	Funded	\$1,656	\$47,216	\$316,291	\$0	\$0	\$0	\$0	\$0	\$316,291	\$365,163
Total			\$12,263	\$349,749	\$2,342,900	\$0	\$0	\$0	\$0	\$0	\$2,342,900	\$2,704,912

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
  - Applied: Grant or loan application has been submitted, or budget has been requested
  - Awarded: Grant or loan has been offered but the contract has not yet been signed or 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$300,000	\$832,096	\$0	\$0	\$0	\$0	\$0	\$832,096	\$1,132,096
Design	\$27,034	\$29,711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,745
Total	\$27,034	\$329,711	\$832,096	\$0	\$0	\$0	\$0	\$0	\$832,096	\$1,188,841

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
CMAQ	Federal	Funded	\$23,384	\$285,200	\$160,844	\$0	\$0	\$0	\$0	\$0	\$160,844	\$469,428
Levy	Local	Funded	\$0	\$0	\$219,413	\$0	\$0	\$0	\$0	\$0	\$219,413	\$219,413
TBD	Local	Funded	\$3,650	\$44,511	\$451,839	\$0	\$0	\$0	\$0	\$0	\$451,839	\$500,000
Total			\$27,034	\$329,711	\$832,096	\$0	\$0	\$0	\$0	\$0	\$832,096	\$1,188,841

\*Status definitions

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$379,620	\$46,095	\$0	\$0	\$0	\$0	\$0	\$46,095	\$425,715
Design	\$4,403	\$60,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64,783
Total	\$4,403	\$440,000	\$46,095	\$0	\$0	\$0	\$0	\$0	\$46,095	\$490,498

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
TBD	Local	Funded	\$2,065	\$210,000	\$17,935	\$0	\$0	\$0	\$0	\$0	\$17,935	\$230,000
TIB SW	State	Funded	\$2,338	\$230,000	\$28,160	\$0	\$0	\$0	\$0	\$0	\$28,160	\$260,498
Total			\$4,403	\$440,000	\$46,095	\$0	\$0	\$0	\$0	\$0	\$46,095	\$490,498

- \*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

## Fish Lake Trail - Phase 3b

## Executive Summary

## Project Justification

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

## Location

## Fish Lake Trail, Queen Lucas Lake to Fish Lake

## Active

Applications for Grant funding for construction.

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

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

### Maintenance Comments



Street/Pedestrian and Bikeways

Fish Lake Trail - Phase 3b

STR-2012-68

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000	\$5,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$6,000,000	\$6,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000	\$3,000,000
RCO	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000	\$3,000,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$5,400,000	\$6,000,000	\$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

## Fish Lake Trail to Centennial Trail Connection

## Executive Summary

## Project Justification

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.

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

Study scheduled for 2019.

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

## 117

**Street**/Pedestrian and Bikeways

**Fish Lake Trail to Centennial Trail Connection**

STR-2016-22

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000
Planning	\$0	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$250,000
Total	\$0	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$250,000	\$300,000	\$500,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$67,000	\$16,750	\$0	\$0	\$0	\$0	\$250,000	\$266,750	\$333,750
TAP	Federal	Funded	\$0	\$133,000	\$33,250	\$0	\$0	\$0	\$0	\$0	\$33,250	\$166,250
Total			\$0	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$250,000	\$300,000	\$500,000

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



**Street**/Pedestrian and Bikeways

**Millwood Trail, from SCC to Felts Field**

STR-2014-29

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000	\$400,000	\$520,000	\$520,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
Total	\$144,340	\$0	\$0	\$0	\$0	\$0	\$120,000	\$700,000	\$820,000	\$964,340

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$0	\$0	\$120,000	\$94,500	\$214,500	\$241,782
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$605,500	\$605,500	\$605,500
Total			\$144,340	\$0	\$0	\$0	\$0	\$0	\$120,000	\$700,000	\$820,000	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000
Total			\$0	\$0	\$0	\$150,000	\$100,000	\$0	\$0	\$0	\$250,000	\$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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Planning	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$1,000,000
Total	\$125,000	\$875,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$1,750,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
PEIP	Local	Funded	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$1,000,000
SIP Loan	Local	Funded	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Total			\$125,000	\$875,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$1,750,000

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

**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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$467,500	\$586,901	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$1,554,401
Design	\$268,178	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$468,178
Total	\$735,678	\$786,901	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$2,022,579

**Funding**

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Commerce	State	Funded	\$242,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242,500
Levy	Local	Funded	\$268,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,178
Private	Local	Funded	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
RCO-ALEA	State	Funded	\$195,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495,000
RCO-WWRP	State	Funded	\$0	\$286,901	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$486,901
SIUE-RIVER	Local	Funded	\$0	\$200,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$500,000
Total			\$735,678	\$786,901	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$2,022,579

**\*Status definitions**

- Unidentified: Funding source has not yet been determined
- Identified: Funding source has been found, but not yet requested
- Applied: Grant or loan application has been submitted, or budget has been requested
- Awarded: Grant or loan has been offered but the contract has not yet been signed or 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 under the Monroe Street Bridge to connect 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
Design	\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
Total	\$0	\$250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,500,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
SIUE-RIVER	Local	Funded	\$0	\$250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,500,000
Total			\$0	\$250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$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

Executive Summary

Implement feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge. Implementation will depend on funding, but is tentatively scheduled for 2023.

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

This project will follow the results of the similarly named Feasibility Study to implement the resulting recommendations.

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 E-W Linkage**

STR-2019-35

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,720,000	\$0	\$0	\$2,720,000	\$2,720,000
Design	\$0	\$0	\$0	\$100,000	\$80,000	\$0	\$0	\$0	\$180,000	\$180,000
Land purchase	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$100,000
Total	\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Unfunded	\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000
Total			\$0	\$0	\$0	\$100,000	\$180,000	\$2,720,000	\$0	\$0	\$3,000,000	\$3,000,000

- \*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

Executive Summary

Study and plan feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge. Study has begun in 2019.

