

CITY OF SPOKANE



2023-2028 Six Year Comprehensive Street Program

This page intentionally left blank

TABLE OF CONTENTS

INTRODUCTION	iii
Resolutions	vii
Acronyms	x
FINANCIAL INFORMATION.....	1
Funding Sources	1
Financial Summary.....	4
BRIDGE REHABILITATION PROGRAM.....	5
CAPITAL IMPROVEMENT PROGRAM	15
PEDESTRIAN & BIKEWAYS PROGRAM	93
NEIGHBORHOOD PROGRAM	131
IMPACT FEE PROGRAM	141
PROJECT INDEX	151

City of Spokane Mayor and City Council Members

Nadine Woodward - **Mayor**
Breean Beggs - **Council President At Large**
Jonathan Bingle - Council Member District 1
Michael Cathcart - Council Member District 1
Betsy Wilkerson - Council Member District 2
Lori Kinnear - Council Member District 2
Zach Zappone - Council Member District 3
Karen Stratton - Council Member District 3

City of Spokane Plan Commission Members

Todd Beyreuther - President
Greg Francis - Vice President
Michael Baker – Member
Jesse Bank – Member
Carole Shook – Member
Tim Williams - Member
Clifford Winger – Member
Kris Neely - Member
Ryan Patterson - Member
Lori Kinnear - **City Council Liaison**

Integrated Capital Management

Katherine E. Miller, P.E. – Director
Marcia Davis, P.E. – Principal Engineer
Kevin Picanco, P.E. – Senior Engineer

Date Printed: 4-29-22

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

February-April: 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 Infrastructure, Environment & Sustainability (PIES) 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.

*Page Reserved for
Council
Resolution*

*Pages Reserved for
Plan Commission
Findings of Fact,
Conclusions and
Recommendations*

ACRONYMS

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

ACRONYMS (Continued)

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

This page intentionally left blank

Financial Information

Funding Sources

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

Local

Traffic Calming, School Safety and Transportation Benefit District Programs:

Local project funds are derived from a number of sources. Three sources of funding include Redlight Camera revenue which is dedicated to traffic calming related projects, School Speed Zone Cameras revenue which is dedicated school area safety 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 2022 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 a portion of the TIB 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 4th, 2015 the President signed into law the **Fixing America's Surface Transportation Act** (FAST ACT). With guaranteed funding for highways, highway safety, and public transportation totaling \$305 billion to be spent over the next 5 years. Four transportation bills preceded FAST to bring surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA); the Transportation Equity Act for the 21st Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a legacy for users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century Act (MAP-21) all—shaped this Nation's changing transportation needs.

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

Public Works Trust Fund

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

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

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

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

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

*Page Reserved
for
Financial
Summary*

CITY OF SPOKANE



Bridge Rehabilitation Program

Street, Bridge Rehabilitation Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
Bridge	\$1,193	\$2,540	\$3,894	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
REET	\$816	\$1,460	\$178	\$0	\$0	\$0
Sec 129	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,009	\$4,000	\$4,073	\$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

Construction underway 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$17,097	\$2,300,000	\$183,500	\$0	\$0	\$0	\$0	\$0	\$183,500	\$2,500,597
Design	\$241,129	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$241,129
Total	\$258,226	\$2,300,000	\$183,500	\$0	\$0	\$0	\$0	\$0	\$183,500	\$2,741,726

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Bridge	Federal	Funded	\$159,461	\$2,100,000	\$167,500	\$0	\$0	\$0	\$0	\$0	\$167,500	\$2,426,961
REET	Local	Funded	\$98,765	\$200,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$314,765
Total			\$258,226	\$2,300,000	\$183,500	\$0	\$0	\$0	\$0	\$0	\$183,500	\$2,741,726

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

Maple Street Bridge Deck Repair

STR-2022-3

Executive Summary

Repair the bridge deck surface and joints on the Maple St. Bridge.

Project Justification

Repair bridge deck and joints to extend the service life of the bridge.

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

Location

Other Location

Maple St. Bridge

Project Status

Active

Project #: 2021089

Design: 2023/24; Construction: 2024 or 2025

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Bridge Rehabilitation

Maple Street Bridge Deck Repair

STR-2022-3

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,618,200	\$0	\$0	\$0	\$3,618,200	\$3,618,200
Design	\$0	\$139,000	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$700,000	\$839,000
Total	\$0	\$139,000	\$350,000	\$350,000	\$3,618,200	\$0	\$0	\$0	\$4,318,200	\$4,457,200

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Bridge	Federal	Funded	\$0	\$139,000	\$350,000	\$350,000	\$3,618,200	\$0	\$0	\$0	\$4,318,200	\$4,457,200
Total			\$0	\$139,000	\$350,000	\$350,000	\$3,618,200	\$0	\$0	\$0	\$4,318,200	\$4,457,200

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

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.

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) Construction began in 2020, to continue through 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$8,307,800	\$4,500,000	\$825,841	\$0	\$0	\$0	\$0	\$0	\$825,841	\$13,633,641
Design	\$2,115,307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,115,307
Total	\$10,423,107	\$4,500,000	\$825,841	\$0	\$0	\$0	\$0	\$0	\$825,841	\$15,748,948

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Bridge	Federal	Funded	\$8,214,159	\$3,500,000	\$285,841	\$0	\$0	\$0	\$0	\$0	\$285,841	\$12,000,000
Levy	Local	Funded	\$839,948	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$839,948
REET	Local	Funded	\$0	\$1,000,000	\$540,000	\$0	\$0	\$0	\$0	\$0	\$540,000	\$1,540,000
Sec 129	Federal	Funded	\$1,369,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,369,000
Total			\$10,423,107	\$4,500,000	\$825,841	\$0	\$0	\$0	\$0	\$0	\$825,841	\$15,748,948

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

Washington Street and Stevens Street Bridges Deck Repair

STR-2022-4

Executive Summary

Repair the bridge decks and bridge joints on the three Washington/Stevens bridges over the Spokane River.

Project Justification

Existing bridge driving surface and bridge joints are in poor condition and in need of repair and replacement.

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

Location

Other Location

Three Washington and Stevens Bridges between Spokane Falls Blvd. and North River Drive Sidewalk.

Project Status

Active

Project #: 2021088

Design: 2022/23; Construction in 2023 or 2024.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Bridge Rehabilitation

Washington Street and Stevens Street Bridges Deck Repair

STR-2022-4

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$3,600,000	\$454,300	\$0	\$0	\$0	\$4,054,300	\$4,054,300
Design	\$0	\$240,000	\$650,000	\$50,000	\$0	\$0	\$0	\$0	\$700,000	\$940,000
Total	\$0	\$240,000	\$650,000	\$3,650,000	\$454,300	\$0	\$0	\$0	\$4,754,300	\$4,994,300

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Bridge	Federal	Funded	\$0	\$144,000	\$390,000	\$2,190,000	\$276,000	\$0	\$0	\$0	\$2,856,000	\$3,000,000
REET	Local	Funded	\$0	\$96,000	\$260,000	\$1,460,000	\$178,300	\$0	\$0	\$0	\$1,898,300	\$1,994,300
Total			\$0	\$240,000	\$650,000	\$3,650,000	\$454,300	\$0	\$0	\$0	\$4,754,300	\$4,994,300

*Status definitions

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

CITY OF SPOKANE



Capital Improvement Program

Street, Street Capital Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
FEMSIB	\$0	\$0	\$130	\$370	\$3,700	\$0
Grant	\$0	\$0	\$525	\$8,144	\$12,743	\$18,712
HIP	\$0	\$0	\$0	\$0	\$0	\$0
Impact Fee	\$10	\$10	\$45	\$0	\$0	\$0
Levy	\$896	\$1,367	\$1,185	\$3,215	\$4,780	\$10,470
NHS Asset Management	\$4,240	\$4,226	\$0	\$0	\$0	\$0
PDA	\$57	\$500	\$545	\$973	\$0	\$0
Private	\$0	\$0	\$50	\$500	\$0	\$0
Redlight	\$510	\$350	\$0	\$0	\$0	\$0
REET	\$12,683	\$11,403	\$3,894	\$5,039	\$8,464	\$3,965
STA	\$135	\$0	\$0	\$0	\$0	\$0
STBG	\$2,512	\$805	\$3,600	\$4,025	\$290	\$0
Street Maintenance	\$25	\$0	\$0	\$0	\$0	\$0
TIB	\$248	\$0	\$0	\$0	\$0	\$0
WSDOT	\$1,295	\$0	\$0	\$0	\$0	\$0
Total	\$22,611	\$18,662	\$9,974	\$22,266	\$29,977	\$33,147

Street/Street Capital

12th Ave. - Deer Heights Rd. to Flint Rd.

STR-2020-22

Executive Summary

Construct new arterial roadway from Deer Heights Road to Flint Road, connecting to existing 12th Avenue within Airway Heights at Deer Heights Road.

Project Justification

Improve and increase east-west traffic capacity. Provide an alternative route to Highway 2.

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

TR Goal B: Provide Transportation Choices; TR Goal D: Promote Economic Opportunity

Location

Other Location

12th Ave. from Deer Heights Rd. to Flint Rd.

Project Status

Active

Project planning underway by West Plains PDA.

External Factors

Securing additional funding for 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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

12th Ave. - Deer Heights Rd. to Flint Rd.

STR-2020-22

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000	\$3,700,000
Design	\$0	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$0	\$300,000	\$300,000
Total	\$0	\$0	\$0	\$50,000	\$250,000	\$3,700,000	\$0	\$0	\$4,000,000	\$4,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$200,000	\$3,200,000	\$0	\$0	\$3,400,000	\$3,400,000
PDA	Local	Funded	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Private	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$50,000	\$500,000	\$0	\$0	\$550,000	\$550,000
Total			\$0	\$0	\$0	\$50,000	\$250,000	\$3,700,000	\$0	\$0	\$4,000,000	\$4,000,000

- *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

1st Avenue, Maple St to Monroe St

STR-2016-25

Executive Summary

Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. 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 Goal D. Promote Economic Opportunity in supporting functionality of the CCL. Accommodates access to daily needs through a variety of transportation choices; meeting TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations.

