

Plan Commission & Transportation Commission Joint Workshop

**6-year Street Program Update
2026-2031
April 9, 2025**

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Principal Engineer
Integrated Capital Management



Workshop Purpose and Agenda

Part 1:

- Joint workshop objectives
- Completed Projects
- New Project Overview
- Consider New Project Comp Plan Consistency
- Requested Action by Transportation Commission:
 - ✓ New Projects Consistency with Comprehensive Plan

Part 2:

For Information and Discussion:

- Summary of Overall Program
 - Near term projects advancing
- Grant Funding 101
- Financial Summary

Schedule / Next Steps

- Feb 10 – City Council – Kick-off
- Feb 19 – Transportation Commission – Kick-off
- Feb 26 – Plan Commission – Kick-off
- **April 9 – Plan & Transportation Comm. Consistency Review & Joint Workshop**
- April 21 – Council – PIES – Status Update
- **May 14 – Plan Comm. Consistency Review & Hearing**
- May 19 – Council – PIES – Draft Program
- June 17 – Council Hearing & Program Adoption
- Early July – Submit Adopted program to WSDOT and SRTC

Role of the 6-year Streets Program



- Mandatory annual update. Approved program required by State law by July 1st.
- New projects and project updates, remove completed projects.

Completed Projects – Remove from Program

- Post Street Bridge
- Washington/Stevens Bridges
- Market/Monroe/29th Grind & Overlays
- 29th/Washington/Monroe/Lincoln Grind & Overlays
- Thor / Freya Couplet
- Maple/Walnut Grind & Overlay (2025 const)
- Wellesley Ave. Chip Seal – Maple to Division (2025 const)
- Stevens Elem Safe Routes to School (2025 const) *
- Scott Elem Safe Routes to School (2025 const)
- Lincoln St. Ped-Bike Safety (2025 const)
- Maxwell Ave. Ped-Bike Safety (2025 const)

*Bid in 2024, Construction in 2025

New Projects Summary



- 15 New Projects
 - 7 - Grant funded - \$11.6M
 - 8 - Unfunded or Partially Funded
 - 3 – Traffic Impact Fee Program



New Projects



Near Term – Grant Funded

- High Visibility Crosswalks (HSIP Grant)
- Driscoll Sidewalk – Garland to Wellesley (TIB Active Transportation Grant)
- Spokane School Walk Routes (TIB Complete Streets Grant)

Near Term – *Tentative* - Grant Funded

- Assembly/Wellesley Improvements (Signal & Street)– Safe Routes to School
- Grand Blvd.– 29th to 37th (bike, ped, restriping) – Ped-Bike Safety
- 29th Ave.– SE Blvd. to Ray (bike, restriping, Ray signal) – Ped-Bike Safety
- Myrtle St. – Wellesley to Rowan & Rowan – Sycamore to Myrtle (NEPDA)



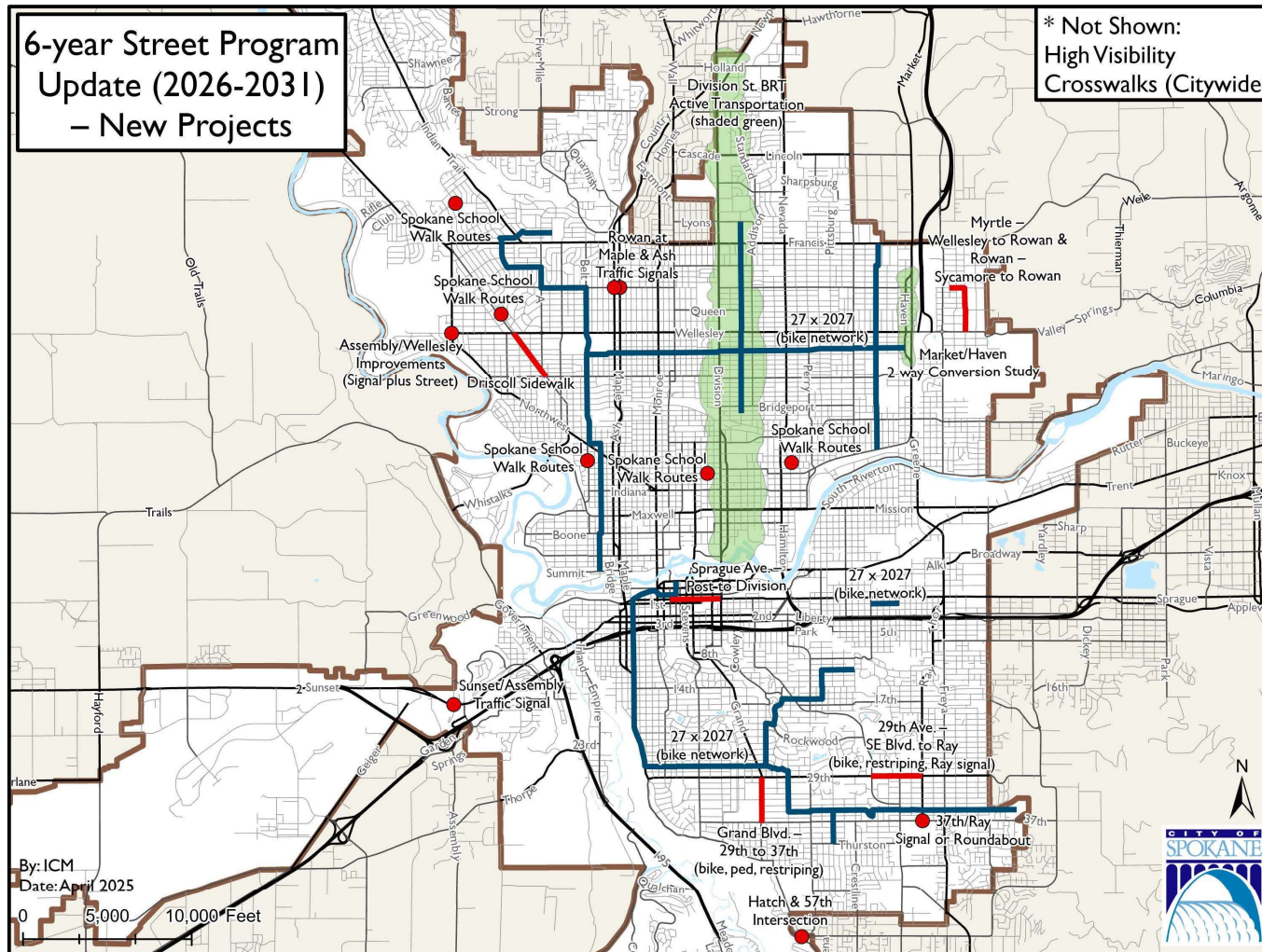
New Projects – continued

Near Term – Unfunded or Partially Funded

- Division St. BRT Active Transportation
- 27 × 2027 Bike Network
- Rowan at Maple & Ash Traffic Signals
- Market / Haven Couplet Conversion to 2-way (Study)

Out years - Unfunded

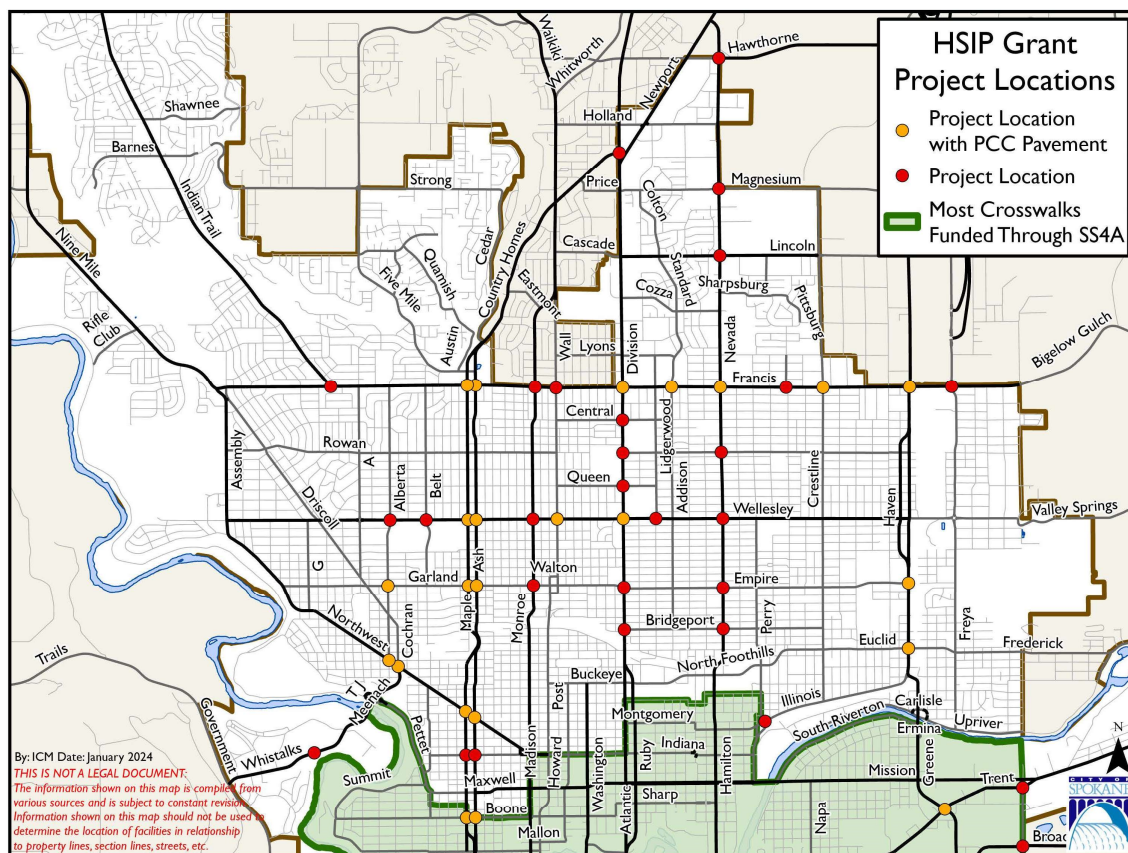
- Sprague Ave. – Post to Division
- Sunset/Assembly Traffic Signal – Traffic Impact Fee Project
- 37th/Ray Signal or Roundabout – Traffic Impact Fee Project
- Hatch/57th Intersection – Traffic Impact Fee Project