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Planning	\$0	\$40,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$100,000
Total	\$0	\$40,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$100,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Levy	Local	Funded	\$0	\$40,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$100,000
Total			\$0	\$40,000	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000	\$100,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
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  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$406,650	\$500,994	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$942,644
Design	\$117,437	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,437
Total	\$524,087	\$500,994	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$1,060,081

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
REET	Local	Funded	\$172,335	\$178,721	\$12,485	\$0	\$0	\$0	\$0	\$0	\$12,485	\$363,541
STBG	Federal	Funded	\$74,001	\$40,822	\$2,852	\$0	\$0	\$0	\$0	\$0	\$2,852	\$117,675
TAP	Federal	Funded	\$277,751	\$281,451	\$19,663	\$0	\$0	\$0	\$0	\$0	\$19,663	\$578,865
Total			\$524,087	\$500,994	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$1,060,081

- \*Status definitions
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  - Identified: Funding source has been found, but not yet requested
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  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

## Sunset Highway Bike Path - Royal to Deer Heights - Design

**Street**/Pedestrian and Bikeways

**Sunset Highway Bike Path - Royal to Deer Heights - Design**

STR-2016-13

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,091,567	\$0	\$0	\$3,091,567	\$3,091,567
Design	\$0	\$66,631	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000	\$441,631
Land purchase	\$0	\$0	\$0	\$0	\$189,017	\$0	\$0	\$0	\$189,017	\$189,017
Total	\$0	\$66,631	\$375,000	\$0	\$189,017	\$3,091,567	\$0	\$0	\$3,655,584	\$3,722,215

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
CMAQ	Federal	Funded	\$0	\$53,305	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$353,305
Levy	Local	Funded	\$0	\$13,326	\$75,000	\$0	\$25,517	\$172,436	\$0	\$0	\$272,953	\$286,279
STBG-SA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$163,500	\$2,919,131	\$0	\$0	\$3,082,631	\$3,082,631
Total			\$0	\$66,631	\$375,000	\$0	\$189,017	\$3,091,567	\$0	\$0	\$3,655,584	\$3,722,215

- \*Status definitions
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The image features a large, stylized geometric pattern composed of red and purple triangles arranged in a larger triangular shape. This pattern is overlaid on a background of a city street, which is visible through the central opening of the geometric design. The street scene includes buildings, cars, and a 7-Eleven store. The entire composition is set against a light gray background with a faint grid of thin red lines.

# Neighborhood Program

# Street, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2020	2021	2022	2023	2024	2025
Redlight	\$450	\$450	\$450	\$450	\$450	\$450
Speed Zone	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Street Maintenance	\$700	\$700	\$700	\$700	\$700	\$700
TBD	\$548	\$387	\$529	\$686	\$682	\$620
Total	\$3,698	\$3,537	\$3,679	\$3,836	\$3,832	\$3,770

Executive Summary

School safety infrastructure including crossings, signals, sidewalks, and other equipment or safety programs. Project construction will be conducted annually.

Project Justification

The City holds a responsibility to provide and promote safe and effective access to schools.

*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 F. Enhance Public Health & Safety by providing better infrastructure for accessing schools.

Location

Other Location  
Varies, generally located near schools.

Project Status

Active  
This program is a new program that will design and install school safety infrastructure and implement safety programs on an annual basis.

External Factors

The program is driven by applications for projects throughout the year. The implementation of projects will come in groupings, generally bid as projects in the springtime.

Maintenance

*Maintenance of capital facilities, buildings and infrastructure has 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

School Safety Program

STR-2019-87

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$1,900,000	\$11,400,000	\$13,300,000
Design	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$700,000
Total	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Speed Zone	Local	Funded	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000
Total			\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000	\$14,000,000

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Executive Summary

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

Project Justification

This program fulfills the red light 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	Prior Spending	2019	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	\$400,000	\$2,400,000	\$2,800,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Total	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Redlight	Local	Funded	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000
Total			\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,700,000	\$3,150,000

- \*Status definitions
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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 - 38th 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 North River Drive - Washington to H. Inn. 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	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$657,000	\$514,500	\$342,000	\$467,000	\$622,000	\$626,000	\$570,000	\$3,141,500	\$3,798,500
Design	\$0	\$53,500	\$33,000	\$45,000	\$62,000	\$64,000	\$56,000	\$50,000	\$310,000	\$363,500
Total	\$0	\$710,500	\$547,500	\$387,000	\$529,000	\$686,000	\$682,000	\$620,000	\$3,451,500	\$4,162,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
TBD	Local	Funded	\$0	\$710,500	\$547,500	\$387,000	\$529,000	\$686,000	\$682,000	\$620,000	\$3,451,500	\$4,162,000
Total			\$0	\$710,500	\$547,500	\$387,000	\$529,000	\$686,000	\$682,000	\$620,000	\$3,451,500	\$4,162,000

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

**Street/Neighborhood**

## Unpaved Roadway Paving Program

STR-2019-86

### Executive Summary

New paving of streets that are yet unpaved. The intent is to pave the roadway as cost-efficiently as possible. First year programming will begin design in the fall of 2019 for construction in 2020.

### Project Justification

Unpaved streets require annual maintenance to remain drivable. Pavement will significantly reduce the maintenance load, and will facilitate reliable travel for citizens.

*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 F. Enhance Public Health & Safety by providing infrastructure that is reliable and functional.

### Location

Other Location

Location will vary as streets are selected in each district each year.

### Project Status

Active

New program based on Resolution 2018-0096 with funding from Street Maintenance budget. The project streets will be listed here as they are prioritized. District 1: Napa from Francis to Decatur; Napa from Decatur to Dalke; Lacey from Boone to Sharp; and Lacey from Desmet to Boone. District 2: Altamont from 49th to 46th; 44th Ave from Stone to Crestline

### External Factors

City Council will provide initial prioritization of unpaved segments within each district. The Citizens Transportation Advisory Board (CTAB) may be tasked with prioritization. Work will be completed as budget allows.

### Maintenance

*Maintenance of capital facilities, buildings and infrastructure has 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

Unpaved Roadway Paving Program

STR-2019-86

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$385,000	\$665,000	\$665,000	\$665,000	\$665,000	\$665,000	\$665,000	\$3,990,000	\$4,375,000
Design	\$0	\$15,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000	\$225,000
Total	\$0	\$400,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000	\$4,600,000

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Street Maintenance	Local	Funded	\$0	\$400,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000	\$4,600,000
Total			\$0	\$400,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000	\$4,600,000

- \*Status definitions
- Unidentified: Funding source has not yet been determined
  - Identified: Funding source has been found, but not yet requested
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  - Encumbered: Project contract has been signed and funds have been allocated to spend on the project



# 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

Spending

Project Phase	Prior Spending	2019	Estimated Spending							Total
			2020	2021	2022	2023	2024	2025	6 Year Total	
Construction	\$0	\$400,000	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,782,616	\$4,182,616
Design	\$95,307	\$43,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$138,600
Land purchase	\$134	\$111,338	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111,472
Total	\$95,441	\$554,631	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,782,616	\$4,432,688

Funding

Funding Name	Source	Status*	Prior Funding	2019	Estimated Funding							Total
					2020	2021	2022	2023	2024	2025	6 Year Total	
Impact Fee	Local	Funded	\$15,987	\$92,900	\$350,294	\$283,294	\$0	\$0	\$0	\$0	\$633,588	\$742,475
REET	Local	Funded	\$15,986	\$92,901	\$350,294	\$283,294	\$0	\$0	\$0	\$0	\$633,588	\$742,475
STP	Federal	Funded	\$63,468	\$368,830	\$1,390,720	\$1,124,720	\$0	\$0	\$0	\$0	\$2,515,440	\$2,947,738
Total			\$95,441	\$554,631	\$2,091,308	\$1,691,308	\$0	\$0	\$0	\$0	\$3,782,616	\$4,432,688