Location

Other Location

First Avenue between Maple Street and Monroe Street.

Project Status

Active

Begin planning/scoping in 2027.

Project #: 2016091

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

- *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

Begin planning/scoping in 2027.

Project number: 2017078

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

- *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 Wall Street and Bernard Street.

Project Status

Active

Begin planning/scoping in 2027.

Project number: 2017079

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

1st Avenue, Wall St to Bernard St

STR-2017-87

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000

- *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, and utility updates. Potential communication conduit and cable improvements.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$3,500,000	\$3,500,000
Design	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$250,000
Total	\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,500,000	\$0	\$3,750,000	\$3,750,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$165,000	\$2,300,000	\$0	\$2,465,000	\$2,465,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$85,000	\$1,200,000	\$0	\$1,285,000	\$1,285,000
Total			\$0	\$0	\$0	\$0	\$0	\$250,000	\$3,500,000	\$0	\$3,750,000	\$3,750,000

*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/Street Capital

29th Ave. - Washington - Monroe Grind & Overlay

STR-2022-12

Executive Summary

Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.

Project Justification

Pavement preservation to improve the pavement condition and extend the life of the overall pavement structure.

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

Location

Other Location

Four locations: 29th Ave.- SE Blvd. to Ray; Washington- River to Maxwell; Monroe- Wellesley to Francis; Lincoln- Standard to Nevada

Project Status

Active

Project #: 2022065 Design: 2022/2023; Construction: 2023 or 2024.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

29th Ave. - Washington - Monroe Grind & Overlay

STR-2022-12

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$2,600,000	\$3,036,000	\$0	\$0	\$0	\$0	\$5,636,000	\$5,636,000
Design	\$0	\$90,000	\$350,000	\$50,000	\$0	\$0	\$0	\$0	\$400,000	\$490,000
Land purchase	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$90,000	\$3,000,000	\$3,086,000	\$0	\$0	\$0	\$0	\$6,086,000	\$6,176,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$18,000	\$300,000	\$317,200	\$0	\$0	\$0	\$0	\$617,200	\$635,200
NHS Asset Management	Federal	Funded	\$0	\$72,000	\$2,400,000	\$2,468,800	\$0	\$0	\$0	\$0	\$4,868,800	\$4,940,800
REET	---	Unfunded	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Total			\$0	\$90,000	\$3,000,000	\$3,086,000	\$0	\$0	\$0	\$0	\$6,086,000	\$6,176,000

- *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

44th Avenue - Crestline to Altamont

STR-2021-1

Executive Summary

Strip pave unpaved section of planned Arterial roadway. Install frontage improvements along northerly side of street.

Project Justification

Pave an existing unpaved, planned arterial route. Improve arterial connectivity and provide alternative routes.

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

TR B - Provide Transportation Choices, meets mobility needs for pedestrians, bikes and vehicles. TR F - Enhance Public Health and Safety, provides viable active mode options.

Location

Other Location

44th Avenue - Crestline to Altamont

Project Status

Active

Project Number: 2021068

Design in 2021/22; 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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

44th Avenue - Crestline to Altamont

STR-2021-1

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$800,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$845,000
Design	\$8,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,000
Total	\$8,000	\$900,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$953,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Impact Fee	Local	Funded	\$0	\$190,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$200,000
REET	Local	Funded	\$8,000	\$135,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$153,000
Street Maintenance	Local	Funded	\$0	\$575,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$600,000
Total			\$8,000	\$900,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$953,000

- *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

4th Avenue, Sunset Hwy to Maple St

Street/Street Capital

4th Avenue, Sunset Hwy to Maple St

STR-2016-30

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$2,800,000	\$2,800,000
Design	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000	\$280,000
Total	\$0	\$0	\$0	\$0	\$0	\$280,000	\$2,800,000	\$0	\$3,080,000	\$3,080,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$190,000	\$1,850,000	\$0	\$2,040,000	\$2,040,000
Levy	---	Unfunded	\$0	\$0	\$0	\$0	\$0	\$90,000	\$950,000	\$0	\$1,040,000	\$1,040,000
Total			\$0	\$0	\$0	\$0	\$0	\$280,000	\$2,800,000	\$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

Design: 2023; Construction 2024 Integrated Project - Wastewater, Stormwater Project number: 2018096

External Factors

Work funded partly 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Design	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$50,000	\$1,025,000	\$0	\$0	\$0	\$0	\$1,075,000	\$1,075,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$50,000	\$1,025,000	\$0	\$0	\$0	\$0	\$1,075,000	\$1,075,000
Total			\$0	\$0	\$50,000	\$1,025,000	\$0	\$0	\$0	\$0	\$1,075,000	\$1,075,000

- *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. Implement Accessible Pedestrian Signals (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 Ash Street and Post Street. Future phases to cover Summit Blvd to Ash St.

Project Status

Active

Project number: 2018090

External Factors

Timing 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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Broadway Avenue – Ash to Post

STR-2018-10

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$430,000	\$0	\$5,430,000	\$5,430,000
Design	\$0	\$0	\$0	\$290,000	\$300,000	\$0	\$0	\$0	\$590,000	\$590,000
Land purchase	\$0	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$40,000	\$40,000
Planning	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$50,000	\$290,000	\$340,000	\$5,000,000	\$430,000	\$0	\$6,110,000	\$6,110,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$115,000	\$1,700,000	\$140,000	\$0	\$1,955,000	\$1,955,000
REET	Local	Funded	\$0	\$0	\$50,000	\$100,000	\$0	\$0	\$0	\$0	\$150,000	\$150,000
STBG	Identified	Unfunded	\$0	\$0	\$0	\$190,000	\$225,000	\$3,300,000	\$290,000	\$0	\$4,005,000	\$4,005,000
Total			\$0	\$0	\$50,000	\$290,000	\$340,000	\$5,000,000	\$430,000	\$0	\$6,110,000	\$6,110,000

- *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

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.

Project Status

Active
Project selections will occur late in a year; given that anticipated grant dollars end up not being awarded.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$4,000,000	\$7,000,000	\$7,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$30,000,000	\$34,000,000
Total	\$0	\$4,000,000	\$7,000,000	\$7,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$30,000,000	\$34,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$4,000,000	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	\$8,000,000
REET	Local	Funded	\$0	\$0	\$7,000,000	\$7,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$26,000,000	\$26,000,000
Total			\$0	\$4,000,000	\$7,000,000	\$7,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$30,000,000	\$34,000,000

- *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

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. There will be a phase break at Wellesley with first phase to the north.

Project Status

Active
Project #: 2017081
Begin design in 2025 pending securing grant funding.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600,000	\$0	\$5,600,000	\$5,600,000
Design	\$0	\$0	\$0	\$0	\$200,000	\$410,000	\$0	\$0	\$610,000	\$610,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000
Total	\$0	\$0	\$0	\$0	\$200,000	\$560,000	\$5,600,000	\$0	\$6,360,000	\$6,360,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
FEMSIB	Identified	Unfunded	\$0	\$0	\$0	\$0	\$130,000	\$370,000	\$3,700,000	\$0	\$4,200,000	\$4,200,000
REET	Local	Unfunded	\$0	\$0	\$0	\$0	\$70,000	\$190,000	\$1,900,000	\$0	\$2,160,000	\$2,160,000
Total			\$0	\$0	\$0	\$0	\$200,000	\$560,000	\$5,600,000	\$0	\$6,360,000	\$6,360,000

- *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
City-wide.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Planning	\$0	\$607,000	\$625,000	\$644,000	\$664,000	\$684,000	\$704,000	\$725,000	\$4,046,000	\$4,653,000
Total	\$0	\$607,000	\$625,000	\$644,000	\$664,000	\$684,000	\$704,000	\$725,000	\$4,046,000	\$4,653,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$607,000	\$625,000	\$644,000	\$664,000	\$684,000	\$704,000	\$725,000	\$4,046,000	\$4,653,000
Total			\$0	\$607,000	\$625,000	\$644,000	\$664,000	\$684,000	\$704,000	\$725,000	\$4,046,000	\$4,653,000

- *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 Accessible Pedestrian Signals (APS) as appropriate at signals. Integrated with utility improvements.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$200,000	\$350,000	\$350,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$200,000	\$350,000	\$350,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$130,000	\$230,000	\$230,000
Levy	Identified	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$70,000	\$120,000	\$120,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$200,000	\$350,000	\$350,000

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

Street/Street Capital

Haven St. Grind & Overlay - Market to Market

STR-2022-13

Executive Summary

Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.

Project Justification

Pavement repair and preservation to improve the surface driving condition and extend the life of the overall pavement structure.

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

Location

Other Location

Haven St., Market (near Rockwell) to Market (near Columbia)

Project Status

Active

Design: 2022/2023; Construction: 2023.

Project #: 2021094

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Haven St. Grind & Overlay - Market to Market

STR-2022-13

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,284,335	\$0	\$0	\$0	\$0	\$0	\$1,284,335	\$1,284,335
Design	\$0	\$60,000	\$54,665	\$0	\$0	\$0	\$0	\$0	\$54,665	\$114,665
Total	\$0	\$60,000	\$1,339,000	\$0	\$0	\$0	\$0	\$0	\$1,339,000	\$1,399,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$18,000	\$381,000	\$0	\$0	\$0	\$0	\$0	\$381,000	\$399,000
STBG	Federal	Funded	\$0	\$42,000	\$958,000	\$0	\$0	\$0	\$0	\$0	\$958,000	\$1,000,000
Total			\$0	\$60,000	\$1,339,000	\$0	\$0	\$0	\$0	\$0	\$1,339,000	\$1,399,000

- *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-2018-66

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

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.

Other Location

Holland Avenue between Normandy Street to Colton Street

Active

Project Number: 2017170

Construction in 2023

Integrated project - Wastewater

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Design	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$100,000
Total	\$0	\$50,000	\$1,550,000	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$1,600,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
REET	Local	Funded	\$0	\$0	\$1,550,000	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$1,550,000
Total			\$0	\$50,000	\$1,550,000	\$0	\$0	\$0	\$0	\$0	\$1,550,000	\$1,600,000

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

Executive Summary

Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps. Reconfigure the roadway and striping to construct a protected shared use pathway along the south side. Install four enhanced pedestrian crossings. Install two overlooks/plazas with landscaping.