STREET PROGRAM RECONCILIATION SHEET							
(Comparing 2026-31 against 2025-30 6yr. Program)							
New Projects Added to Six-Year Program (2026-2031)							
Section/ Funds CN Year	Project Name	Project Description	Purpose Statement	Project Phase Fully Funded			Cost Estimate
				Planning	Design	Const.	
<i>Pedestrian & Bikeways</i> 2026 / 27	High Visibility Crosswalks	Replace standard crosswalks with high-visibility continental style crosswalks at over 30 arterial signalized locations.	Improve pedestrian safety.	n/a	Yes	Yes	\$1.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Driscoll Sidewalk - Garland to Wellesley	Sidewalk infill, install or upgrade ADA ramps.	Improve pedestrian mobility and access to transit.	n/a	Yes	Yes	\$4.7M
<i>Pedestrian & Bikeways</i> 2026 / 27	Spokane School Walk Routes	Install ADA ramps, sidewalk infill, implement pedestrian crossing improvements.	Improve student safety and access to school.	n/a	Yes	Yes	\$2.0M
<i>Pedestrian & Bikeways</i> 2027	Assembly / Wellesley Improvements (tentative pending grant award)	Install new traffic signal, install infill sidewalk west of the intersection. Reduce roadway travel lanes to a three lane section with center turn lane.	Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity. Right size the Assembly St. lane configuration.	n/a	Yes	Yes	\$2.3M
<i>Pedestrian & Bikeways</i> 2027	Grand Blvd. - 29th to 37th - Bike/Ped Improvements (tentative pending grant award)	Install protected bike lanes, modify lane widths. Install ped crossing improvements.	Add dedicated, protected bike lanes. Improve pedestrian safety and access to middle school. Upgrade intersection control for safety and capacity.	n/a	Yes	Yes	\$1.8M
<i>Pedestrian & Bikeways</i> 2027	29th Ave. - SE Blvd. to Ray St. - Bike/Ped Improvements (tentative pending grant award)	Modify lane configuration from four to three lanes. Add protected bike lanes. Modify Regal intersection and traffic signal to add EB right turn lane and modify signal phasing and operation. Install enhanced pedestrian crossings.	Add dedicated, protected bike lanes to improve bike accessibility and safety. Improve pedestrian safety.	n/a	Yes	Yes	\$3.4M
<i>Capital Improvements</i> 2025 / 26	Myrtle St.-Wellesley to Rowan & Rowan Ave.- Sycamore to Myrtle	Pave existing gravel roadway, install sidewalks and storm water infrastructure.	Improve roadways to city standards including complete street improvements.	n/a	Yes	Yes	TBD
<i>Pedestrian & Bikeways</i> 2025-30	Division St. BRT Active Transportation	Install bike and pedestrian improvements on corridors adjacent or connecting to Division St.	Improve access to transit. Improve pedestrian and bike safety and mobility.	Yes	Yes	No	TBD
<i>Pedestrian & Bikeways</i> 2027	27 x 2027 Bike Network	Construct a series of improvements along the defined 27x2027 route, include bike/ped crossing enhancements at arterial crossings, protected bike lanes on arterial portions of the route, wayfinding.	Provide more complete bike routes, eliminate barriers and gaps, particularly at arterial crossings.	n/a	Yes	No	\$6.0M
<i>Capital Improvements</i> 2027	Rowan at Maple & Ash Traffic Signals	Install new traffic signals at the Rowan/Maple and Rowan/Ash intersections.	Improve vehicular safety and traffic operations at intersection. Improve pedestrian mobility and safety through intersection control.	n/a	Yes	Yes	\$1.3M
<i>Capital Improvements</i>	Market / Haven Two-Way Conversion	Transportation planning study to examine converting Market and Haven Streets to two-way operation.	Calm and slow traffic through Hillyard business district. Right size streets for anticipated traffic.	Yes	No	No	TBD
<i>Capital Improvements</i> 2030	Sprague Ave. - Post to Division	Initiate project planning to define scope of work. Anticipated to be a collaborative project with STA to incorporate HPT stop improvements. Potential improvements include full street reconstruction, traffic signal replacement, lane configuration and cross section revisions, sidewalk and ADA ramp improvements along with utility replacements and upgrades.	Address pavement condition issues and need for utility replacement. Facilitate transit system improvements and improve pedestrian mobility and access.	Yes	No	No	TBD
<i>Impact Fees</i> 2030	Sunset / Assembly Traffic Signal	Install new traffic signal, intersection channelization, curb ramps and associated improvements.	Address intersection capacity deficiency.	Yes	Yes	No	\$950k
<i>Impact Fees</i> 2030	37th / Ray Intersection Improvements	Install a traffic signal or roundabout at the 37th/Ray intersection. Install a traffic signal at the 37th/Freya intersection. Add shared-use path. Improve sidewalks.	Address intersection capacity deficiency. Improve bike/ped mobility and safety.	n/a	Yes	No	\$6.3M
<i>Impact Fees</i> 2030	Hatch Rd. / 57th Ave. Intersection Improvements	Install a traffic signal or roundabout at the intersection.	Address intersection capacity deficiency. Improve intersection safety.	Yes	Yes	No	\$1.9M
Projects Completed or Removed from Six-Year Program							
Section	Project Name	Comment	Status				
Bridge	Post St. Bridge		Completed in 2024				
Bridge	Washington/Stevens Bridges		Completed in 2024				
<i>Capital Improvements</i>	Market/Monroe/29th Grind & Overlays		Completed in 2024				
<i>Capital Improvements</i>	29th/Washington/Monroe/Lincoln Grind & Overlays		Completed in 2024				
<i>Capital Improvements</i>	Thor / Freya Couplet		Completed in 2024				
<i>Capital Improvements</i>	Maple / Walnut Grind & Overlay		Expected completion 2025				
<i>Capital Improvements</i>	Wellesley Ave. Chip Seal		Expected completion 2025				
<i>Pedestrian & Bikeways</i>	Stevens Elem SRTS		Expected completion 2025				
<i>Pedestrian & Bikeways</i>	Scott Elem SRTS		Expected completion 2025				
<i>Pedestrian & Bikeways</i>	Lincoln St. Ped-Bike Safety		Expected completion 2025				
<i>Pedestrian & Bikeways</i>	Maxwell Ave. Ped-Bike Safety		Expected completion 2025				