- \*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 Operations and Maintenance Program

**City of Spokane**

**Street Department**

**2019-2025**

**Street Maintenance Plan**



## 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	Northwest/Indiana - Maple to Monroe	19,794	2.86	\$593,820	StMaint	StMaint	3 - NW
	Hamilton - Desmet to Indiana	17,700	2.55	\$531,000	Levy	StMaint	1 - NE
	Regal - 39th to 53rd (Overlay)	25,993	3.28	\$389,895	StMaint	StMaint	2 - S
	Wall St - Walton to Wellesley	7,077	0.80	\$212,310	StMaint	StMaint	3 - NW
	3rd - Arthur to Stone	17,826	1.81	\$534,780	StMaint	StMaint	2 - S
	Nevada - Sharpsburg to Magnesium	29,022	3.14	\$870,660	StMaint	StMaint	1 - NE
	Wellesley - Pittsburg to Haven	24,171	1.90	\$725,130	StMaint	StMaint	1 - NE
	Washington - 3rd to Spokane Falls	13,753	1.83	\$618,885	StMaint	Contractor	2 - S
	Arterial Grind & Overlay Totals:	155,336	18.17	\$4,476,480			
Ramps	2020 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles) :			\$100,000	StMaint	Contractor	City Wide
2020 Arterial Projects Total:				\$5,415,456			

## 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
<b>Residential Crack Seal Totals:</b>		<b>303,429</b>	<b>29.30</b>	<b>\$303,429</b>			
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
<b>Residential Chip Seal Totals:</b>		<b>78,691</b>	<b>7.93</b>	<b>\$708,219</b>			
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
<b>Residential Grind &amp; Overlay Totals:</b>		<b>83,789</b>	<b>7.86</b>	<b>\$3,435,349</b>			
<b>2020 Residential Projects Total:</b>				<b>\$4,446,997</b>			



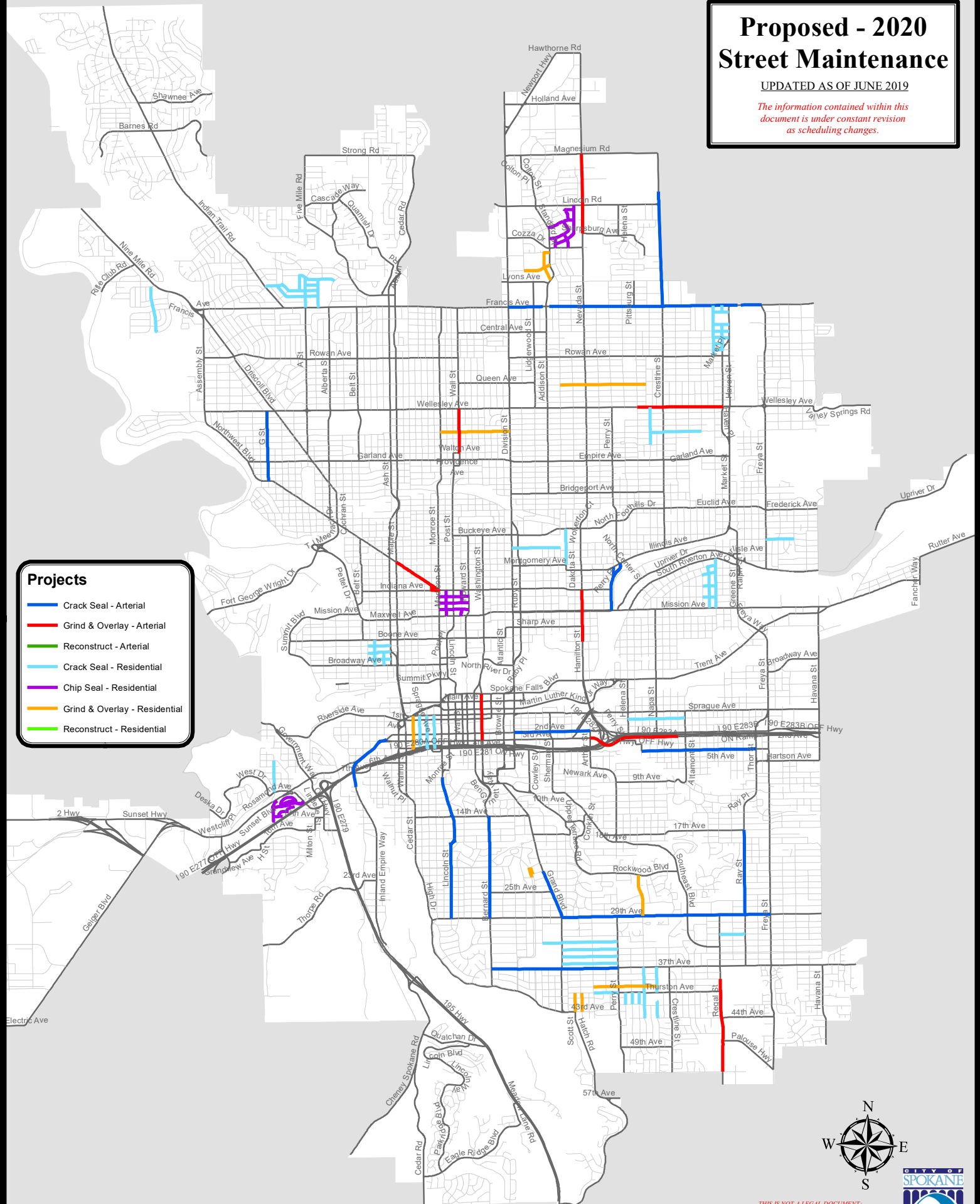
# Proposed - 2020 Street Maintenance

UPDATED AS OF JUNE 2019

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

## Projects

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



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

## 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 - Shelby Ridge to Meadow Lane	16,333	1.26	\$489,990	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
	Hamilton - Indiana to N Foothills	17,963	2.49	\$538,890	Levy	StMaint	1 - NE
	Nevada - Francis to Sharpsburg	25,277	3.25	\$758,310	StMaint	StMaint	1 - NE
	Stevens - 3rd to Spokane Falls	13,363	1.85	\$601,335	StMaint	Contractor	2 - S
Arterial Grind & Overlay Totals:		137,832	16.82	\$4,335,405			
Ramps	2021 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles):			\$100,000	StMaint	Contractor	City Wide
2021 Arterial Projects Total:				\$5,197,501			