Project Justification

Pavement repair and preservation to improve the surface driving condition and extend the life of the overall pavement structure. Install a protected shared use path to provide a safer route for bicyclists and pedestrians.
This project meets the following comprehensive plan goals and/or policies:

Location

Other Location
Illinois Ave., Perry St. to Market St.

Project Status

Active
Design: 2022; Construction: 2022/2023. Project #: 2021096

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Illinois Ave. Grind & Overlay and Shared Path

STR-2022-15

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$2,000,000	\$565,000	\$0	\$0	\$0	\$0	\$0	\$565,000	\$2,565,000
Design	\$0	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155,000
Total	\$0	\$2,155,000	\$565,000	\$0	\$0	\$0	\$0	\$0	\$565,000	\$2,720,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Redlight	Local	Funded	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
REET	Local	Funded	\$0	\$2,155,000	\$265,000	\$0	\$0	\$0	\$0	\$0	\$265,000	\$2,420,000
Total			\$0	\$2,155,000	\$565,000	\$0	\$0	\$0	\$0	\$0	\$565,000	\$2,720,000

- *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

Pavement resurfacing, sidewalk repair/updates, curb bump-outs, storm drainage, securing vaulted sidewalks, and upgrading signals and lighting. Water lines need updates. 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
Integrated Project - Water, Stormwater

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,700,000	\$11,700,000	\$11,700,000
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$50,000	\$1,150,000	\$1,150,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
Planning	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$0	\$0	\$0	\$75,000	\$1,150,000	\$11,750,000	\$12,975,000	\$12,975,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$50,000	\$775,000	\$7,750,000	\$8,575,000	\$8,575,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$25,000	\$375,000	\$4,000,000	\$4,400,000	\$4,400,000
Total			\$0	\$0	\$0	\$0	\$0	\$75,000	\$1,150,000	\$11,750,000	\$12,975,000	\$12,975,000

- *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 Accessible Pedestrian Signals (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
Stormwater
Integrated Project - Water, Wastewater,

External Factors

Timing 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,160,000	\$0	\$2,160,000	\$2,160,000
Design	\$0	\$0	\$0	\$0	\$55,000	\$200,000	\$0	\$0	\$255,000	\$255,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$45,000	\$45,000
Planning	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$25,000	\$55,000	\$245,000	\$2,160,000	\$0	\$2,485,000	\$2,485,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$35,000	\$160,000	\$1,440,000	\$0	\$1,635,000	\$1,635,000
Levy	Local	Funded	\$0	\$0	\$0	\$25,000	\$20,000	\$85,000	\$720,000	\$0	\$850,000	\$850,000
Total			\$0	\$0	\$0	\$25,000	\$55,000	\$245,000	\$2,160,000	\$0	\$2,485,000	\$2,485,000

- *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

Pavement preservation through chip seal surface treatment. Install bike line striping where feasible.

Project Justification

Pavement preservation to seal the surface of the pavement and extend the pavement life.

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

Location

Other Location

Maple and Ash couplet, Northwest Blvd. to Rowan St.

Project Status

Active

Project #: 2021095

Design: 2022/2023; Construction: 2023.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Maple / Ash Chip Seal - Northwest Blvd. to Rowan

STR-2022-14

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$881,355	\$0	\$0	\$0	\$0	\$0	\$881,355	\$881,355
Design	\$0	\$76,645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,645
Total	\$0	\$76,645	\$881,355	\$0	\$0	\$0	\$0	\$0	\$881,355	\$958,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$19,161	\$220,339	\$0	\$0	\$0	\$0	\$0	\$220,339	\$239,500
STBG	Federal	Funded	\$0	\$57,484	\$661,016	\$0	\$0	\$0	\$0	\$0	\$661,016	\$718,500
Total			\$0	\$76,645	\$881,355	\$0	\$0	\$0	\$0	\$0	\$881,355	\$958,000

- *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

Market - Monroe - 29th Ave. Grind & Overlay

STR-2022-11

Executive Summary

Pavement rehabilitation and preservation. Asphalt grind and overlay, pavement repair and ADA ramps.

Project Justification

Pavement preservation to improve the pavement condition and extend the life of the overall pavement structure.

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

Location

Other Location

Three locations: Market/Greene - River to Rockwell; Monroe-Kiernan to Wellesley; 29th Ave.- Grand to SE Blvd.

Project Status

Active

Project #: 2022064

Design: 2022/2023; Construction: 2023/2024.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Market - Monroe - 29th Ave. Grind & Overlay

STR-2022-11

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$2,000,000	\$2,147,000	\$0	\$0	\$0	\$0	\$4,147,000	\$4,147,000
Design	\$0	\$61,000	\$250,000	\$50,000	\$0	\$0	\$0	\$0	\$300,000	\$361,000
Land purchase	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$61,000	\$2,300,000	\$2,197,000	\$0	\$0	\$0	\$0	\$4,497,000	\$4,558,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
NHS Asset Management	Federal	Funded	\$0	\$48,800	\$1,840,000	\$1,757,600	\$0	\$0	\$0	\$0	\$3,597,600	\$3,646,400
REET	Local	Funded	\$0	\$12,200	\$460,000	\$439,400	\$0	\$0	\$0	\$0	\$899,400	\$911,600
Total			\$0	\$61,000	\$2,300,000	\$2,197,000	\$0	\$0	\$0	\$0	\$4,497,000	\$4,558,000

- *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

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

City-wide.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	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	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	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

Executive Summary

Construct full depth roadway, and repair sidewalks. This project will also replace a water distribution main, provide for storm water 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: 2026; Construction: 2027 pending securing grant funding.
Integrated Project - Water

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Napa Street, Sprague Ave to 2nd Ave

STR-2016-28

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0	\$1,400,000	\$1,400,000
Design	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000	\$140,000
Total	\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$0	\$1,540,000	\$1,540,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$90,000	\$930,000	\$0	\$1,020,000	\$1,020,000
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$50,000	\$470,000	\$0	\$520,000	\$520,000
Total			\$0	\$0	\$0	\$0	\$0	\$140,000	\$1,400,000	\$0	\$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

Executive Summary

Relocate fiber along the realigned 2nd Avenue and 3rd Avenue from Thor Street to Freya Avenue including cabinets and structures as needed to support the North Spokane Corridor (NSC) 2nd and 3rd Ave. realignment project.

Project Justification

This project is needed to maintain system operation during and after the realignment of 2nd and 3rd Ave. for the North Spokane Corridor.

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

TR 2 Transportation Supporting Land Use Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor.

Location

Other Location

2nd and 3rd Ave from Thor to Freya.

Project Status

Active

This project is currently in the planning stages.

External Factors

Design and construction schedule of the North Spokane Corridor I-90 to Sprague project.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

NSC - 2nd & 3rd Fiber Reroute

STR-2020-21

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Design	\$0	\$40,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	\$60,000
Total	\$0	\$40,000	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000	\$560,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
WSDOT	Identified	Unfunded	\$0	\$40,000	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000	\$560,000
Total			\$0	\$40,000	\$520,000	\$0	\$0	\$0	\$0	\$0	\$520,000	\$560,000

- *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

Funding for traffic calming improvements for Ralph St. rebuild constructed by WSDOT for NSC project from Euclid to Carlisle. Design and construction of landscaping in storm water areas and for Traffic Calming.

Project Justification

Ralph Street will be rebuilt as a result of North Spokane Corridor (NSC) construction. This project allows the City to provide direction to the state prior to reconstruction.

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

TR 14 Traffic Calming, Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

Location

Other Location

Ralph Street, Upriver Drive to Euclid Avenue.

Project Status

Active

Project Number: 2020060 Project in planning phase; agreement in process with WSDOT.

External Factors

Final design for roadway to be completed by WSDOT NSC office as part of the NSC River Crossing project.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

NSC - Ralph Street Improvements

STR-2020-4

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$175,000	\$350,000	\$0	\$0	\$0	\$0	\$525,000	\$525,000
Design	\$0	\$35,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$70,000
Planning	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Total	\$0	\$40,000	\$210,000	\$350,000	\$0	\$0	\$0	\$0	\$560,000	\$600,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Redlight	---	Unfunded	\$0	\$40,000	\$210,000	\$350,000	\$0	\$0	\$0	\$0	\$560,000	\$600,000
Total			\$0	\$40,000	\$210,000	\$350,000	\$0	\$0	\$0	\$0	\$560,000	\$600,000

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

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

Project Number: 2019108

Project construction in 2022 and 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$5,300,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$5,850,000
Design	\$160,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310,000
Total	\$160,000	\$5,450,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$6,160,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
WSDOT	State	Funded	\$160,000	\$5,425,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$6,135,000
Total			\$160,000	\$5,450,000	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$6,160,000

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

Street/Street Capital

Ray-Thor St, 17th Ave to Hartson Ave

STR-2015-17

Executive Summary

Pavement reconstruction of the arterial alignment of Ray St and Thor St between 17th and Hartson. Water main updates (17th to 11th), upgrades to Americans with Disabilities Act (ADA) ramps and minor curb and sidewalk repairs are anticipated.

Project Justification

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

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

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

Design: 2023; Construction in 2024.

Integrated Project - Water

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$2,815,000	\$0	\$0	\$0	\$0	\$2,815,000	\$2,815,000
Design	\$0	\$0	\$302,000	\$0	\$0	\$0	\$0	\$0	\$302,000	\$302,000
Land purchase	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$352,000	\$2,815,000	\$0	\$0	\$0	\$0	\$3,167,000	\$3,167,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$352,000	\$2,815,000	\$0	\$0	\$0	\$0	\$3,167,000	\$3,167,000
Total			\$0	\$0	\$352,000	\$2,815,000	\$0	\$0	\$0	\$0	\$3,167,000	\$3,167,000

- *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, Monroe St to Division St

STR-2020-29

Executive Summary

Grind and overlay (Wall to Division), restripe (Monroe to Divisi), pav. repair, ADA ramps, secure vaulted sidewalks at ADA ramps, bicycle markings, replace 2 to 3 signals (w/APS), limited utility replacement. Project to complement Spokane Transit's City Line and implement the Spokane Cultural Trail.