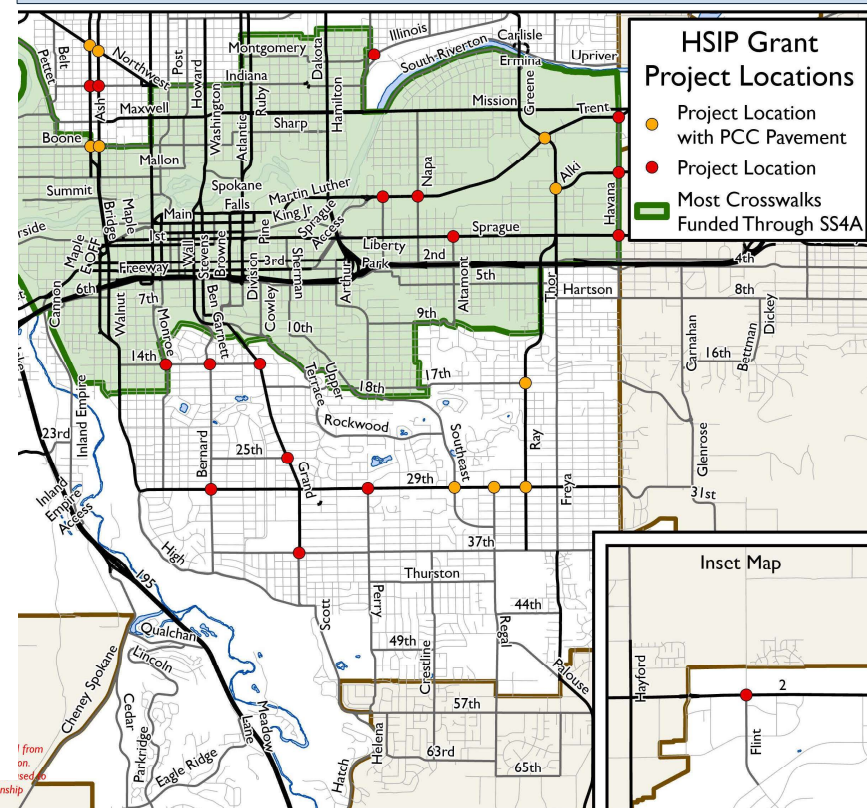
High Visibility Crosswalks



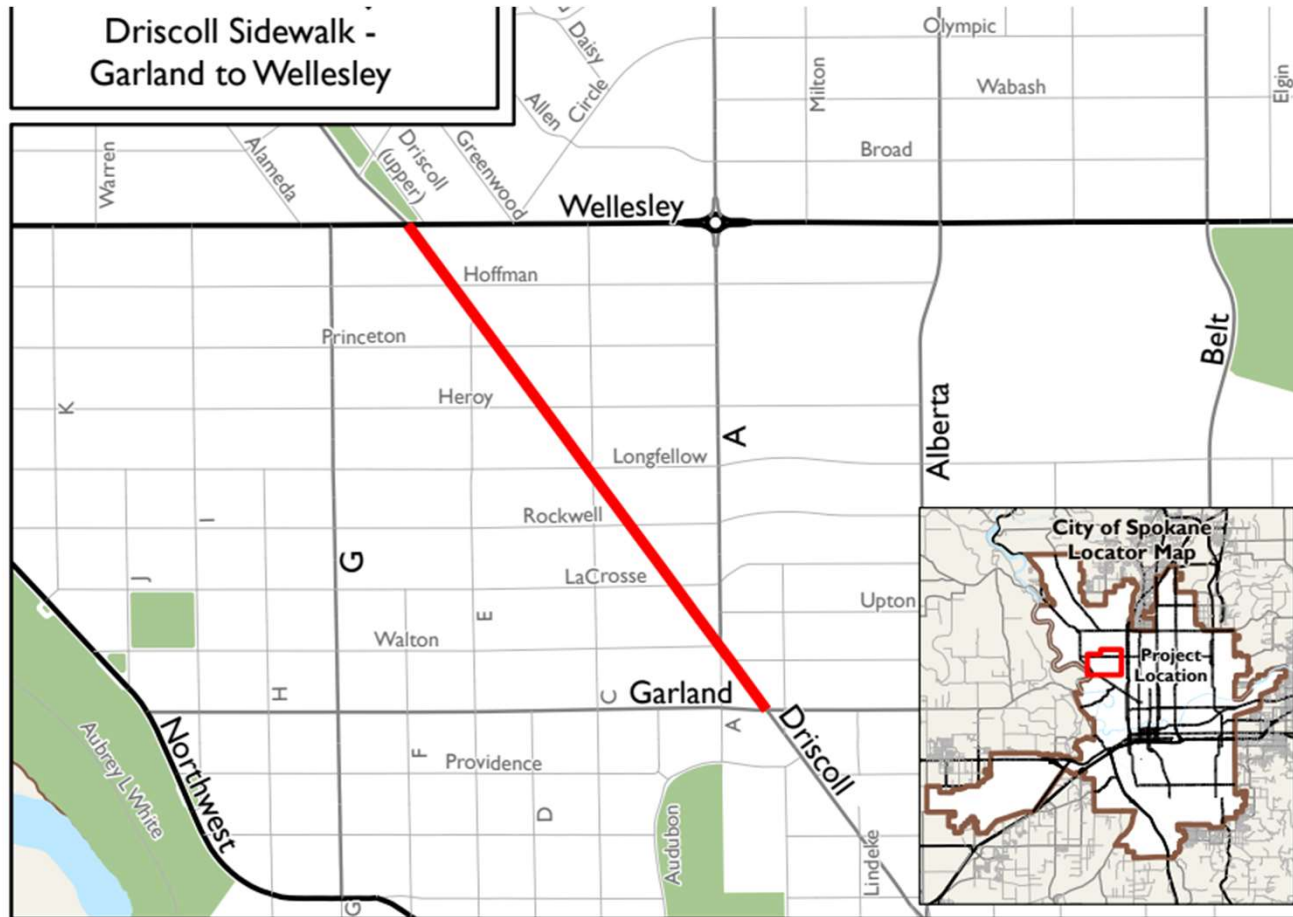
By: ICM Date: January 2024
THIS IS NOT A LEGAL DOCUMENT:
 The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.

determine the location of facilities in relationship to property lines, section lines, streets, etc.

Total Project Cost: \$1.66 M
Grant Funding: \$1.66 M
Highway Safety Imprv Prog (HSIP)- Fed
Construction: 2026



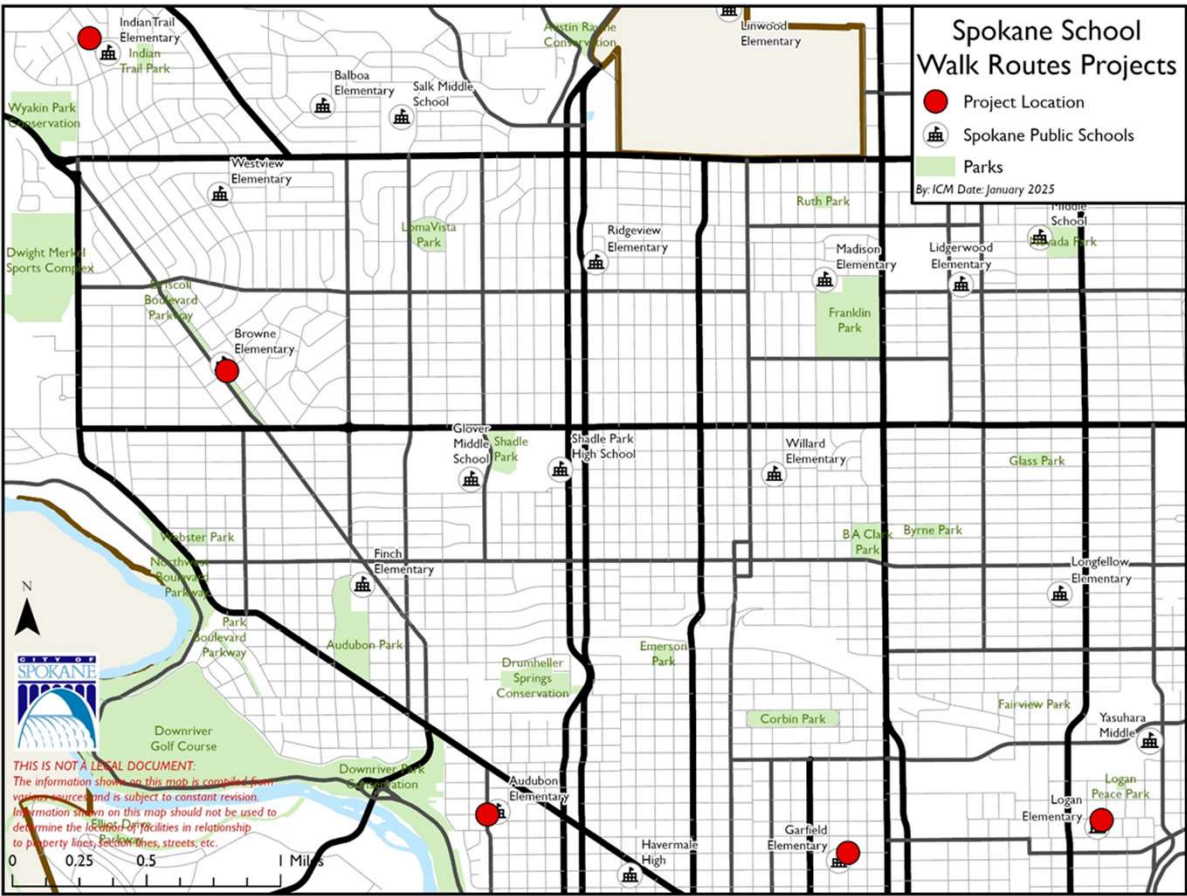
Driscoll Sidewalk – Garland to Wellesley



Total Project Cost: \$1.66 M
Grant Funding: \$832 k
TIB - State
Construction: 2026 or 27
• Sidewalk Infill, ped crossing.



Spokane School Walk Routes



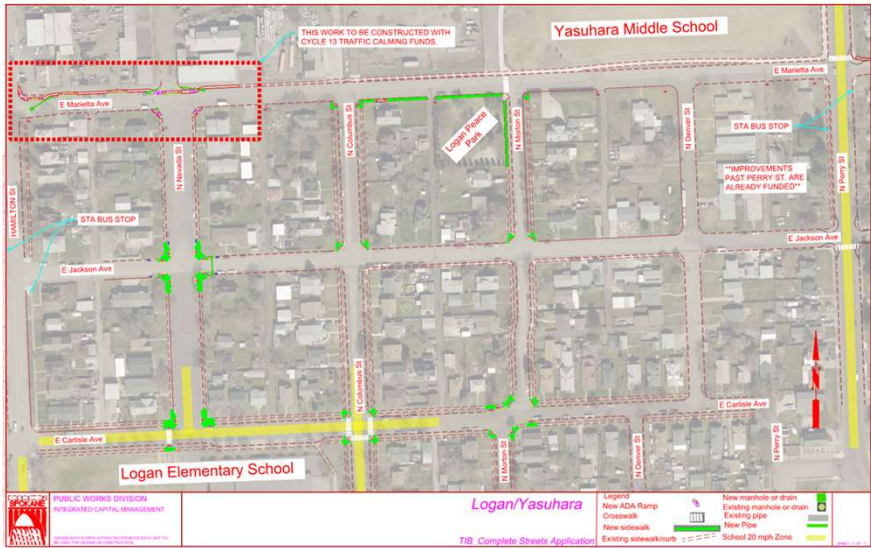
Total Project Cost: \$2.04 M

Grant Funding: \$1.64 M

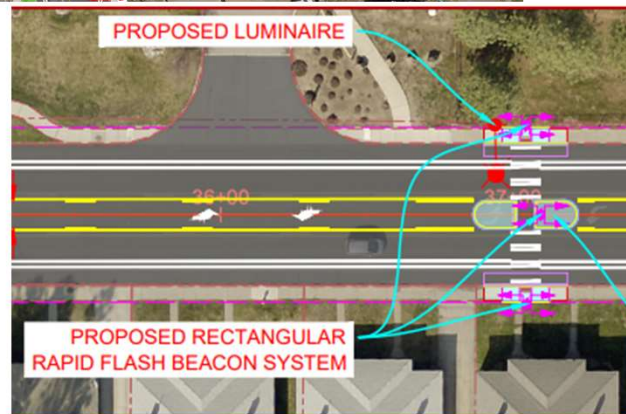
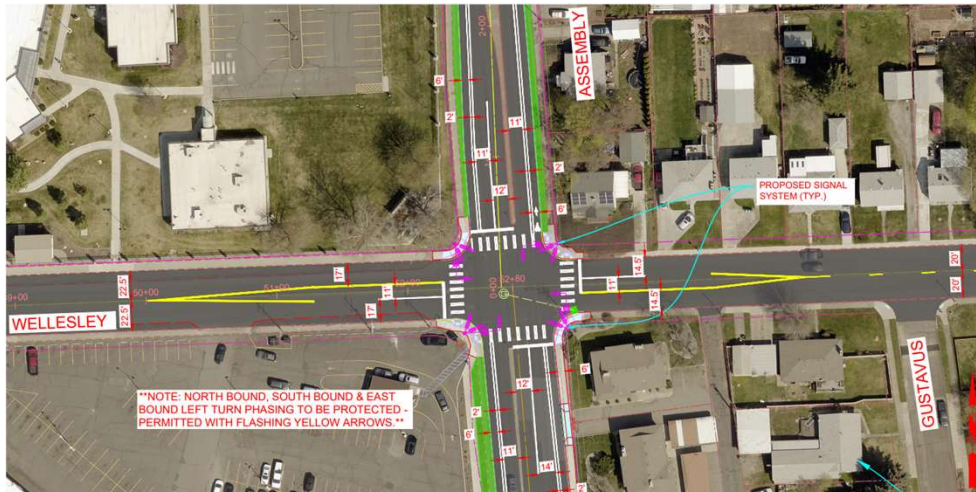
TIB - State