## 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		



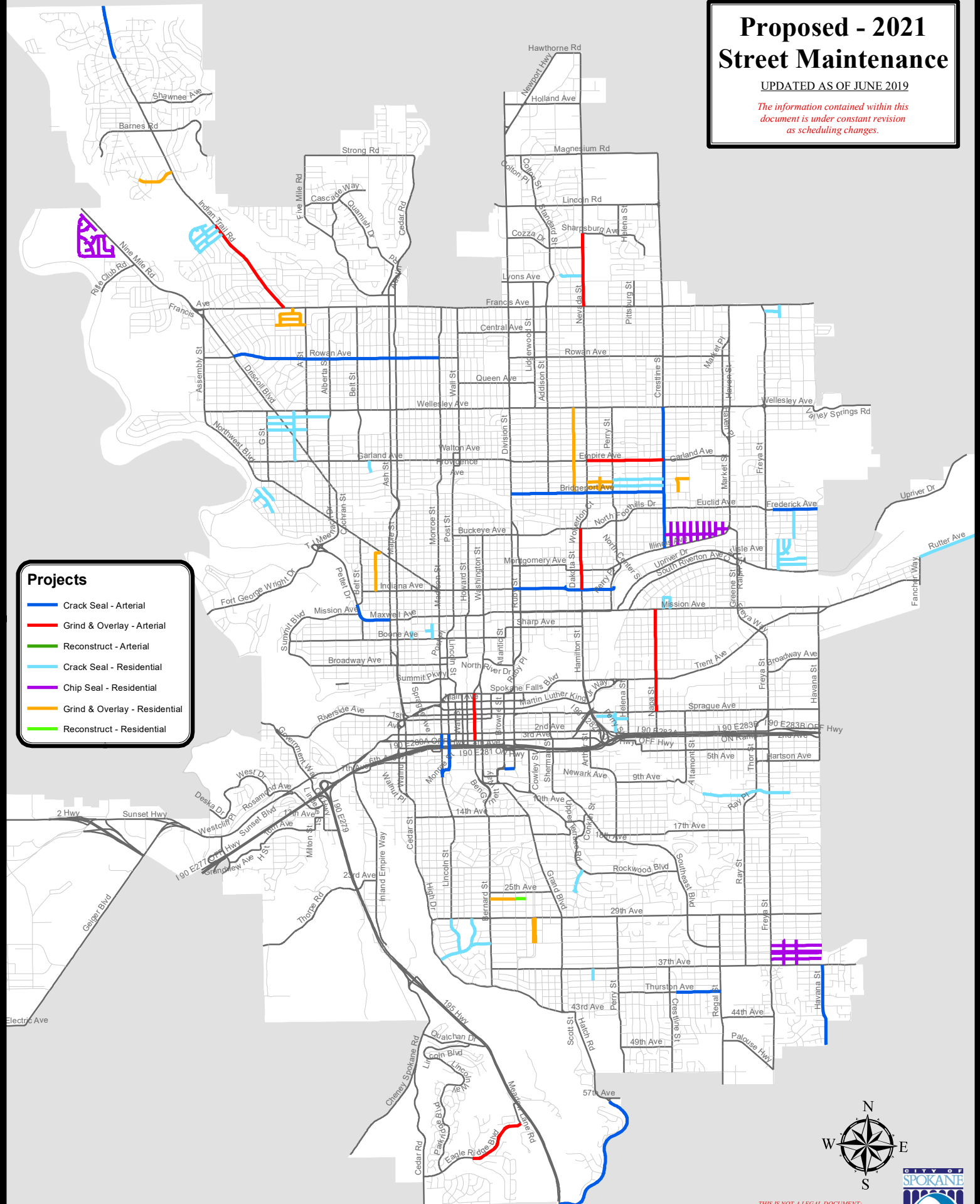
# Proposed - 2021 Street Maintenance

UPDATED AS OF JUNE 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



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
	Euclid from Ralph to Sycamore	10,661	1.01	\$319,830	StMaint	StMaint	1 - NE
	Grove/Stevens/Washington - 14th to 3rd	34,111	4.59	\$1,023,330	StMaint	StMaint	2 - S
	Eagle Ridge - Cedar to Shelby Ridge	13,791	1.06	\$413,730	StMaint	StMaint	2 - S
	Haven St - Market to Market (Overlay)	18,459	1.97	\$276,885	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
Arterial Grind & Overlay Totals:		134,321	17.40	\$3,752,745			
Ramps	2022 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles) :			\$100,000	StMaint	Contractor	City Wide
2022 Arterial Projects Total: \$4,831,214							
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							