Project Justification

This section of roadway and utility infrastructure is deteriorating and is in need of rehabilitation. Vaulted sidewalks at Americans with Disabilities Act (ADA) ramps are in need of attention to reduce risk of failure.

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

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

Location

Other Location

Riverside Avenue between Monroe Street and Division Street

Project Status

Active

Project number: 2016120

Design 2020-2021; Construction 2022

Integrated Project - Water, Stormwater

External Factors

This project aligns with the Spokane Transit Authority (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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Riverside Ave, Monroe St to Division St

STR-2020-29

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$3,053,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$3,353,000
Design	\$288,000	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$353,000
Total	\$288,000	\$3,118,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$3,706,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Identified	Funded	\$288,000	\$2,063,000	\$165,000	\$0	\$0	\$0	\$0	\$0	\$165,000	\$2,516,000
STA	Identified	Funded	\$0	\$1,055,000	\$135,000	\$0	\$0	\$0	\$0	\$0	\$135,000	\$1,190,000
Total			\$288,000	\$3,118,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$3,706,000

- *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 complete street improvements, paving, curb, sidewalk and drainage.

Project Justification

Complete the road network in the U District Bridge, south landing area.

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

TR C - Access to Daily Needs and Priority Destinations, provides improved access to U District via U District and transit at Sherman Plaza. TR D - Promote Economic Opportunity, promotes and supports economic viability and redevelopment of adjacent properties.

Location

Other Location
Riverside Ave. from Grant St. to Sherman St.

Project Status

Active
Project requested and funded by UDRA.
Project Number: 2021073

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Riverside Ave., Grant to Sherman

STR-2021-6

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$60,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$410,000
Design	\$0	\$15,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000	\$45,000
Total	\$0	\$75,000	\$30,000	\$350,000	\$0	\$0	\$0	\$0	\$380,000	\$455,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
PDA	Identified	Unfunded	\$0	\$75,000	\$30,000	\$350,000	\$0	\$0	\$0	\$0	\$380,000	\$455,000
Total			\$0	\$75,000	\$30,000	\$350,000	\$0	\$0	\$0	\$0	\$380,000	\$455,000

- *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, and upgrade signals (incl. Accessible Pedestrian Signals [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
Integrated project - Water, Wastewater

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$5,030,000	\$500,000	\$0	\$5,530,000	\$5,530,000
Design	\$0	\$0	\$50,000	\$100,000	\$450,000	\$0	\$0	\$0	\$600,000	\$600,000
Land purchase	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000	\$90,000
Planning	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$100,000	\$100,000	\$540,000	\$5,030,000	\$500,000	\$0	\$6,270,000	\$6,270,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$3,780,000	\$400,000	\$0	\$4,180,000	\$4,180,000
REET	---	Unfunded	\$0	\$0	\$50,000	\$15,000	\$75,000	\$1,000,000	\$100,000	\$0	\$1,240,000	\$1,240,000
STBG	Federal	Funded	\$0	\$0	\$50,000	\$85,000	\$465,000	\$250,000	\$0	\$0	\$850,000	\$850,000
Total			\$0	\$0	\$100,000	\$100,000	\$540,000	\$5,030,000	\$500,000	\$0	\$6,270,000	\$6,270,000

*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

Install a new traffic signal. Install new Americans with Disabilities Act (ADA)-compliant ramps to current standards.

Project Justification

Improve intersection capacity and mobility along the 5th Avenue and Sherman Street corridors.

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

Meets TR Goals F. Enhance Public Health & Safety by addressing intersection capacity issues.

Location

Other Location
Sherman St. at 5th Ave.

Project Status

Active
Initiate planning in 2024, design in 2025. Construction timing dependent on securing grant funding.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Sherman / 5th Ave. Traffic Signal

STR-2020-24

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$900,000	\$900,000
Design	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000	\$90,000
Planning	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$0	\$10,000	\$90,000	\$900,000	\$0	\$0	\$1,000,000	\$1,000,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Impact Fee	Local	Funded	\$0	\$0	\$0	\$10,000	\$45,000	\$0	\$0	\$0	\$55,000	\$55,000
PDA	Identified	Unfunded	\$0	\$0	\$0	\$0	\$45,000	\$900,000	\$0	\$0	\$945,000	\$945,000
Total			\$0	\$0	\$0	\$10,000	\$90,000	\$900,000	\$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

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. Accessible Pedestrian Signals (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

Spokane Falls Boulevard between Post Street and Division Street.

Project Status

Active

Project number: 2018086

Design to begin in 2023; Construction dependent on securing grant funding.

Integrated project - Water, Wastewater, Stormwater

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$6,618,000	\$600,000	\$7,218,000	\$7,218,000
Design	\$0	\$0	\$25,000	\$50,000	\$200,000	\$300,000	\$0	\$0	\$575,000	\$575,000
Land purchase	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$45,000	\$45,000
Planning	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$75,000	\$50,000	\$245,000	\$300,000	\$6,618,000	\$600,000	\$7,888,000	\$7,888,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$4,418,000	\$400,000	\$4,818,000	\$4,818,000
REET	Local	Funded	\$0	\$0	\$50,000	\$20,000	\$35,000	\$65,000	\$2,200,000	\$200,000	\$2,570,000	\$2,570,000
STBG	Federal	Funded	\$0	\$0	\$25,000	\$30,000	\$210,000	\$235,000	\$0	\$0	\$500,000	\$500,000
Total			\$0	\$0	\$75,000	\$50,000	\$245,000	\$300,000	\$6,618,000	\$600,000	\$7,888,000	\$7,888,000

- *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

Reconstruct roadway section, construct curb, sidewalk, drainage and bike facilities.

Project Justification

Provide complete streets improvements and reconstructed pavement section to serve recent and continued development on Five Mile Prairie. Reconstruct rural roadway originally built as a County road.

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

TR B- Provide Transportation Choices, project will build complete streets improves addressing needs of bicyclists and pedestrians.

Location

Other Location
Strong Road - Five Mile Rd. to Austin Rd.

Project Status

Active
Begin planning and design in 2027

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Strong Road - Five Mile to Austin

STR-2021-2

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$100,000	\$150,000	\$150,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Federal	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
REET	Local	Funded	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$100,000	\$150,000	\$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

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. Phased project.

Project Justification

The purpose of this project is to reconstruct deteriorated roadway and utilities. Upgrades to Americans with Disabilities Act (ADA)-compliant ramps, and traffic signal updates including Accessible Pedestrian Signals (APS) where appropriate.

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: 2019135

Phase 1 Construction in 2022; Phase 2 Construction in 2023. Integrated Project - Water and Wastewater

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$9,670,000	\$2,217,000	\$0	\$0	\$0	\$0	\$0	\$2,217,000	\$11,887,000
Design	\$687,559	\$230,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$917,559
Land purchase	\$43,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,390
Total	\$730,949	\$9,900,000	\$2,217,000	\$0	\$0	\$0	\$0	\$0	\$2,217,000	\$12,847,949

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
HIP	Federal	Funded	\$0	\$1,469,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,469,556
Levy	Local	Funded	\$352,037	\$1,048,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,581
REET	Local	Funded	\$0	\$0	\$1,211,000	\$0	\$0	\$0	\$0	\$0	\$1,211,000	\$1,211,000
STBG	Federal	Funded	\$378,912	\$6,680,000	\$758,000	\$0	\$0	\$0	\$0	\$0	\$758,000	\$7,816,912
TIB	State	Funded	\$0	\$701,900	\$248,000	\$0	\$0	\$0	\$0	\$0	\$248,000	\$949,900
Total			\$730,949	\$9,900,000	\$2,217,000	\$0	\$0	\$0	\$0	\$0	\$2,217,000	\$12,847,949

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

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. Americans with Disabilities Act (ADA)-compliant ramp replacement will also occur.

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

Integrated project - Water, Wastewater

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd

STR-2015-10

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$1,500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$2,000,000
Design	\$206,358	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$306,358
Total	\$206,358	\$1,600,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$2,306,358

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Levy	Local	Funded	\$206,358	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$706,358
REET	Local	Funded	\$0	\$1,100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$1,600,000
Total			\$206,358	\$1,600,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$2,306,358

- *Status definitions
- Unidentified: Funding source has not yet been determined
 - Identified: Funding source has been found, but not yet requested
 - Applied: Grant or loan application has been submitted, or budget has been requested
 - Awarded: Grant or loan has been offered but the contract has not yet been signed or 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 of reconnecting Inland Empire to US 195 expanding on the work from the US 195 Corridor Study to include examination of Inland Empire Way from US 195 to Sunset Hwy to define any additional needed improvements to Inland Empire Way.

Project Justification

Further study reconnecting Inland Empire Way to US 195 including examining potential traffic impacts to Inland Empire Way from US 195 to Sunset Hwy. Partner with WSDOT in examining implementation plans and phasing for improvements identified in the US 195 corridor study.

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

Location

Other Location
Inland Empire Way from US 195 to Sunset Hwy. US 195 corridor.