Construction: 2026 or 27

- Schools: Logan, Garfield, Audubon, Browne, Indian Trail
- ADA Ramps, Ped Crossings, Sidewalk



Assembly / Wellesley Improvements Flett MS SRTS (pending grant award)



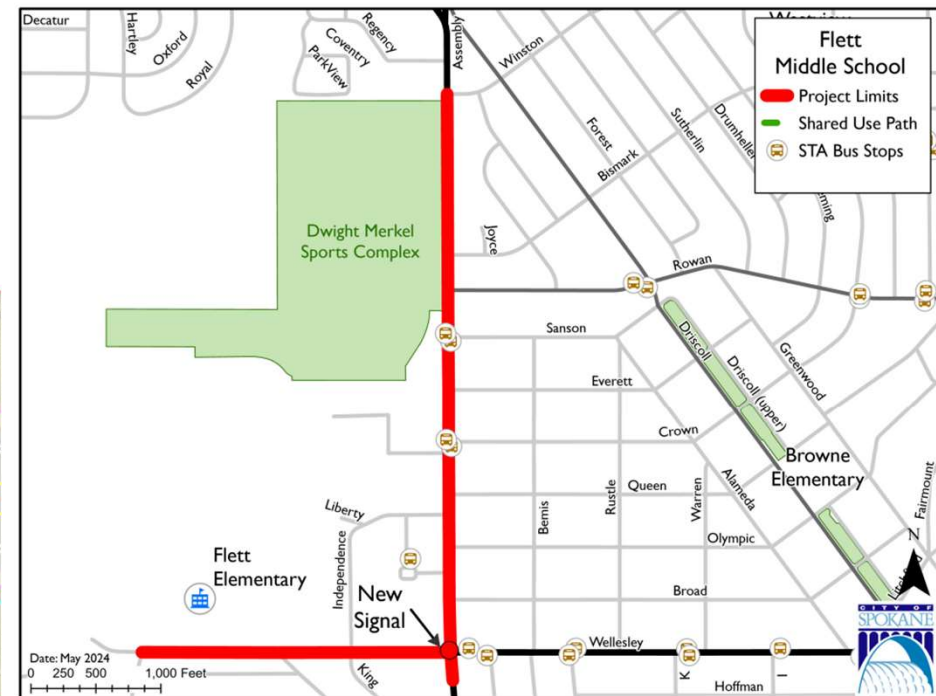
Total Project Cost: \$2.31 M

Grant Funding: \$2.08 M

SRTS – State/Fed

Construction: 2027

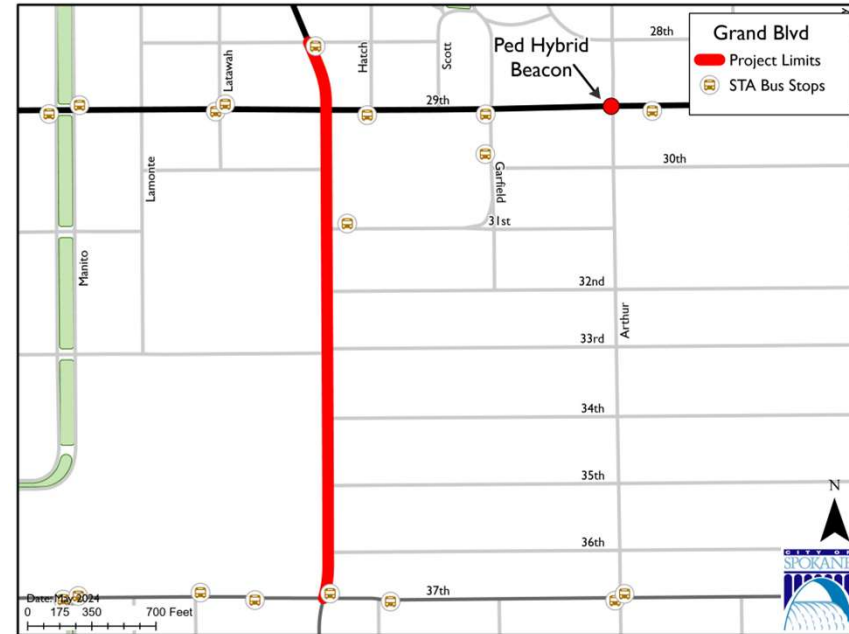
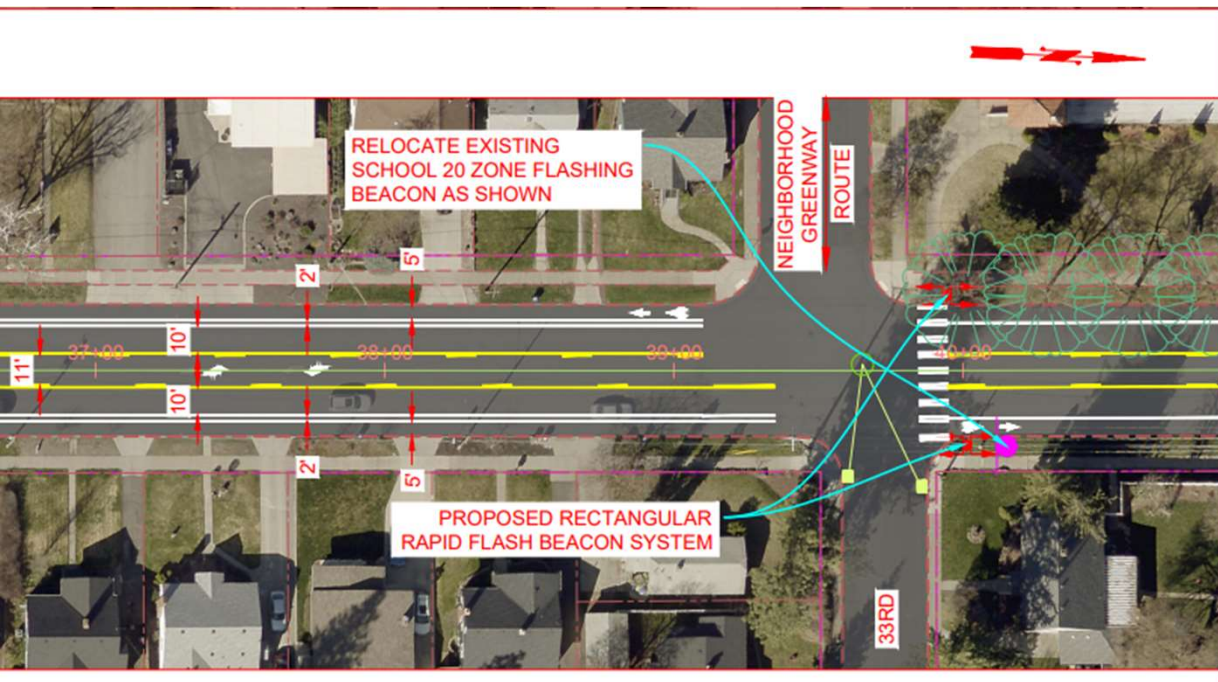
- Flett MS. New Traffic Signal, Sidewalk Infill, Modify Assembly Lane Configuration



Grand Blvd. – 29th to 37th Sacajawea SRTS (pending grant award)

Total Project Cost: \$1.79 M
Grant Funding: \$1.62 M - SRTS–State/Fred
Construction: 2027

- Sacajawea MS. Protected Bike Lanes, Ped Crossing



29th Ave. – SE Blvd to Ray St. – Ped/Bike Safety (pending grant award)

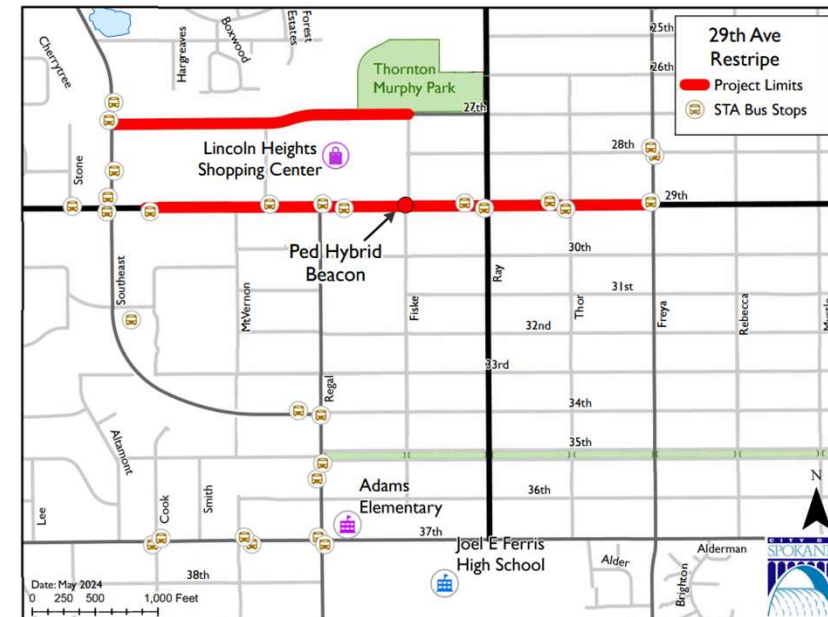
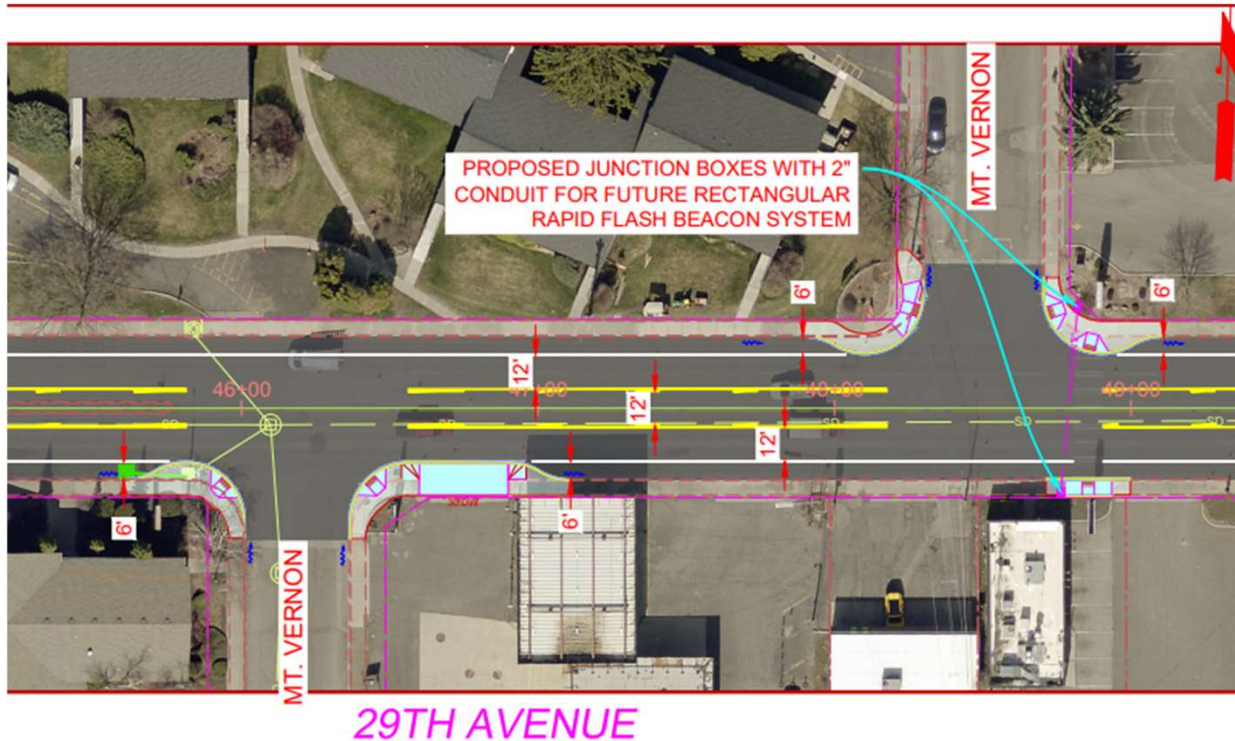
Total Project Cost: \$3.45 M