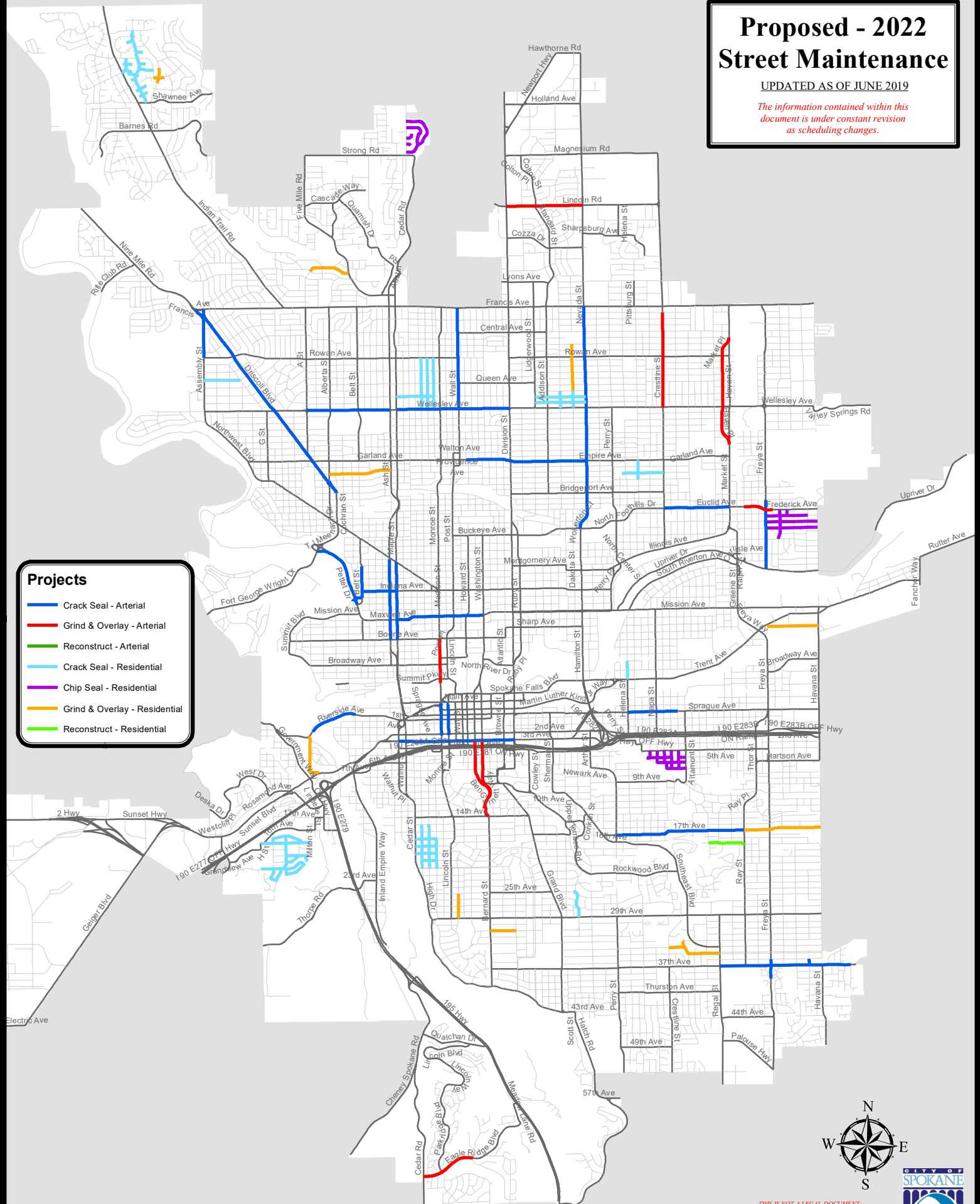
# Proposed - 2022 Street Maintenance

UPDATED AS OF JUNE 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



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
	Nevada - Magnesium to Holland	19,979	1.97	\$599,370	StMaint	StMaint	3 - 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
	Queen - Wall to Division	9,626	1.13	\$288,780	StMaint	StMaint	3 - NW
	Post - Grace to Kiernan	10,030	1.19	\$300,900	StMaint	StMaint	1 - NE
	Arterial Grind & Overlay Totals:	140,241	13.09	\$4,207,230			
Ramps	2023 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles) :			\$100,000	StMaint	Contractor	City Wide
2023 Arterial Projects Total:				\$5,041,000			
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 Columbia	3,760	0.64	\$154,160	TBD	Contractor	3 - NW
	Royal Dr Et Al	17,231	1.54	\$706,471	StMaint	Contractor	3 - NW
	Sutherlin - 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			



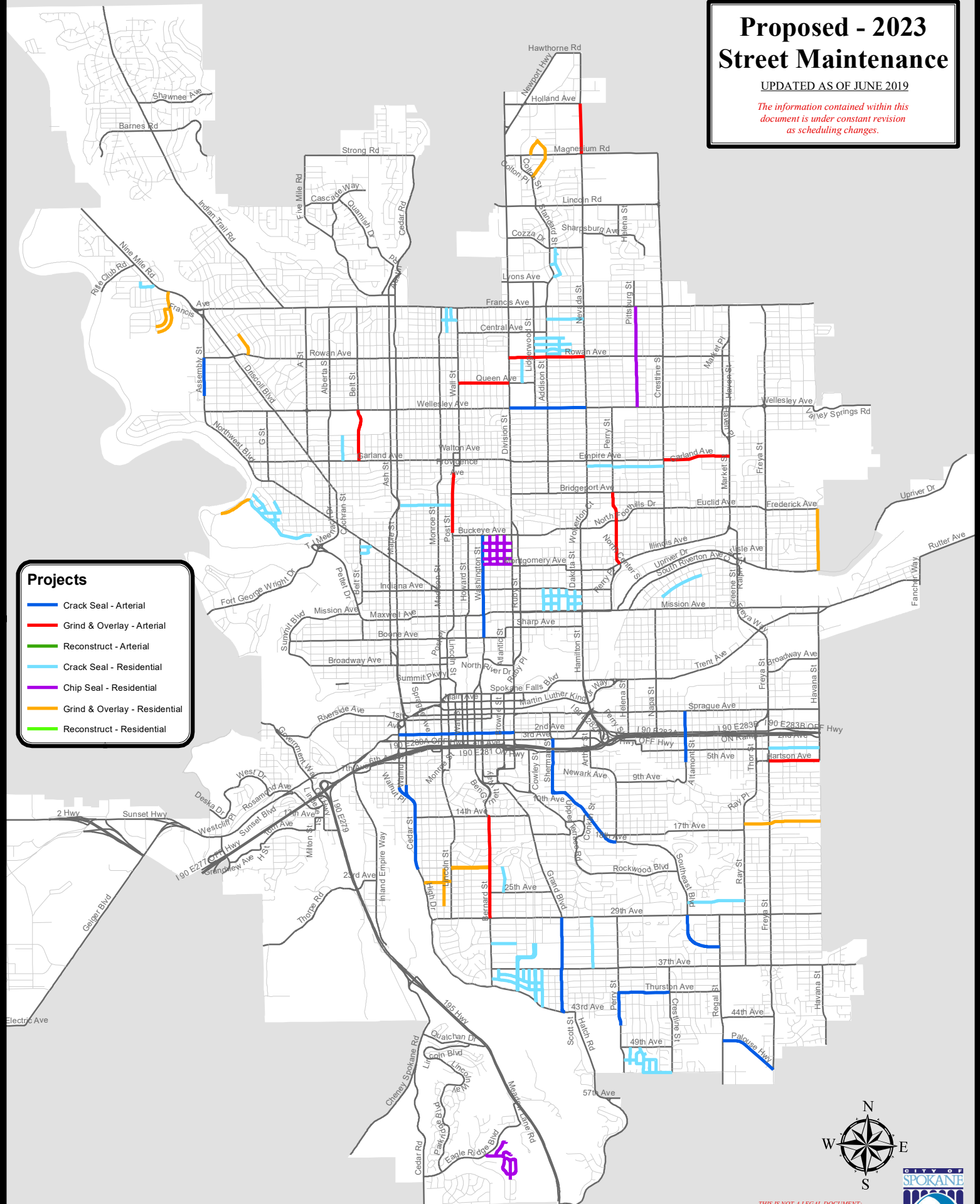
# Proposed - 2023 Street Maintenance

UPDATED AS OF JUNE 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



## 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
	Nevada - Magnesium to Holland	20,125	2.48	\$603,750	StMaint	StMaint	3 - 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:	147,920	14.48	\$4,437,600			
Ramps	2024 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles) :			\$100,000	StMaint	Contractor	City Wide
2024 Arterial Projects Total:				\$5,216,829			

## 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
<b>Residential Crack Seal Totals:</b>		<b>33,183</b>	<b>3.33</b>	<b>\$33,183</b>			
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
<b>Residential Chip Seal Totals:</b>		<b>92,745</b>	<b>9.75</b>	<b>\$834,705</b>			
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
<b>Residential Grind &amp; Overlay Totals:</b>		<b>83,017</b>	<b>8.08</b>	<b>\$3,403,697</b>			
<b>2024 Residential Projects Total:</b>				<b>\$4,271,585</b>			