Project Status

Active
Project #: 2022072
Planning study in 2022 and 2023.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Design	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
Planning	\$0	\$75,000	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$200,000
Total	\$0	\$75,000	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$300,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
WSDOT	State	Funded	\$0	\$75,000	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$300,000
Total			\$0	\$75,000	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000	\$300,000

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

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
Integrated project - Water

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$3,500,000	\$362,000	\$0	\$0	\$3,862,000	\$3,862,000
Design	\$0	\$0	\$87,000	\$350,000	\$0	\$0	\$0	\$0	\$437,000	\$437,000
Land purchase	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000
Total	\$0	\$0	\$87,000	\$630,000	\$3,500,000	\$362,000	\$0	\$0	\$4,579,000	\$4,579,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$290,000	\$39,000	\$0	\$0	\$329,000	\$329,000
PDA	Local	Funded	\$0	\$0	\$27,000	\$100,000	\$500,000	\$73,000	\$0	\$0	\$700,000	\$700,000
REET	Local	Funded	\$0	\$0	\$0	\$30,000	\$10,000	\$10,000	\$0	\$0	\$50,000	\$50,000
STBG	Federal	Funded	\$0	\$0	\$60,000	\$500,000	\$2,700,000	\$240,000	\$0	\$0	\$3,500,000	\$3,500,000
Total			\$0	\$0	\$87,000	\$630,000	\$3,500,000	\$362,000	\$0	\$0	\$4,579,000	\$4,579,000

- *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 and repair sidewalk. Project replaces the water main, separate stormwater, upgrade lighting and communication. Incorporate area plan: lane reconfiguration, signals, enhance transit, bicycle, and pedestrian routing as appropriate. Incl. APS at signals where appropriate.

Project Justification

This section of roadway and infrastructure is deteriorating and is need of rehabilitation. Includes Accessible Pedestrian Signals (APS) where appropriate.

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

Meets TR Goals B. Provide Transportation Choices and C. Accommodate Access to Daily Needs and Priority Destinations by improving upon all modes of transportation while accommodating access to priority destinations.

Location

Other Location

Fort George Wright between Government Way and the Spokane River.

Project Status

Active

Project number: 2016096

Design tentatively in 2026; Construction 2028 pending securing grant funding.

Integrated project - Water, Wastewater, Storm water.

External Factors

A planning effort around Land Use is progressing. This includes consideration for safety, Spokane Transit Authority (STA) routing, and future development potential. Initial results point to a very different cross section than what exists today. Traffic signals are also under consideration to accommodate future system requirements. Incorporate these planning efforts as project is chartered for design. Grant funds will be required to move into the construction phase.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Street Capital

Whistalks Way, Government Way to River

STR-2016-31

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,866,000	\$7,866,000	\$7,866,000
Design	\$0	\$0	\$0	\$0	\$0	\$350,000	\$400,000	\$0	\$750,000	\$750,000
Planning	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$0	\$0	\$0	\$0	\$25,000	\$350,000	\$400,000	\$7,866,000	\$8,641,000	\$8,641,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$235,000	\$265,000	\$5,166,000	\$5,666,000	\$5,666,000
Levy	Local	Funded	\$0	\$0	\$0	\$0	\$25,000	\$115,000	\$135,000	\$2,700,000	\$2,975,000	\$2,975,000
Total			\$0	\$0	\$0	\$0	\$25,000	\$350,000	\$400,000	\$7,866,000	\$8,641,000	\$8,641,000

- *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

CITY OF SPOKANE



Pedestrian & Bikeways Program

Street, Pedestrian and Bikeways Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
CMAQ	\$359	\$92	\$65	\$0	\$0	\$0
Grant	\$0	\$148	\$625	\$4,783	\$3,927	\$0
HSIP	\$1,290	\$173	\$0	\$0	\$0	\$0
Levy	\$0	\$0	\$0	\$0	\$0	\$0
Parks Grant	\$0	\$50	\$650	\$5,400	\$0	\$0
Paths and Trails	\$46	\$0	\$0	\$0	\$0	\$0
Ped-Bike Safety	\$1,080	\$0	\$0	\$0	\$0	\$0
PEIP	\$125	\$125	\$125	\$125	\$125	\$125
RCO	\$0	\$500	\$0	\$0	\$0	\$0
Redlight	\$0	\$0	\$0	\$0	\$300	\$610
REET	\$607	\$1,685	\$1,223	\$1,464	\$996	\$10
SIUE-River	\$170	\$530	\$0	\$0	\$0	\$0
SRTS	\$1,579	\$31	\$0	\$0	\$0	\$0
STA	\$10	\$1	\$0	\$0	\$0	\$0
TAP	\$544	\$31	\$0	\$0	\$0	\$0
TBD	\$304	\$20	\$0	\$0	\$0	\$0
TIB	\$197	\$0	\$0	\$0	\$0	\$0
WSDOT	\$100	\$280	\$3,100	\$2,620	\$0	\$0
Total	\$6,411	\$3,666	\$5,788	\$14,392	\$5,348	\$745

Bemiss Elementary Walk Route

Executive Summary

Project Justification

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

Liberty Ave. Lee St. to Cook St. Crestline St. at Courtland

Design: 2022; Construction: 2023

Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

95

Street/Pedestrian and Bikeways

Bemiss Elementary Walk Route

STR-2022-7

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$774,000
Design	\$0	\$71,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,000
Land purchase	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Total	\$0	\$82,000	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$856,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$22,000	\$116,000	\$0	\$0	\$0	\$0	\$0	\$116,000	\$138,000
SRTS	State	Funded	\$0	\$60,000	\$658,000	\$0	\$0	\$0	\$0	\$0	\$658,000	\$718,000
Total			\$0	\$82,000	\$774,000	\$0	\$0	\$0	\$0	\$0	\$774,000	\$856,000

- *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

Striping and conversion of signs to Manual on Uniform Traffic Control Devices (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

City-wide.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	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	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	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

Boone Ave. Protected Bike Lanes - Howard to Ruby

STR-2021-3

Executive Summary

Study to consider alternatives for implementing protected bike lanes.

Project Justification

Provide a lower stress bike route.

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

TR B- Provide Transportation Choices, encourages biking by improving bike facilities. TR F- Enhance Public Health and Safety, project improves bike safety.

Location

Other Location

Boone Ave., Howard St. to Atlantic St.; Atlantic St., Boone to Sharp; Sharp Ave., Atlantic to Ruby.

Project Status

Active

Project Number: 2021069 - Design and construction pending outcome of planning work and securing funding.

External Factors

Securing funding.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Boone Ave. Protected Bike Lanes - Howard to Ruby

STR-2021-3

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000
Total			\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0	\$0	\$75,000	\$75,000

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

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

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$320,000	\$620,000	\$620,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290,000	\$290,000	\$290,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Redlight	Identified	Unfunded	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$910,000
Total			\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$610,000	\$910,000	\$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

Cook St. Greenway - Illinois to Francis

Executive Summary

Project Justification

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

Various locations along Cook St. from Illinois to Francis with focus at Cook St. crossings of arterial roadways.

Project #: 2022070 Design: tentative 2024/2025; Construction: 2026. Schedule tentative pending final Move Ahead WA funding timelines.

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

103

Street/Pedestrian and Bikeways

Cook St. Greenway - Illinois to Francis

STR-2022-17

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$2,100,000
Design	\$0	\$0	\$75,000	\$75,000	\$50,000	\$0	\$0	\$0	\$200,000	\$200,000
Land purchase	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$75,000	\$75,000	\$60,000	\$2,100,000	\$0	\$0	\$2,310,000	\$2,310,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$35,000	\$35,000	\$20,000	\$20,000	\$0	\$0	\$110,000	\$110,000
WSDOT	State	Funded	\$0	\$0	\$40,000	\$40,000	\$40,000	\$2,080,000	\$0	\$0	\$2,200,000	\$2,200,000
Total			\$0	\$0	\$75,000	\$75,000	\$60,000	\$2,100,000	\$0	\$0	\$2,310,000	\$2,310,000

- *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

Division Street Pedestrian Hybrid Beacons

Executive Summary

Project Justification

Location

Project Status

Design underway in 2022. Construction: 2023.

External Factors

Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Division Street Pedestrian Hybrid Beacons

STR-2021-4

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,478,200
Design	\$21,170	\$171,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,570
Land purchase	\$0	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,600
Total	\$21,170	\$215,000	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,714,370

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
HSIP	Federal	Funded	\$11,562	\$200,000	\$1,290,000	\$173,200	\$0	\$0	\$0	\$0	\$1,463,200	\$1,674,762
Levy	Local	Funded	\$9,608	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,608
REET	Local	Funded	\$0	\$0	\$10,000	\$5,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total			\$21,170	\$215,000	\$1,300,000	\$178,200	\$0	\$0	\$0	\$0	\$1,478,200	\$1,714,370

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

Driscoll - Alberta - Cochran Sidewalk + Finch Elem SRTS

Executive Summary

Project Justification

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

Location

Driscoll Blvd. from Alberta to Garland. Alberta and Cochran from Northwest Blvd. to Driscoll. NW Blvd. at Milton St.

Project Status

Project Number: 2021070

Design underway 2022. Construction in 2023.

External Factors

Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Driscoll - Alberta - Cochran Sidewalk + Finch Elem SRTS

STR-2021-5

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$1,883,602
Design	\$0	\$213,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213,058
Land purchase	\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
Total	\$0	\$293,058	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$2,176,660

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$0	\$0	\$318,525	\$17,000	\$0	\$0	\$0	\$0	\$335,525	\$335,525
SRTS	State	Funded	\$0	\$55,433	\$606,490	\$31,000	\$0	\$0	\$0	\$0	\$637,490	\$692,923
STA	Identified	Unfunded	\$0	\$1,000	\$10,000	\$1,000	\$0	\$0	\$0	\$0	\$11,000	\$12,000
TAP	Federal	Funded	\$0	\$130,000	\$544,200	\$31,000	\$0	\$0	\$0	\$0	\$575,200	\$705,200
TBD	Local	Funded	\$0	\$106,625	\$304,387	\$20,000	\$0	\$0	\$0	\$0	\$324,387	\$431,012
Total			\$0	\$293,058	\$1,783,602	\$100,000	\$0	\$0	\$0	\$0	\$1,883,602	\$2,176,660

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

Project Status

Project number: 2010048

Pursuing grant funding for final design and construction.

External Factors

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

Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Fish Lake Trail - Phase 3b

STR-2012-68

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$0	\$0	\$5,400,000	\$5,400,000
Design	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$400,000
Land purchase	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000
Planning	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Total	\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Parks Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000
Total			\$0	\$0	\$0	\$50,000	\$650,000	\$5,400,000	\$0	\$0	\$6,100,000	\$6,100,000

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

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Executive Summary

The design study identified a preferred route for connecting the existing Fish Lake Trail to the Centennial Trail at the Sandifur Bridge. Phase 1 of construction includes a shared path route from Milton/Lindeke, north along Government Way and entering People's Park plus a connection at Thorpe Rd.