Grant Funding: \$3.10 M

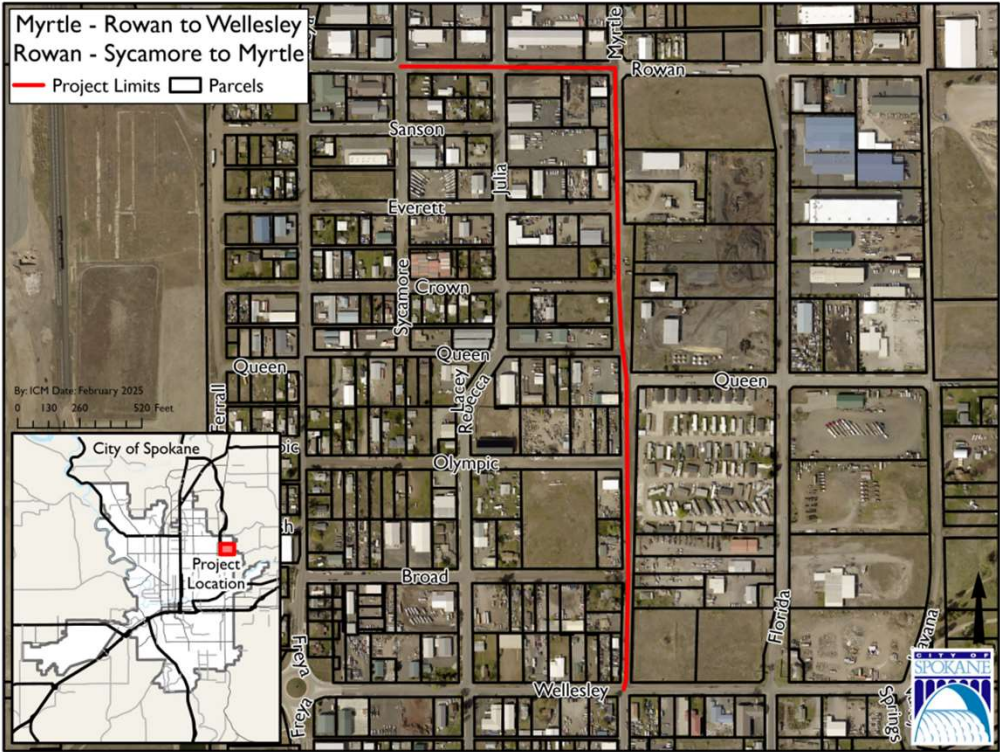
Ped/Bike Safety - State

Construction: 2027

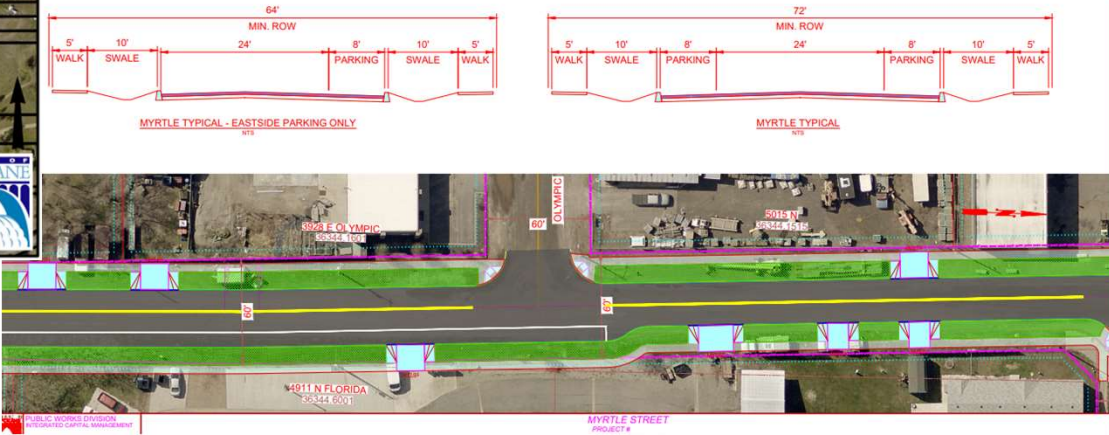
- Bike Lanes, Lane Reduction, Ped Crossings, Bump outs



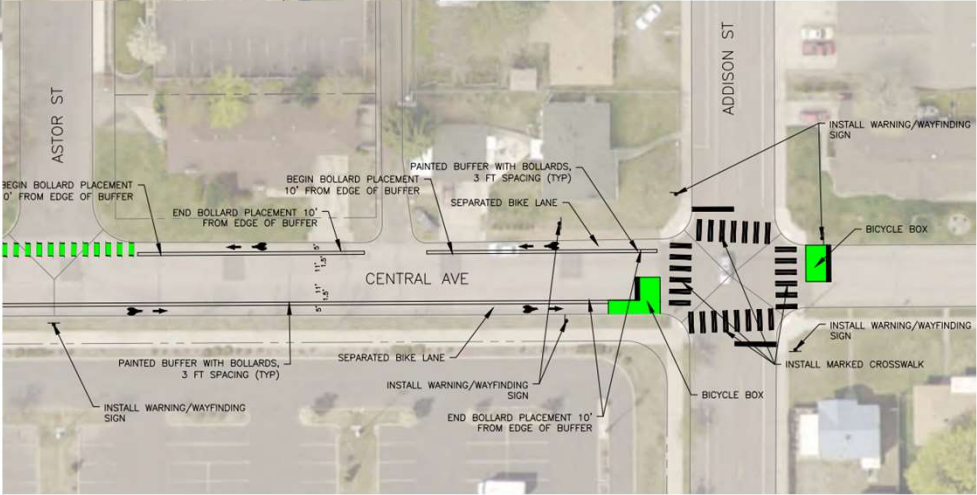
Myrtle – Wellesley to Rowan & Rowan – Sycamore to Myrtle



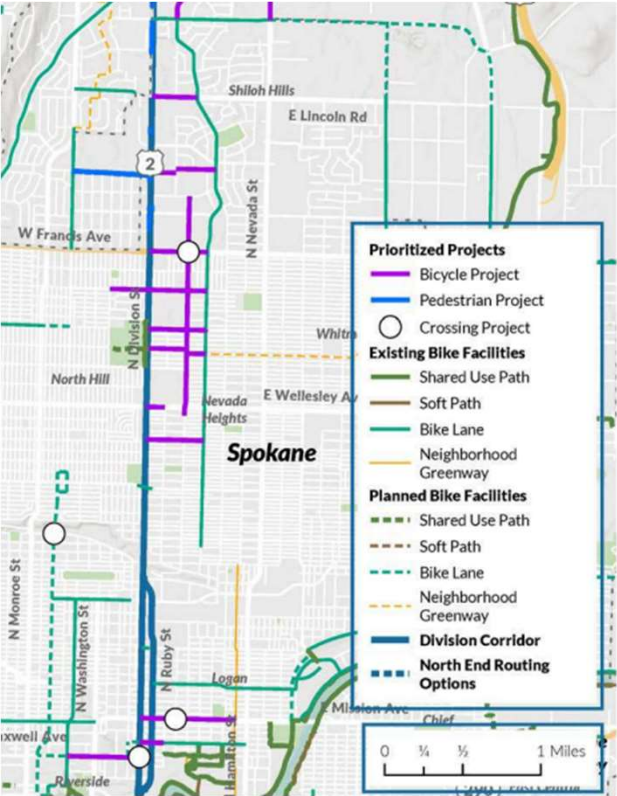
Total Project Cost: \$TBD
 Grant Funding: \$700k
 Multiple Grants
 Construction: 2027
 • Collaboration w/ NEPDA