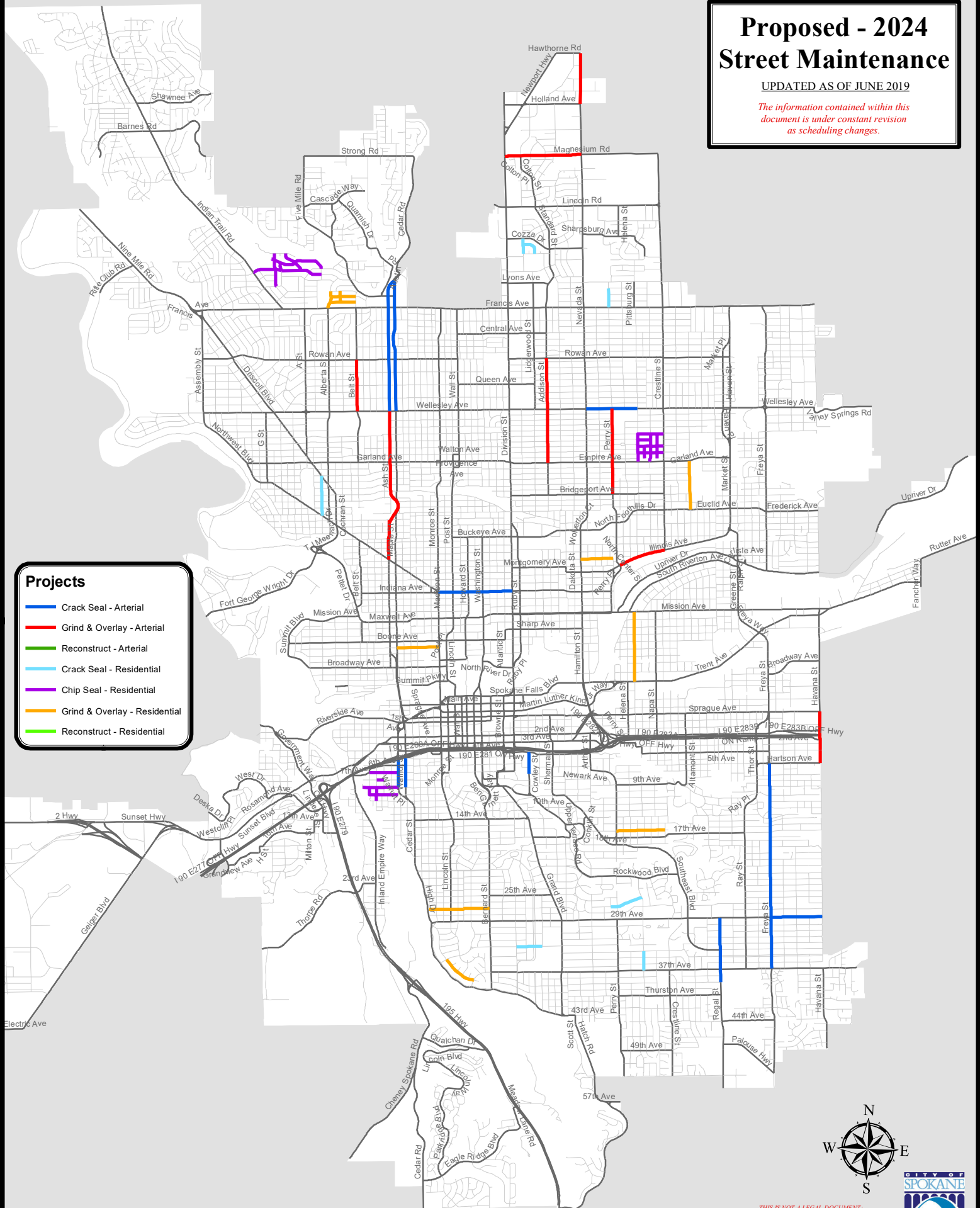
# Proposed - 2024 Street Maintenance

UPDATED AS OF JUNE 2019

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## Projects

- Crack Seal - Arterial
- Grind & Overlay - Arterial
- Reconstruct - Arterial
- Crack Seal - Residential
- Chip Seal - 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	Hamilton - Trent to Desmet	11,800	1.90	\$11,800	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:	88,835	10.74	\$88,835			
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
	Regal - 39th to 53rd	25,993	3.28	\$779,790	StMaint	StMaint	2 - S
	Garland - Maple to Monroe	9,662	3.28	\$289,860	StMaint	StMaint	3 - NW
	Arterial Grind & Overlay Totals:	84,286	10.90	\$2,528,580			
Ramps	2025 Arterial Curb Ramp Projects:			\$500,000	StMaint	Contractor	City Wide
Slurry Seal	2020 Slurry Seal Projects (Est. 3 Miles) :			\$100,000	StMaint	Contractor	City Wide
2025 Arterial Projects Total:				\$3,217,415			

## 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
<b>Residential Crack Seal Totals:</b>		<b>83,789</b>	<b>7.86</b>	<b>\$83,789</b>			
Res. Chip Seal							
<b>Residential Chip Seal Totals:</b>		<b>0</b>	<b>0.00</b>	<b>\$0</b>			
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
<b>Residential Grind &amp; Overlay Totals:</b>		<b>95,541</b>	<b>9.45</b>	<b>\$3,917,181</b>			
<b>2025 Residential Projects Total:</b>				<b>\$4,000,970</b>			