Project Justification

This route will complete the connection between the existing Fish Lake Trail terminus and the Centennial Trail.

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

Meets TR Goals B. Provide Transportation Choices and E. Respect natural & Community Assets by connecting regional shared-use trails to extend these backbone active transport providers and maximize the utility of these existing community assets.

Location

Other Location

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

Project Status

Active

Project number: 2016089 Alternative alignment study completed in 2022. Phase 1
Construction included in budget. Phase 2 costs not shown.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Fish Lake Trail to Centennial Trail Connection

STR-2016-22

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,773,000	\$0	\$3,773,000	\$3,773,000
Design	\$0	\$0	\$0	\$128,000	\$400,000	\$0	\$0	\$0	\$528,000	\$528,000
Land purchase	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$65,000	\$65,000
Planning	\$292,538	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$392,538
Total	\$292,538	\$100,000	\$0	\$128,000	\$465,000	\$2,000,000	\$1,773,000	\$0	\$4,366,000	\$4,758,538

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$100,000	\$370,000	\$1,600,000	\$1,415,000	\$0	\$3,485,000	\$3,485,000
Levy	Local	Funded	\$128,018	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$178,018
REET	Local	Funded	\$0	\$50,000	\$0	\$28,000	\$95,000	\$400,000	\$358,000	\$0	\$881,000	\$931,000
TAP	Federal	Funded	\$164,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164,520
Total			\$292,538	\$100,000	\$0	\$128,000	\$465,000	\$2,000,000	\$1,773,000	\$0	\$4,366,000	\$4,758,538

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

Greene-Carlisle PHB and Sidewalk

Executive Summary

Project Justification

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

Other Location

Project Status

Project #: 2021071

Design: 2022; Construction: 2023

Coordination with WSDOT NSC construction.

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

113

Street/Pedestrian and Bikeways

Greene-Carlisle PHB and Sidewalk

STR-2022-5

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$91,800	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,291,800
Design	\$0	\$129,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129,200
Land purchase	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$231,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,431,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Ped-Bike Safety	State	Funded	\$0	\$198,900	\$1,080,000	\$0	\$0	\$0	\$0	\$0	\$1,080,000	\$1,278,900
REET	Local	Funded	\$0	\$32,100	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000	\$152,100
Total			\$0	\$231,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,431,000

- *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

Haven St. Sidewalk - Rockwell to Heroy

Executive Summary

Project Justification

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

Location

West side of Haven St. from Rockwell to Heroy

Project Status

Project Number: 2022066

Start underway in 2022; Construction: 2023

External Factors

n/a

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Haven St. Sidewalk - Rockwell to Heroy

STR-2022-2

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000	\$270,000
Design	\$0	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$30,000
Total	\$0	\$15,000	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000	\$300,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$4,683	\$88,000	\$0	\$0	\$0	\$0	\$0	\$88,000	\$92,683
TIB	State	Funded	\$0	\$10,317	\$197,000	\$0	\$0	\$0	\$0	\$0	\$197,000	\$207,317
Total			\$0	\$15,000	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000	\$300,000

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

Executive Summary

Study defined route from Spokane Community College to Felts Field along the Spokane River with connections to the future Children of the Sun Trail and Tuffy's Trail. Design & construction costs shown for Phase 1 work (SCC to Waterworks St.). Future Phase 2: Waterworks to Felts Field (Fancher Rd.).

Project Justification

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

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

Meets TR Goals A. Promote a Sense of Place and E. Respect natural & Community Assets by developing a trail connection between neighborhoods that this area can take pride in and adopt more fully into their transportation network.

Location

Other Location

From Spokane Community College near Riverton Ave. to Felts Field at Fancher Rd.

Project Status

Active

Project number: 2014059 Study complete. Applying for grant funding for final design and construction. Project must advance to the next phase (ROW) with Local Agency Agreement by September 30, 2025.

External Factors

Environmental permitting and ROW acquisition.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Millwood Trail, from SCC to Felts Field

STR-2014-29

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$2,740,000	\$0	\$2,740,000	\$2,740,000
Design	\$0	\$0	\$0	\$60,000	\$100,000	\$200,000	\$0	\$0	\$360,000	\$360,000
Land purchase	\$0	\$0	\$0	\$0	\$0	\$60,000	\$0	\$0	\$60,000	\$60,000
Planning	\$144,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$144,340
Total	\$144,340	\$0	\$0	\$60,000	\$100,000	\$260,000	\$2,740,000	\$0	\$3,160,000	\$3,304,340

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$117,058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,058
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$48,000	\$80,000	\$208,000	\$2,192,000	\$0	\$2,528,000	\$2,528,000
Levy	Local	Funded	\$27,282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,282
REET	Local	Funded	\$0	\$0	\$0	\$12,000	\$20,000	\$52,000	\$548,000	\$0	\$632,000	\$632,000
Total			\$144,340	\$0	\$0	\$60,000	\$100,000	\$260,000	\$2,740,000	\$0	\$3,160,000	\$3,304,340

- *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

Executive Summary

Install a Pedestrian Hybrid Beacon (PHB) and pedestrian crossing improvements.

Project Justification

Improve safety of school and pedestrian crossing adjacent to the existing park and middle school.

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

Location

Other Location

Nevada Street at Joseph Ave.

Project Status

Active

Project #: 2021085

Design underway in 2022; Construction 2023

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Nevada-Joseph Ped Hybrid Beacon

STR-2022-6

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$91,900	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$461,900
Design	\$0	\$66,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,300
Land purchase	\$0	\$42,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,400
Total	\$0	\$200,600	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$570,600

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$30,200	\$55,500	\$0	\$0	\$0	\$0	\$0	\$55,500	\$85,700
SRTS	State	Funded	\$0	\$170,400	\$314,500	\$0	\$0	\$0	\$0	\$0	\$314,500	\$484,900
Total			\$0	\$200,600	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$570,600

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

Pacific Ave. Greenway - Howard to Sherman

Street/Pedestrian and Bikeways

Pacific Ave. Greenway - Howard to Sherman

STR-2022-16

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$4,000,000	\$779,000	\$0	\$0	\$4,779,000	\$4,779,000
Design	\$0	\$0	\$80,000	\$320,000	\$78,000	\$0	\$0	\$0	\$478,000	\$478,000
Total	\$0	\$0	\$80,000	\$320,000	\$4,078,000	\$779,000	\$0	\$0	\$5,257,000	\$5,257,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
REET	Local	Funded	\$0	\$0	\$20,000	\$80,000	\$1,018,000	\$239,000	\$0	\$0	\$1,357,000	\$1,357,000
WSDOT	State	Funded	\$0	\$0	\$60,000	\$240,000	\$3,060,000	\$540,000	\$0	\$0	\$3,900,000	\$3,900,000
Total			\$0	\$0	\$80,000	\$320,000	\$4,078,000	\$779,000	\$0	\$0	\$5,257,000	\$5,257,000

- *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

Pacific Ave. Greenway Study - Sherman to Ben Burr Trail

Street/Pedestrian and Bikeways

Pacific Ave. Greenway Study - Sherman to Ben Burr Trail

STR-2022-9

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Planning	\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$150,000
Total	\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$150,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Paths and Trails	Local	Funded	\$0	\$4,000	\$46,000	\$0	\$0	\$0	\$0	\$0	\$46,000	\$50,000
REET	Local	Funded	\$0	\$8,000	\$92,000	\$0	\$0	\$0	\$0	\$0	\$92,000	\$100,000
Total			\$0	\$12,000	\$138,000	\$0	\$0	\$0	\$0	\$0	\$138,000	\$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/Pedestrian and Bikeways

Parking Environment Improvement Program (PEIP)

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 Spokane Investment Pool (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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Parking Environment Improvement Program (PEIP)

STR-2016-71

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
Total	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
PEIP	Local	Funded	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000
Total			\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000	\$875,000

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

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 Combined Sewer Overflow (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

Pre-design and feasibility analysis in 2021/22, Construction in 2024 or later pending securing funding.

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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
Design	\$0	\$30,000	\$170,000	\$0	\$0	\$0	\$0	\$0	\$170,000	\$200,000
Planning	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$30,000	\$50,000	\$170,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,670,000	\$2,750,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
RCO	Identified	Unfunded	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$500,000
REET	Local	Funded	\$0	\$0	\$0	\$1,470,000	\$0	\$0	\$0	\$0	\$1,470,000	\$1,470,000
SIUE-River	Local	Funded	\$30,000	\$50,000	\$170,000	\$530,000	\$0	\$0	\$0	\$0	\$700,000	\$780,000
Total			\$30,000	\$50,000	\$170,000	\$2,500,000	\$0	\$0	\$0	\$0	\$2,670,000	\$2,750,000

- *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

Sunset Highway Bike Path - Royal to Deer Heights

STR-2016-13

Executive Summary

Construct 3.2-mile pedestrian/bike path along Sunset Hwy, Royal St. to Deer Heights. Connect to a bicycle facility project at Royal St. and continue west as a shared-use path. Storm water and wetland mitigation needed east end of project. Phase 1 construction: Royal St. to Spotted Rd.

Project Justification

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

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

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

Location

Other Location

Sunset Highway between Royal Street and Deer Heights. Phase 1 Construction: Royal St. to Spotted Rd.

Project Status

Active

Project number: 2016087 Preliminary design underway. Seeking grant funding for final design and construction. Likely phased project, Phase 1 construction: Spotted Rd. to Royal.