Division St. BRT Active Transportation



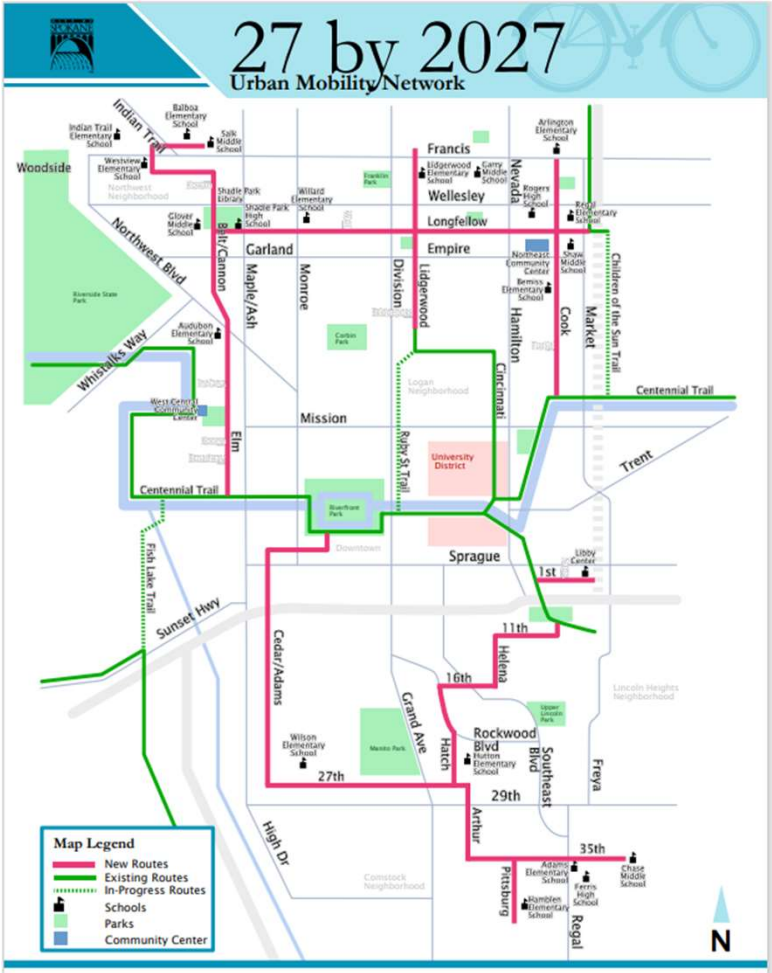
Total Project Cost: TBD
Pursuing Grant Funding
Construction: Multiple Projects, 2027+
• Collaboration w/ STA



Source: DivisionConnects - SRTC



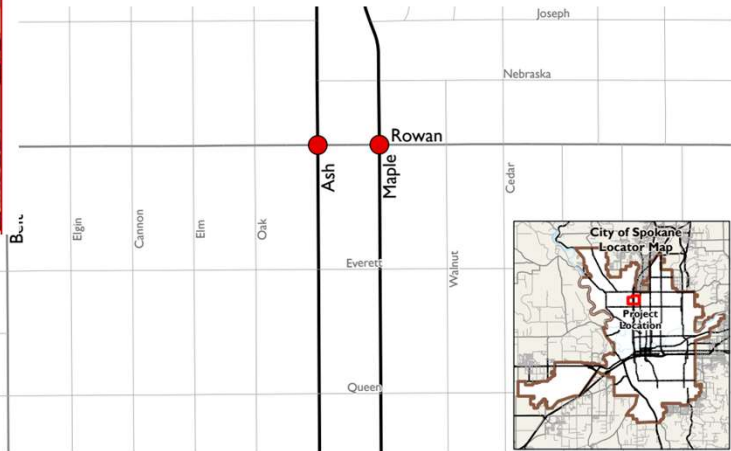
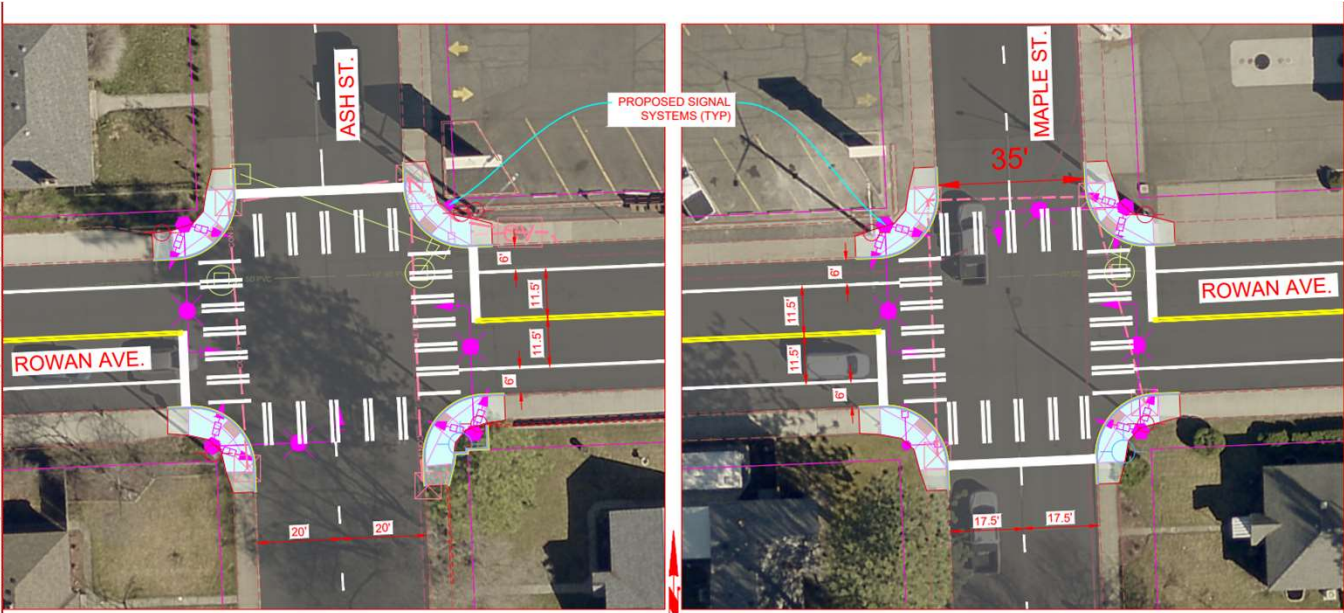
27 x 2027 Bike Network



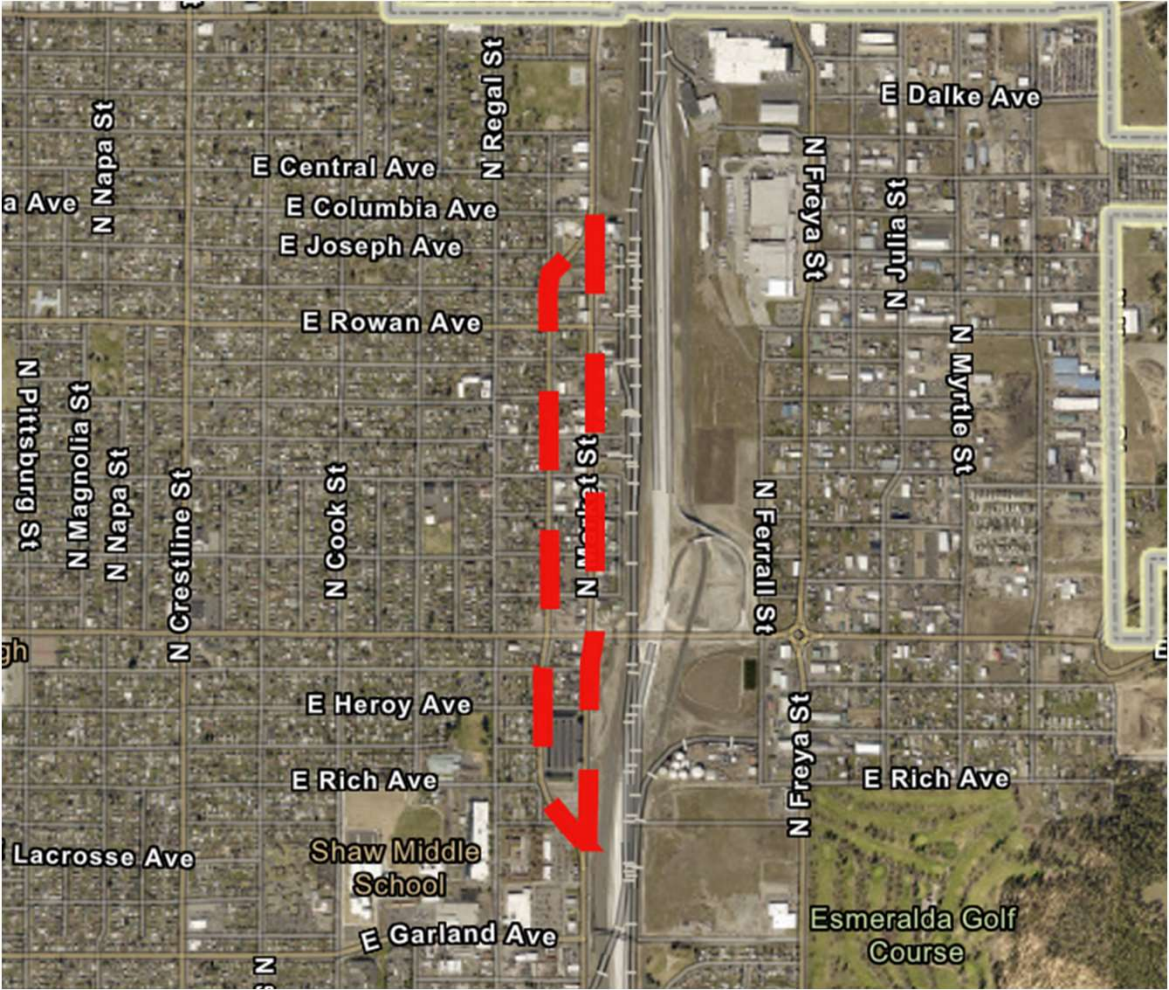
Total Project Cost: TBD - \$6M+
Pursuing Funding
Construction: Multiple Projects, 2026/27; Limited quick builds in 2025

Rowan at Maple & Ash Traffic Signals

Total Project Cost: \$1.3M
Funding: Impact Fees & Traffic Calming
Construction: 2026