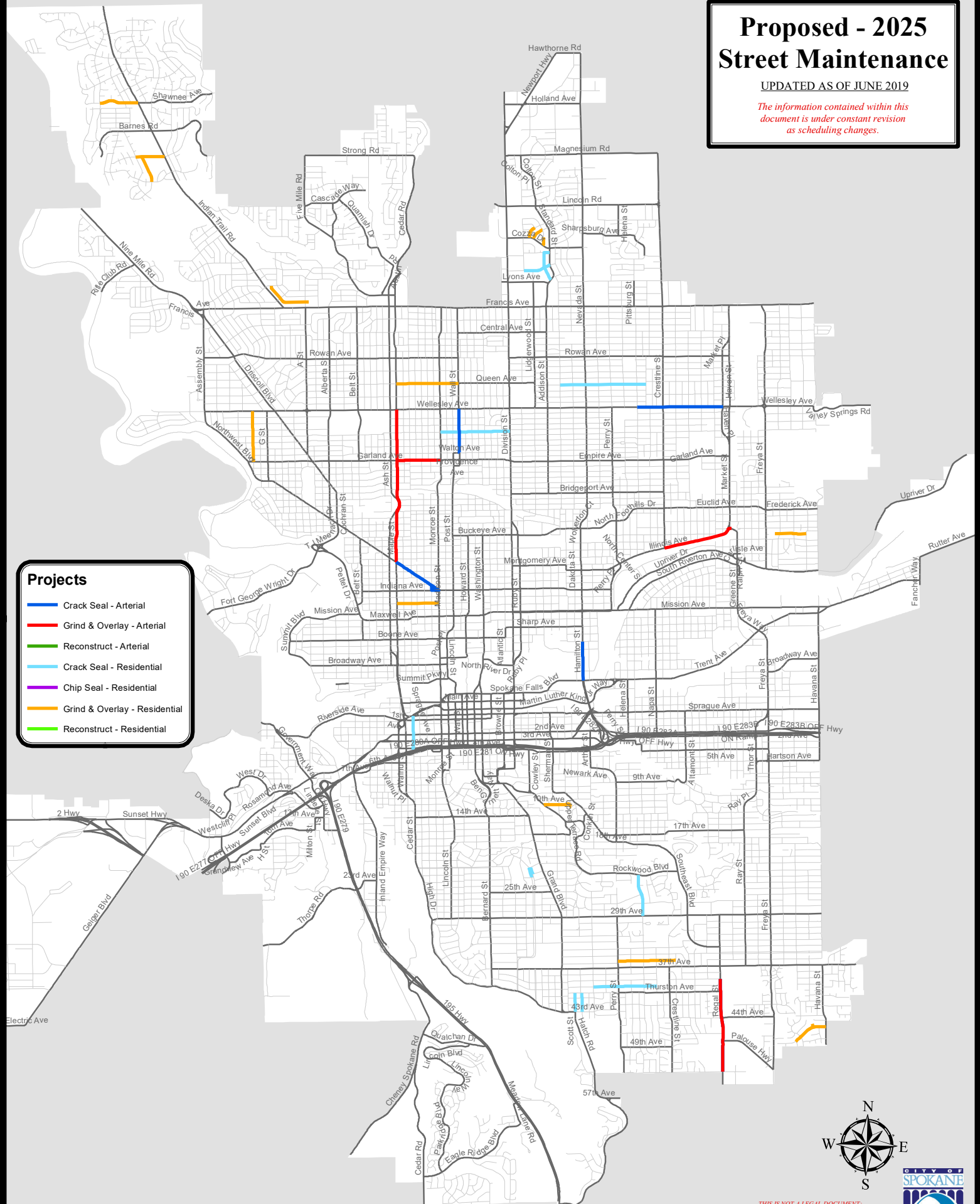
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# Project Index

## Alpha

<b>Project Number</b>	<b>Project Name</b>	<b>Page No.</b>
2016091	1st Ave, Maple St to Monroe St.	13
2017078	1st Ave, Monroe St to Wall St.	15
2017079	1st Ave, Wall St. to Bernard St.	17
2015075	2013 Downtown Pedestrian Improvements	99
2018087	27 <sup>th</sup> Avenue – SE Blvd to Ray	19
2016095	4th Ave, Sunset Hwy. to Maple St.	21
N/A	Additional Sidewalk Work	101
2018096	Aubrey L White Parkway, Downriver to Treatment Plant	23
N/A	Ben Burr Crossings of 2nd and 3rd Avenues	103
N/A	Bike Route Signing & Striping	105
2018090	Broadway Avenue – Cedar to Post	25
2016141	Centennial Trail, Mission Ave Gap Phase II	107
2017080	Centennial Trail, Summit Blvd Gap, Boone to Pettet	109
2016081	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	111
2018095	Driscoll Sidewalk, Wellesley to Bismark	113
2010048	Fish lake Trail Phase 3	115
2016089	Fish Lake Trail to Centennial Trail Connection	117
2015056	Five Mile Road, Lincoln Road to Strong Road	27
N/A	Flexible Arterial Maintenance Program	29
2016096	Fort George Wright Drive, Government Way to River	31
2018166	Francis and Alberta Intersection Geometric Improvement	33
2017081	Freya Street, Garland Ave to Francis Ave	35
2019067	Geiger Road from Medical Lake Interchange to Grove Road Interchange	37
N/A	General Engineering - Street	39
2010056	Hamilton Street Corridor Enhancement Project	149
2018085	Hatch Rd Bridge Deck Replacement	7
2018092	Havana Street – Sprague to Broadway	41
2017170	Holland Avenue - Normandy St to Colton St	43
2017082	Howard St, Sprague Ave to Riverside Ave	45
2018093	I-90 / 195 Connection Improvements STUDY	47
2017083	Main Ave, Monroe St to Browne St	49
2018088	Mallon Avenue – Monroe to Howard	51

<b>2016094</b>	Maple St, Riverside St to Pacific St	<b>53</b>
<b>N/A</b>	Maple-Wellelsey Intersection	<b>55</b>
<b>2014059</b>	Millwood Trail, from SCC to Felts Field	<b>119</b>
<b>N/A</b>	Minor Construction Assistance	<b>57</b>
<b>2016093</b>	Napa St, Sprague Ave to 2nd Ave	<b>59</b>
<b>2018094</b>	North Gorge Trail STUDY - Post Bridge to Suspension Bridge	<b>121</b>
<b>2013922</b>	North Monroe Corridor Revitalization	<b>61</b>
<b>2019108</b>	NSC - Wellesley Avenue Phase 2, Haven to Market	<b>63</b>
<b>N/A</b>	Parking Environment Improvement Program	<b>123</b>
<b>2014091</b>	Peaceful Valley Trail - AKA: South Gorge Trail	<b>125</b>
<b>2017105</b>	Post St Bridge Replacement	<b>9</b>
<b>2018098</b>	Post Street and Summit Ave Connections to Post Street Bridge	<b>65</b>
<b>2014151</b>	Ray-Thor 17th Ave to Hartson Ave	<b>67</b>
<b>2017087</b>	Riverside Ave, Monroe St to Wall St.	<b>71</b>
<b>2017086</b>	Riverside Ave, Wall St. to Washington St.	<b>73</b>
<b>2017085</b>	Riverside Ave, Washington St to Division St	<b>69</b>
<b>2005264</b>	Riverside Drive Phase II - III	<b>75</b>
<b>N/A</b>	School Safety Program	<b>139</b>
<b>2018097</b>	South Gorge Trail Connection - Main Ave to CSO 26	<b>127</b>
<b>N/A</b>	South University Gateway Bicycle E-W Linkage	<b>129</b>
<b>N/A</b>	South University Gateway Bicycle Linkage Feasibility Study	<b>131</b>
<b>2018086</b>	Spokane Falls Blvd – Post to Division	<b>77</b>
<b>2017148</b>	Spokane Pavement Preservation - North	<b>79</b>
<b>2015150</b>	Sprague Ave at Sherman St Pedestrian Plaza	<b>133</b>
<b>2014155</b>	Sprague Ave Investment Phase II - Browne to Scott	<b>81</b>
<b>2014094</b>	Sunset Blvd, Royal St to Lindeke St	<b>83</b>
<b>2016087</b>	Sunset Highway Bike Path - Deer Heights Rd to Royal St	<b>135</b>
<b>2018084</b>	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	<b>85</b>
<b>2014153</b>	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	<b>87</b>
<b>N/A</b>	Traffic Calming Program	<b>141</b>
<b>N/A</b>	Transportation Benefit District (TBD) Sidwalk Program	<b>143</b>
<b>2012040</b>	Transportation Strategic Plan Update	<b>89</b>
<b>N/A</b>	Unpaved Roadway Paving Program	<b>145</b>
<b>2017089</b>	Wall St, 1st Ave to Main Ave	<b>91</b>
<b>2018076</b>	Wellesley Ave, Freya St to Havana St	<b>93</b>
<b>2018091</b>	Wellesley Avenue – Division to Nevada	<b>95</b>