External Factors

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

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Pedestrian and Bikeways

Sunset Highway Bike Path - Royal to Deer Heights

STR-2016-13

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$3,718,000	\$400,000	\$0	\$4,118,000	\$4,118,000
Design	\$101,283	\$200,000	\$50,000	\$95,000	\$100,000	\$0	\$0	\$0	\$245,000	\$546,283
Land purchase	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000
Total	\$101,283	\$200,000	\$50,000	\$95,000	\$300,000	\$3,718,000	\$400,000	\$0	\$4,563,000	\$4,864,283

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Funded	\$12,760	\$160,000	\$40,000	\$75,000	\$65,000	\$0	\$0	\$0	\$180,000	\$352,760
Grant	Unidentified	Unfunded	\$0	\$0	\$0	\$0	\$175,000	\$2,975,000	\$320,000	\$0	\$3,470,000	\$3,470,000
Levy	Local	Funded	\$88,523	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128,523
REET	Local	Funded	\$0	\$0	\$10,000	\$20,000	\$60,000	\$743,000	\$80,000	\$0	\$913,000	\$913,000
Total			\$101,283	\$200,000	\$50,000	\$95,000	\$300,000	\$3,718,000	\$400,000	\$0	\$4,563,000	\$4,864,283

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

CITY OF SPOKANE



Neighborhood Program

Street, Neighborhood Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
Redlight	\$550	\$550	\$550	\$550	\$550	\$550
Speed Zone	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600
Street Maintenance	\$700	\$700	\$700	\$700	\$700	\$700
TBD	\$525	\$400	\$400	\$400	\$400	\$400
Total	\$3,375	\$3,250	\$3,250	\$3,250	\$3,250	\$3,250

Executive Summary

School safety infrastructure including crossings, signals, sidewalks, and other equipment or safety programs.

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 run in coordination between Office of Neighborhood Services, Integrated Capital Management, Streets Dept. and Council staff.

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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$9,000,000	\$10,500,000
Design	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	\$700,000
Total	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000	\$11,200,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Speed Zone	Local	Funded	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000	\$11,200,000
Total			\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000	\$11,200,000

*Status definitions

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

Executive Summary

Program installs traffic calming measures in response to neighborhood concerns regarding excessive traffic speed or volume, or safety issues.

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

City-wide.

Project Status

Active

This annual program is run in coordination between the Office of Neighborhood Services, Integrated Capital Management, Street Dept. and Council staff.

External Factors

Traffic concerns are submitted through Neighborhood Councils and public outreach efforts. Program decisions are determined by the City Council's 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	\$3,500,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
Total	\$0	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$3,300,000	\$3,850,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Redlight	---	Unfunded	\$0	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$3,300,000	\$3,850,000
Total			\$0	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$3,300,000	\$3,850,000

*Status definitions

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

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 Americans with Disabilities Act (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

Potential Locations: District 1: Perry St.- Bridgeport to Longfellow; E. Hillyard- Central Ave. to Francis; Morton St.- Courtland to Hoffman. District 2: Arthur St - 38th to 43rd; 11th Ave- Arthur to Perry; Perry St.- 18th Ave. to 14th Ave. District 3: Driscoll- Garland to Wellesley; Alberta- Driscoll to Longfellow; Rowan- Monroe to Stevens; Francis Ave.- Sutherlin to Assembly. Driscoll/Alberta/Cochrane Sidewalk and Haven St. Sidewalk projects also use TBD-Sidewalk funds as shown in the Bike/Ped 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.

	2023	2024	2025	2026	2027	2028	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	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$475,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,225,000	\$2,225,000
Design	\$0	\$70,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$370,000
Total	\$0	\$70,000	\$525,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,525,000	\$2,595,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
TBD	Local	Funded	\$0	\$70,000	\$525,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,525,000	\$2,595,000
Total			\$0	\$70,000	\$525,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,525,000	\$2,595,000

- *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

New paving of streets that are yet unpaved. The intent is to pave the roadway as cost-efficiently as possible.

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

Project Status

Active
2023 and future locations: DISTRICT 1- Smith St., Desmet to Boone, Boone to Sharp and Sharp to Sinto; DISTRICT 2- Hartson Ave, Helena to Pittsburg; 9th Ave., Thor to Ralph; DISTRICT 3- Oak St., Carlisle to Montgomery; Lindeke St., Garland to Providence; Hemlock St., Courtland to Glass.

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.

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

Maintenance Comments

Street/Neighborhood

Unpaved Roadway Paving Program

STR-2019-86

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$350,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$3,900,000	\$4,250,000
Design	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000	\$350,000
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	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	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
 - Applied: Grant or loan application has been submitted, or budget has been requested
 - Awarded: Grant or loan has been offered but the contract has not yet been signed or budget has not yet been approved by Council
 - Encumbered: Project contract has been signed and funds have been allocated to spend on the project

CITY OF SPOKANE



Impact Fee Program

Street, Impact Fee Projects Funding Summary

(in thousands of dollars)

Fund Source	2023	2024	2025	2026	2027	2028
CMAQ	\$0	\$177	\$450	\$4,460	\$343	\$0
Impact Fee	\$99	\$48	\$255	\$550	\$40	\$0
REET	\$237	\$0	\$0	\$0	\$0	\$0
SRTS	\$1,149	\$0	\$0	\$0	\$0	\$0
STBG	\$0	\$212	\$1,980	\$0	\$0	\$0
Total	\$1,485	\$437	\$2,685	\$5,010	\$383	\$0

Street/Impact Fee Projects

Freya Ave. / Palouse Highway Roundabout

STR-2020-20

Executive Summary

Reconstruct the intersection as a roundabout.

Project Justification

Improve intersection capacity to accommodate continued traffic growth related to development.

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

This project will improve intersection capacity. Meets Transportation Goal F. Enhance Public Health & Safety by improving intersection capacity.

Location

Other Location

Intersection of Freya Avenue and Palouse Highway

Project Status

Active

Initiate planning in 2023 if full project funding secured.

External Factors

Need to secure additional funding for construction. Right-of-way acquisition required.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Impact Fee Projects

Freya Ave. / Palouse Highway Roundabout

STR-2020-20

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$383,000	\$0	\$4,383,000	\$4,383,000
Design	\$0	\$0	\$0	\$150,000	\$300,000	\$0	\$0	\$0	\$450,000	\$450,000
Land purchase	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$100,000
Planning	\$0	\$0	\$39,000	\$0	\$0	\$0	\$0	\$0	\$39,000	\$39,000
Total	\$0	\$0	\$39,000	\$150,000	\$400,000	\$4,000,000	\$383,000	\$0	\$4,972,000	\$4,972,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Unfunded	\$0	\$0	\$0	\$135,000	\$360,000	\$3,600,000	\$343,000	\$0	\$4,438,000	\$4,438,000
Impact Fee	Local	Funded	\$0	\$0	\$39,000	\$15,000	\$40,000	\$400,000	\$40,000	\$0	\$534,000	\$534,000
Total			\$0	\$0	\$39,000	\$150,000	\$400,000	\$4,000,000	\$383,000	\$0	\$4,972,000	\$4,972,000

- *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

Garland Pathway - Cook to Market

Executive Summary

Project Justification

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

Location

Garland Ave. - Cook St. to Market St.

Project Status

Project #: 2021084

Design: 2022; Construction: 2023.

External Factors

Securing additional funding for construction.

Maintenance

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Impact Fee Projects

Garland Pathway - Cook to Market

STR-2020-19

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$1,396,055	\$0	\$0	\$0	\$0	\$0	\$1,396,055	\$1,396,055
Design	\$0	\$100,000	\$39,605	\$0	\$0	\$0	\$0	\$0	\$39,605	\$139,605
Total	\$0	\$100,000	\$1,435,660	\$0	\$0	\$0	\$0	\$0	\$1,435,660	\$1,535,660

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Impact Fee	Local	Funded	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
REET	Local	Funded	\$0	\$20,000	\$237,132	\$0	\$0	\$0	\$0	\$0	\$237,132	\$257,132
SRTS	Federal	Funded	\$0	\$80,000	\$1,148,528	\$0	\$0	\$0	\$0	\$0	\$1,148,528	\$1,228,528
Total			\$0	\$100,000	\$1,435,660	\$0	\$0	\$0	\$0	\$0	\$1,435,660	\$1,535,660

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

Intersection improvements to address safety and capacity.

Project Justification

Intersection improvements are needed to address continued traffic growth along the US 195 corridor and anticipated growth in traffic from continued development in the Eagle Ridge area.

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

This is a transportation impact fee project intended for congestion mitigation. Meets TR Goals F. Enhance Public Health & Safety by addressing intersection capacity and safety issues.

Location

Other Location

US 195 at Meadow Lane Road

Project Status

Active

US 195 corridor study completed in 2021.

External Factors

Washington State Department of Transportation coordination and concurrence required.

Maintenance

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

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Impact Fee Projects

Meadow Lane Rd. / US 195 Intersection

STR-2020-18

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$2,180,000	\$0	\$0	\$0	\$2,180,000	\$2,180,000
Design	\$0	\$0	\$0	\$237,000	\$0	\$0	\$0	\$0	\$237,000	\$237,000
Planning	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Total	\$0	\$0	\$10,000	\$237,000	\$2,180,000	\$0	\$0	\$0	\$2,427,000	\$2,427,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
Impact Fee	Local	Funded	\$0	\$0	\$10,000	\$25,000	\$200,000	\$0	\$0	\$0	\$235,000	\$235,000
STBG	Federal	Unfunded	\$0	\$0	\$0	\$212,000	\$1,980,000	\$0	\$0	\$0	\$2,192,000	\$2,192,000
Total			\$0	\$0	\$10,000	\$237,000	\$2,180,000	\$0	\$0	\$0	\$2,427,000	\$2,427,000

- *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/Impact Fee Projects

Nevada St. / Lincoln Rd. Intersection/Signal Improvements

STR-2020-25

Executive Summary

Modify the eastbound and westbound approaches to provide dedicated left turn lanes. Modify and replace the traffic signal system.

Project Justification

Modify the intersection to improve capacity and traffic operations and accommodate continued traffic growth and demand in the area.

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

This is an impact fee project intended for congestion mitigation. Meets TR F. Enhance Public Health and Safety by enhancing intersection capacity and improving safety and efficiency for all travelers.

Location

Other Location

Lincoln Road at Nevada Street.

Project Status

Active

Initiate design 2024.

External Factors

Ability to secure grants or outside funding will impact the timing and schedule of 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.