Market St. / Haven St. Conversion to 2-way



Total Project Cost: TBD
Funding: TBD, Unfunded for Construction
Construction: TBD
Initial Work: Study/Operational Analysis

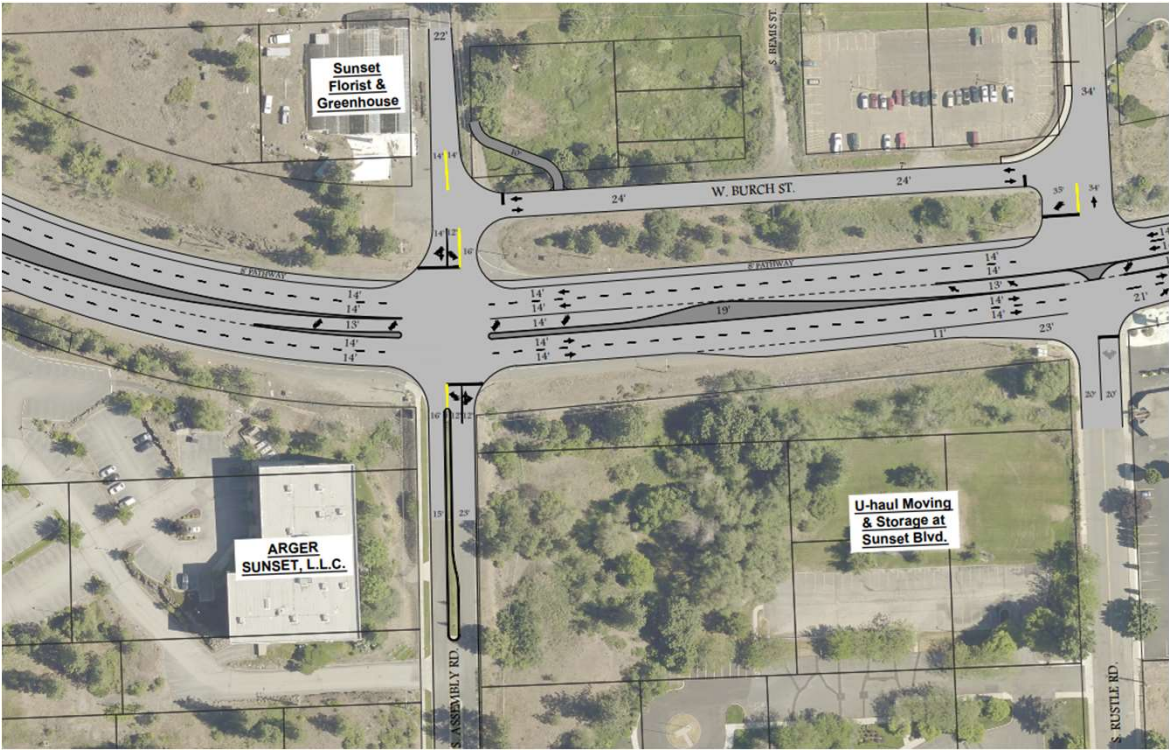
Sprague Ave. – Post to Division

Total Project Cost: TBD
Funding: TBD, Unfunded for Construction
Construction: TBD
Initial Work: Analysis / Scoping
Collaboration w/ STA, STA HPT routes

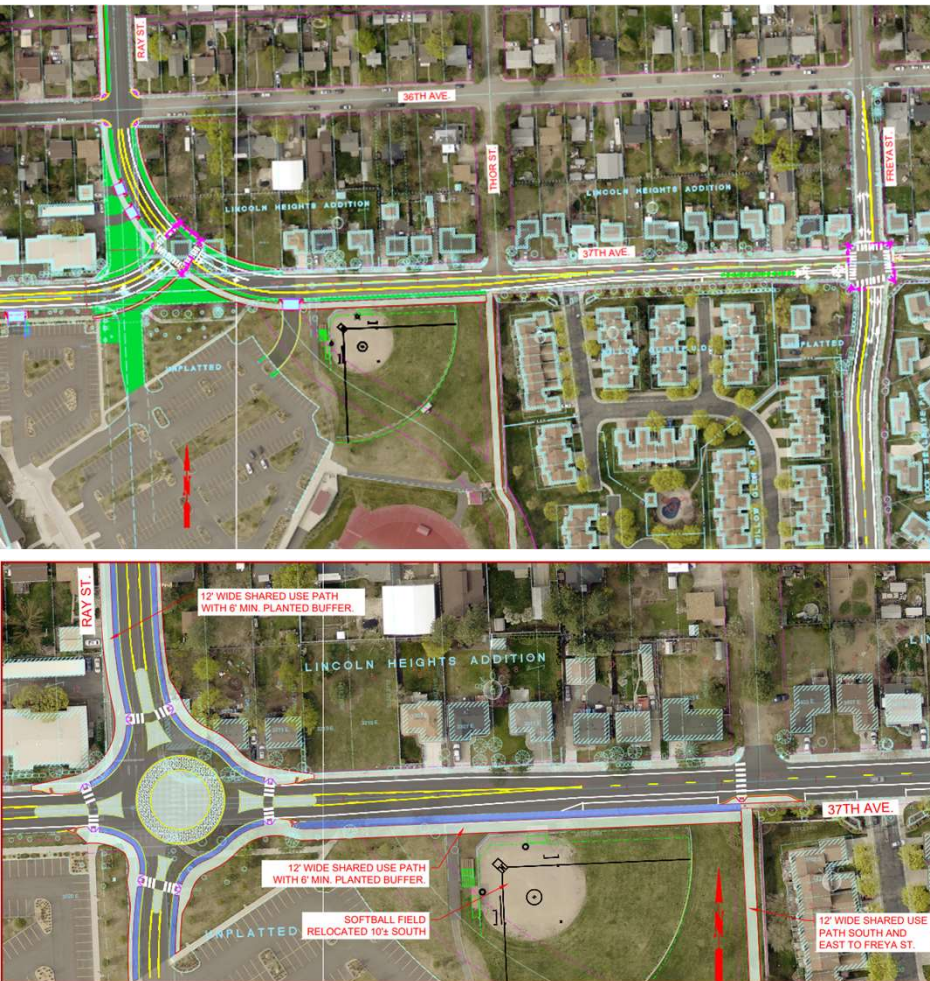


Sunset / Assembly Traffic Signal

Total Project Cost: \$950k
Funding: Impact Fees, Not Fully Funded
for Construction
Construction: TBD



37th/Ray Traffic Signal or Roundabout

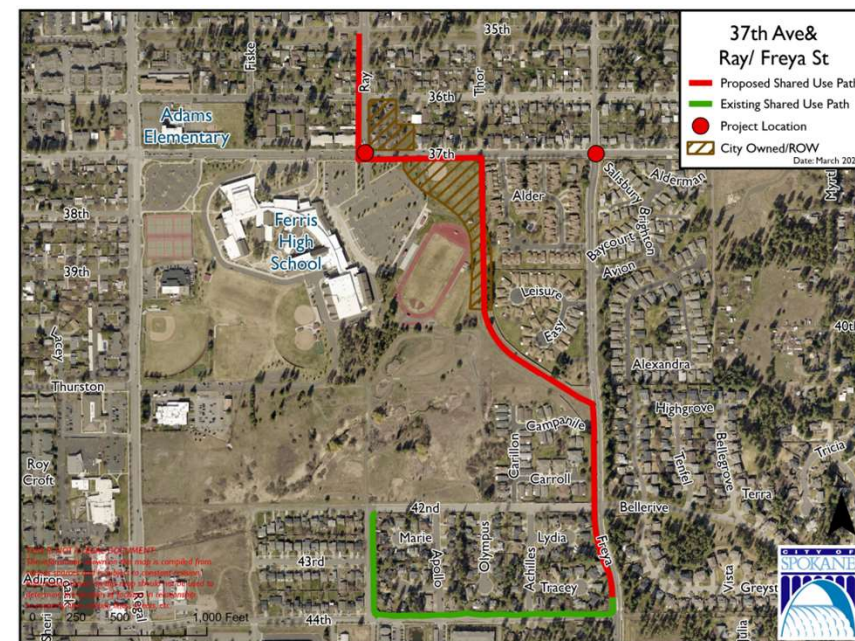


Total Project Cost: \$6.3 M

Funding: Impact Fees, Not Fully Funded for Construction

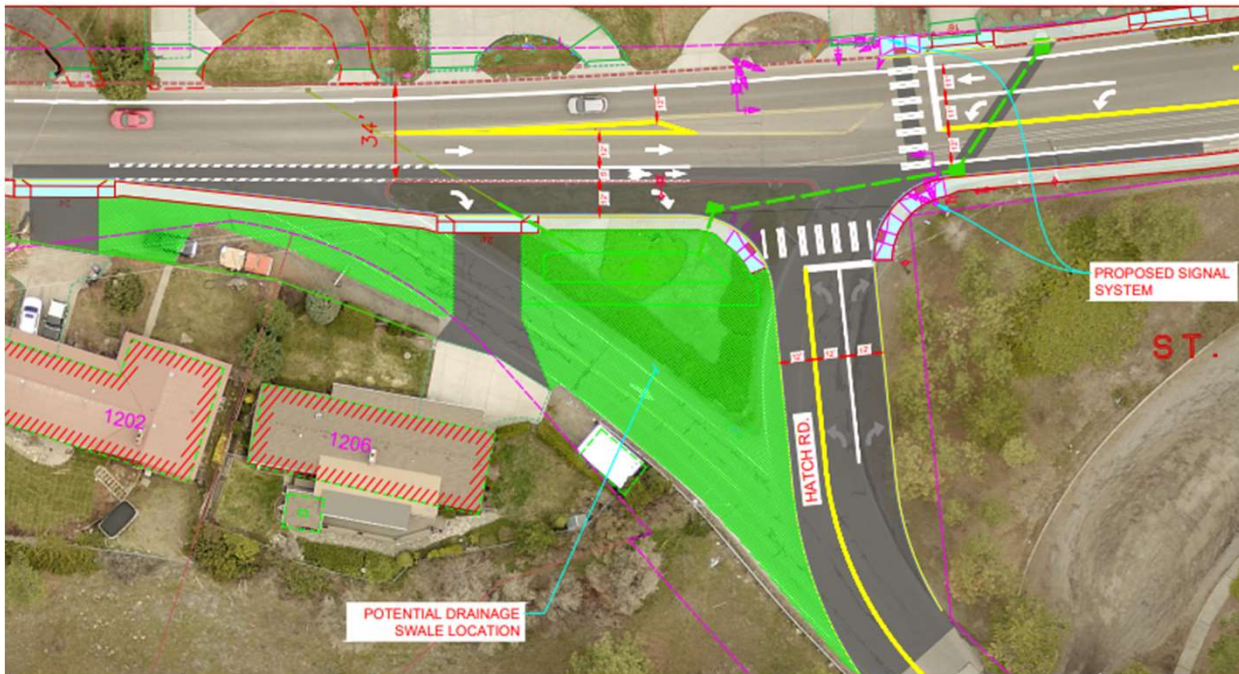
Construction: TBD

- Study & alternatives analysis complete
- Includes Shared-use Paths, Traffic Signal at 37th/Freya