# Project Index

## Numeric

<b>Project Number</b>	<b>Project Name</b>	<b>Page No.</b>
<b>2005264</b>	Riverside Drive Phase II - III	<b>75</b>
<b>2010048</b>	Fish lake Trail Phase 3	<b>115</b>
<b>2010056</b>	Hamilton Street Corridor Enhancement Project	<b>149</b>
<b>2012040</b>	Transportation Strategic Plan Update	<b>89</b>
<b>2013922</b>	North Monroe Corridor Revitalization	<b>61</b>
<b>2014059</b>	Millwood Trail, from SCC to Felts Field	<b>119</b>
<b>2014091</b>	Peaceful Valley Trail - AKA: South Gorge Trail	<b>125</b>
<b>2014094</b>	Sunset Blvd, Royal St to Lindeke St	<b>83</b>
<b>2014151</b>	Ray-Thor 17th Ave to Hartson Ave	<b>67</b>
<b>2014153</b>	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	<b>87</b>
<b>2014155</b>	Sprague Ave Investment Phase II - Browne to Scott	<b>81</b>
<b>2015056</b>	Five Mile Road, Lincoln Road to Strong Road	<b>27</b>
<b>2015075</b>	2013 Downtown Pedestrian Improvements	<b>99</b>
<b>2015150</b>	Sprague Ave at Sherman St Pedestrian Plaza	<b>133</b>
<b>2016081</b>	Cincinnati Greenway, Spokane Falls Blvd to Euclid Ave	<b>111</b>
<b>2016087</b>	Sunset Highway Bike Path - Deer Heights Rd to Royal St	<b>135</b>
<b>2016089</b>	Fish Lake Trail to Centennial Trail Connection	<b>117</b>
<b>2016091</b>	1st Ave, Maple St to Monroe St.	<b>13</b>
<b>2016093</b>	Napa St, Sprague Ave to 2nd Ave	<b>59</b>
<b>2016094</b>	Maple St, Riverside St to Pacific St	<b>53</b>
<b>2016095</b>	4th Ave, Sunset Hwy. to Maple St.	<b>21</b>
<b>2016096</b>	Fort George Wright Drive, Government Way to River	<b>31</b>
<b>2016141</b>	Centennial Trail, Mission Ave Gap Phase II	<b>107</b>
<b>2017078</b>	1st Ave, Monroe St to Wall St.	<b>15</b>
<b>2017079</b>	1st Ave, Wall St. to Bernard St.	<b>17</b>
<b>2017080</b>	Centennial Trail, Summit Blvd Gap, Boone to Pettet	<b>109</b>
<b>2017081</b>	Freya Street, Garland Ave to Francis Ave	<b>35</b>
<b>2017082</b>	Howard St, Sprague Ave to Riverside Ave	<b>45</b>
<b>2017083</b>	Main Ave, Monroe St to Browne St	<b>49</b>
<b>2017085</b>	Riverside Ave, Washington St to Division St	<b>69</b>
<b>2017086</b>	Riverside Ave, Wall St. to Washington St.	<b>73</b>
<b>2017087</b>	Riverside Ave, Monroe St to Wall St.	<b>71</b>

<b>2017089</b>	Wall St, 1st Ave to Main Ave	<b>91</b>
<b>2017105</b>	Post St Bridge Replacement	<b>9</b>
<b>2017148</b>	Spokane Pavement Preservation - North	<b>79</b>
<b>2017170</b>	Holland Avenue - Normandy St to Colton St	<b>43</b>
<b>2018076</b>	Wellesley Ave, Freya St to Havana St	<b>93</b>
<b>2018084</b>	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	<b>85</b>
<b>2018085</b>	Hatch Rd Bridge Deck Replacement	<b>7</b>
<b>2018086</b>	Spokane Falls Blvd – Post to Division	<b>77</b>
<b>2018087</b>	27 <sup>th</sup> Avenue – SE Blvd to Ray	<b>19</b>
<b>2018088</b>	Mallon Avenue – Monroe to Howard	<b>51</b>
<b>2018090</b>	Broadway Avenue – Cedar to Post	<b>25</b>
<b>2018091</b>	Wellesley Avenue – Division to Nevada	<b>95</b>
<b>2018092</b>	Havana Street – Sprague to Broadway	<b>41</b>
<b>2018093</b>	I-90 / 195 Connection Improvements STUDY	<b>47</b>
<b>2018094</b>	North Gorge Trail STUDY - Post Bridge to Suspension Bridge	<b>121</b>
<b>2018095</b>	Driscoll Sidewalk, Wellesley to Bismark	<b>113</b>
<b>2018096</b>	Aubrey L White Parkway, Downriver to Treatment Plant	<b>23</b>
<b>2018097</b>	South Gorge Trail Connection - Main Ave to CSO 26	<b>127</b>
<b>2018098</b>	Post Street and Summit Ave Connections to Post Street Bridge	<b>65</b>
<b>2018166</b>	Francis and Alberta Intersection Geometric Improvement	<b>33</b>
<b>2019067</b>	Geiger Road from Medical Lake Interchange to Grove Road Interchange	<b>37</b>
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<b>N/A</b>	Additional Sidewalk Work	<b>101</b>
<b>N/A</b>	Ben Burr Crossings of 2nd and 3rd Avenues	<b>103</b>
<b>N/A</b>	Bike Route Signing & Striping	<b>105</b>
<b>N/A</b>	Flexible Arterial Maintenance Program	<b>29</b>
<b>N/A</b>	General Engineering - Street	<b>39</b>
<b>N/A</b>	Maple-Wellelsey Intersection	<b>55</b>
<b>N/A</b>	Minor Construction Assistance	<b>57</b>
<b>N/A</b>	Parking Environment Improvement Program	<b>123</b>
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<b>N/A</b>	South University Gateway Bicycle E-W Linkage	<b>129</b>