	2023	2024	2025	2026	2027	2028	Total
Expected Annual Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Maintenance Comments

Street/Impact Fee Projects

Nevada St. / Lincoln Rd. Intersection/Signal Improvements

STR-2020-25

Spending

Project Phase	Prior Spending	2022	Estimated Spending							Total
			2023	2024	2025	2026	2027	2028	6 Year Total	
Construction	\$0	\$0	\$0	\$0	\$0	\$1,010,000	\$0	\$0	\$1,010,000	\$1,010,000
Design	\$0	\$0	\$0	\$50,000	\$60,000	\$0	\$0	\$0	\$110,000	\$110,000
Land purchase	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0	\$45,000	\$45,000
Total	\$0	\$0	\$0	\$50,000	\$105,000	\$1,010,000	\$0	\$0	\$1,165,000	\$1,165,000

Funding

Funding Name	Source	Status*	Prior Funding	2022	Estimated Funding							Total
					2023	2024	2025	2026	2027	2028	6 Year Total	
CMAQ	Federal	Unfunded	\$0	\$0	\$0	\$42,000	\$90,000	\$860,000	\$0	\$0	\$992,000	\$992,000
Impact Fee	Local	Funded	\$0	\$0	\$0	\$8,000	\$15,000	\$150,000	\$0	\$0	\$173,000	\$173,000
Total			\$0	\$0	\$0	\$50,000	\$105,000	\$1,010,000	\$0	\$0	\$1,165,000	\$1,165,000

- *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

Project Index

Alpha

Project Number	Project Name	Page No.
2020076	12th Ave. - Deer Heights to Flint Rd.	17
2016091	1st Ave, Maple St to Monroe St.	19
2017078	1st Ave, Monroe St to Wall St.	21
2017079	1st Ave, Wall St. to Bernard St.	23
2018087	27 th Avenue – SE Blvd to Ray	25
2022065	29th / Washington / Monroe - Grind & Overlay	27
2021068	44th Avenue - Crestline to Altamont	29
2016095	4th Ave, Sunset Hwy. to Maple St.	31
2018096	Aubrey L White Parkway, Downriver to Treatment Plant	33
2021085	Bemiss Elem Walk Route (Safe Routes to School)	95
N/A	Bike Route Signing & Striping	97
2021069	Boone Ave. Protected Bike Lanes - Howard to Ruby	99
2018090	Broadway Avenue – Cedar to Post	35
2016141	Centennial Trail, Mission Ave Gap Phase 2	101
2022070	Cook St. Greenway - Illinois to Francis	103
2021071	Division Street Pedestrian Hybrid Beacons	105
2021070	Driscoll - Alberta - Cochrane Sidewalk + Finch SRTS	107
2010048	Fish lake Trail Phase 3b	109
2016089	Fish Lake Trail to Centennial Trail Connection	111
N/A	Flexible Arterial Maintenance Program	37
N/A	Freya / Palouse Hwy Roundabout	143
2017081	Freya Street, Garland Ave to Francis Ave	39
N/A	Garland Pathway (Cook to Market)	145
N/A	General Engineering - Street	41
2021071	Greene-Carlisle PHB & Sidewalk	113
2018085	Hatch Rd Bridge Deck Replacement	7
2018092	Havana Street – Sprague to Broadway	43
2021094	Haven St. Grind & Overlay - Market to Market	45
2022066	Haven St. Sidewalk - Heroy to Rockwell	115
2017170	Holland Avenue - Normandy St to Colton St	47
2021096	Illinois Ave. Grind/Overlay & Shared Use Path - Perry St. to Market St.	49
2017083	Main Ave, Monroe St to Browne St	51

2018088	Mallon Avenue – Monroe to Howard	53
2021095	Maple / Ash Chip Seal - Northwest Blvd. to Rowan	55
2021089	Maple St. Bridge Deck Repair	9
2022064	Market / Monroe / 29th - Grind & Overlay	57
N/A	Meadow Lane Rd. / 195 J-Turns	147
2014059	Millwood Trail, from SCC to Felts Field	117
N/A	Minor Construction Assistance	59
2016093	Napa St, Sprague Ave to 2nd Ave	61
N/A	Nevada / Lincoln Intersection/Signal Improvements	149
2021085	Nevada-Joseph PHB	119
2020067	NSC - 2nd & 3rd Fiber Reroute	63
2020065	NSC - Ralph St. Improvements	65
2019108	NSC - Wellesley Avenue Phase 2, Haven to Market	67
2022069	Pacific Ave. Greenway - Howard to Sherman	121
2022068	Pacific Ave. Greenway Study - Sherman to Ben Burr Trail	123
N/A	Parking Environment Improvement Program	125
2017105	Post St Bridge Replacement	11
2014151	Ray-Thor 17th Ave to Hartson Ave	69
2021073	Riverside Ave, Grant to Sherman	73
2016120	Riverside Ave, Monroe St to Division St	71
2017087	Riverside Ave, Monroe St to Wall St.	75
N/A	School Safety Program	133
N/A	Sherman / 5th Ave. Traffic Signal	77
2018097	South Gorge Trail Connection - Main Ave to CSO 26	127
2018086	Spokane Falls Blvd – Post to Division	79
N/A	Strong Road - Five Mile to Austin	81
2016087	Sunset Highway Bike Path - Royal to Deer Heights Rd.	129
2018084	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	83
2014153	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	85
N/A	Traffic Calming Program	135
N/A	Transportation Benefit District (TBD) Sidewalk Program	137
2019173	Unpaved Roadway Paving Program	139
2022072	US 195 / Inland Empire Way Study	87
2021088	Washington St., Stevens St. Bridges Deck Repair	13
2018076	Wellesley Ave, Freya St to Havana St	89
2016096	Whistalks Way, Government Way to River	91

Project Index

Numeric

Project Number	Project Name	Page No.
2010048	Fish lake Trail Phase 3b	109
2014059	Millwood Trail, from SCC to Felts Field	117
2014151	Ray-Thor 17th Ave to Hartson Ave	69
2014153	TJ Meenach Dr, TJ Meenach Bridge to Northwest Blvd	85
2016087	Sunset Highway Bike Path - Royal to Deer Heights Rd.	129
2016089	Fish Lake Trail to Centennial Trail Connection	111
2016091	1st Ave, Maple St to Monroe St.	19
2016093	Napa St, Sprague Ave to 2nd Ave	61
2016095	4th Ave, Sunset Hwy. to Maple St.	31
2016096	Whistalks Way, Government Way to River	91
2016120	Riverside Ave, Monroe St to Division St	71
2016141	Centennial Trail, Mission Ave Gap Phase 2	101
2017078	1st Ave, Monroe St to Wall St.	21
2017079	1st Ave, Wall St. to Bernard St.	23
2017081	Freya Street, Garland Ave to Francis Ave	39
2017083	Main Ave, Monroe St to Browne St	51
2017087	Riverside Ave, Monroe St to Wall St.	75
2017105	Post St Bridge Replacement	11
2017170	Holland Avenue - Normandy St to Colton St	47
2018076	Wellesley Ave, Freya St to Havana St	89
2018084	Thor and Freya St, Hartson to Sprague Ave, Et. Al.	83
2018085	Hatch Rd Bridge Deck Replacement	7
2018086	Spokane Falls Blvd – Post to Division	79
2018087	27 th Avenue – SE Blvd to Ray	25
2018088	Mallon Avenue – Monroe to Howard	53
2018090	Broadway Avenue – Cedar to Post	35
2018092	Havana Street – Sprague to Broadway	43
2018096	Aubrey L White Parkway, Downriver to Treatment Plant	33
2018097	South Gorge Trail Connection - Main Ave to CSO 26	127
2019108	NSC - Wellesley Avenue Phase 2, Haven to Market	67
2019173	Unpaved Roadway Paving Program	139
2020065	NSC - Ralph St. Improvements	65

2020067	NSC - 2nd & 3rd Fiber Reroute	63
2020076	12th Ave. - Deer Heights to Flint Rd.	17
2021068	44th Avenue - Crestline to Altamont	29
2021069	Boone Ave. Protected Bike Lanes - Howard to Ruby	99
2021070	Driscoll - Alberta - Cochrane Sidewalk + Finch SRTS	107
2021071	Division Street Pedestrian Hybrid Beacons	105
2021071	Greene-Carlisle PHB & Sidewalk	113
2021073	Riverside Ave, Grant to Sherman	73
2021085	Bemiss Elem Walk Route (Safe Routes to School)	95
2021085	Nevada-Joseph PHB	119
2021088	Washington St., Stevens St. Bridges Deck Repair	13
2021089	Maple St. Bridge Deck Repair	9
2021094	Haven St. Grind & Overlay - Market to Market	45
2021095	Maple / Ash Chip Seal - Northwest Blvd. to Rowan	55
2021096	Illinois Ave. Grind/Overlay & Shared Use Path - Perry St. to Market St.	49
2022064	Market / Monroe / 29th - Grind & Overlay	57
2022065	29th / Washington / Monroe - Grind & Overlay	27
2022066	Haven St. Sidewalk - Heroy to Rockwell	115
2022068	Pacific Ave. Greenway Study - Sherman to Ben Burr Trail	123
2022069	Pacific Ave. Greenway - Howard to Sherman	121
2022070	Cook St. Greenway - Illinois to Francis	103
2022072	US 195 / Inland Empire Way Study	87
N/A	Bike Route Signing & Striping	97
N/A	Flexible Arterial Maintenance Program	37
N/A	Freya / Palouse Hwy Roundabout	143
N/A	Garland Pathway (Cook to Market)	145
N/A	General Engineering - Street	41
N/A	Meadow Lane Rd. / 195 J-Turns	147
N/A	Minor Construction Assistance	59
N/A	Nevada / Lincoln Intersection/Signal Improvements	149
N/A	Parking Environment Improvement Program	125
N/A	School Safety Program	133
N/A	Sherman / 5th Ave. Traffic Signal	77
N/A	Strong Road - Five Mile to Austin	81
N/A	Traffic Calming Program	135
N/A	Transportation Benefit District (TBD) Sidewalk Program	137