Hatch / 57th Traffic Signal or Roundabout

Total Project Cost: \$1.9 M
Funding: Impact Fees, Not Fully Funded
for Construction
Construction: TBD



STREET PROGRAM RECONCILIATION SHEET New Projects Added to Six-Year Program (2026-2031)	<div> <div>Transportation Network for All Users</div> <div>Transportation Supporting Land Use</div> <div>Transportation Level of Service</div> <div>Transportation Demand Management Strategies</div> <div>Active Transportation</div> <div>Commercial Center Access</div> <div>Neighborhood Access</div> <div>Moving Freight</div> <div>Promote Economic Opportunity</div> <div>Transportation System Efficiency & Innovation</div> <div>Transit Operational Efficiency</div> <div>Prioritize and Integrate Investments</div> <div>Infrastructure Design</div> <div>Traffic Calming</div> <div>Activation</div> <div>Right-Of-Way Maintenance</div> <div>Paving Existing Unpaved Streets</div> <div>Parking</div> <div>Plan Collaboratively</div> <div>Bicycle/Pedestrian Coordination</div> <div>Safe & Healthy Community, Education & Promotion</div> <div>Law Enforcement & Emergency Management</div> <div>Effective and Enhanced Public Outreach</div> </div>																						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Comprehensive Plan Chapter 4 Policies TR:																							
High Visibility Crosswalks	X				X					X				X	X					X			X
Driscoll Sidewalk - Garland to Wellesley	X			X	X		X			X				X	X				X	X			X
Spokane School Walk Routes	X			X	X		X			X				X	X				X	X			X
Assembly / Wellesley Improvements (pending grant award)	X			X	X		X			X			X	X	X				X	X			X
Grand Blvd. - 29th to 37th - Bike/Ped Improvements (pending grant award)	X			X	X		X			X			X	X	X				X	X			X
29th Ave.- SE Blvd. to Ray St. - Bike/Ped (pending grant award)	X			X	X		X			X			X	X	X				X	X			X
Myrtle St.-Wellesley to Rowan & Rowan Ave.-Sycamore to Myrtle	X	X			X		X			X		X	X						X	X			X
Division St. BRT Active Transportation	X			X	X		X			X			X	X	X				X	X			X
27 x 2027 Bike Network	X			X	X		X			X			X	X	X				X	X			X
Rowan at Maple & Ash Traffic Signals	X	X	X	X			X	X	X	X			X							X			X
Market / Haven Two-Way Conversion	X				X		X			X			X	X	X				X	X			X
Sprague Ave. - Post to Division	X	X	X	X	X		X	X	X	X		X	X	X	X				X	X			X
Sunset / Assembly Traffic Signal	X	X	X	X			X	X	X	X			X							X			X
37th / Ray Intersection Improvements	X	X	X	X	X		X	X	X	X			X	X	X				X	X			X
Hatch Rd. / 57th Ave. Intersection Improvements	X	X	X	X			X	X	X	X			X							X			X



TR 1 Transportation Network For All Users

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

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 and major street segment.

TR 8 Moving Freight

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the city's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated into the freight network, and the national trend of increased deliveries to residences anticipated.

TR 10 Transportation System Efficiency & Innovation

Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

TR 11 Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

TR 12 Prioritize & Integrate Investments

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

TR 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

TR 5 Active Transportation

Identify high-priority active transportation projects to carry on completion/ upgrades to the active transportation network.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

TR 9 Promote Economic Opportunity

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.

TR 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.



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.

TR 16 Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

TR 18 Parking

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

TR 19 Plan Collaboratively

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

TR 21 Safe & Healthy Community Education & Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

TR 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

TR 17 Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.

TR 20 Bicycle/Pedestrian Coordination

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

TR 22 Law Enforcement & Emergency Management

Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

TR 23 Effective and Enhanced Public Outreach

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.



Requested Action Item – Transportation Commission



Confirm Comprehensive Plan consistency and recommend to Plan Commission :

2026 – 2031 Six-Year Comprehensive Street Program



Schedule / Next Steps

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Part 2

- Program Overview/Summary
 - Funded, near term projects advancing
- Grant Funding 101
- Financial Summary



Program Overview; Near Term Projects



- See Handout

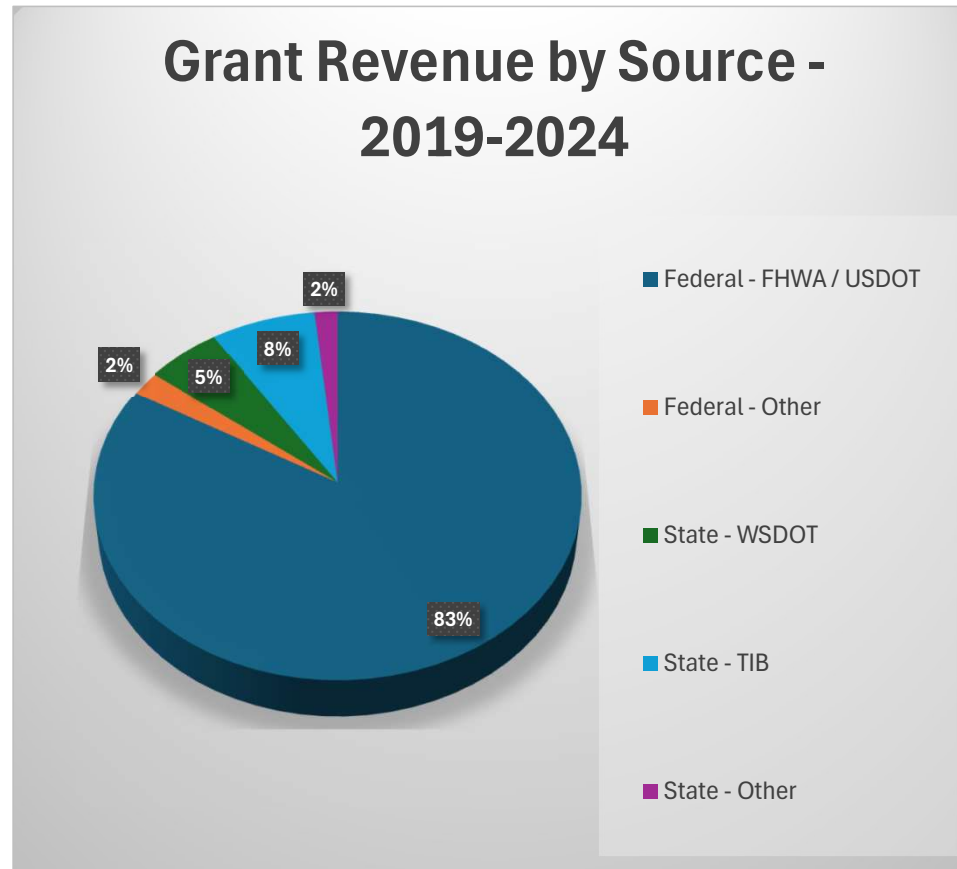


Grant Funding Sources

Agency		Typical Cycle	Program Focus
Federal Funding			
Spokane Regional Transportation Council (SRTC)		3-4 years - Combined Call for Projects	
	Surface Transportation Program (STP)		Broadly Transportation
	Congestion Mitigation Air Quality (CMAQ)		Reduce emissions; bike/ped/transit, reduce intersection congestion.
	Carbon Reduction Program (CRP)		Reduce emissions; bike/ped/transit
	Transportation Alternatives (TAP)		Bike / Ped / Transit
	Highway Improvement Program (HIP)		Broadly Transportation
	SRTC Preservation (STBG)	2-3 years	Street Preservation, arterials
WSDOT			
	Local Bridge	2 years	Bridges - Rehab, Preservation
	Highway Safety Improvement Program (HSIP)	2 years	Safety, Bike, Pedestrian
	National Highway System (NHS) Asset Management	2-3 years	Street Preservation, arterials
	Rail Crossing Safety	2 years	RR Crossing safety improvements, crossing elimination
	National Highway Freight Program (NHFP)	2-3 years	Freight
Direct to USDOT / FHWA			
	Bridge Investment Program (BIP)	annual	Bridge
	RAISE - Rebuilding American Infrastructure w/ Sustainability and Equity	annual	Broadly Transportation
	Safe Streets for All (SS4A)	annual	Ped / Bike Safety
	Connection Communities / Neighborhood Accessibility and Equity	annual	Reconnecting communities, bike, ped.
	MEGA / INFRA	annual	Broadly Transportation
State Funding			
WSDOT			
	Safe Routes to School (SRTS)	2 years	Ped routes at Schools
	Ped-Bike Safety	2 years	Ped / Bike Safety
	Sandi Williams Connecting Communities	annual	Ped, Bike, local access/circulation at current or former State routes
Transportation Improvement Board (TIB)			
	Urban Arterial Program	annual	Arterial improvements for capacity, reconstruction, preservation.
	Active Transportation Program	annual	Ped / Bike
	Complete Streets	annual	Implement complete streets improvements
Freight Mobility Strategic Investment Board (FMSIB)			Freight mobility
Recreation and Conservation (RCO)			
	Recreational / Regional Trail Programs	2 years	Trail improvements

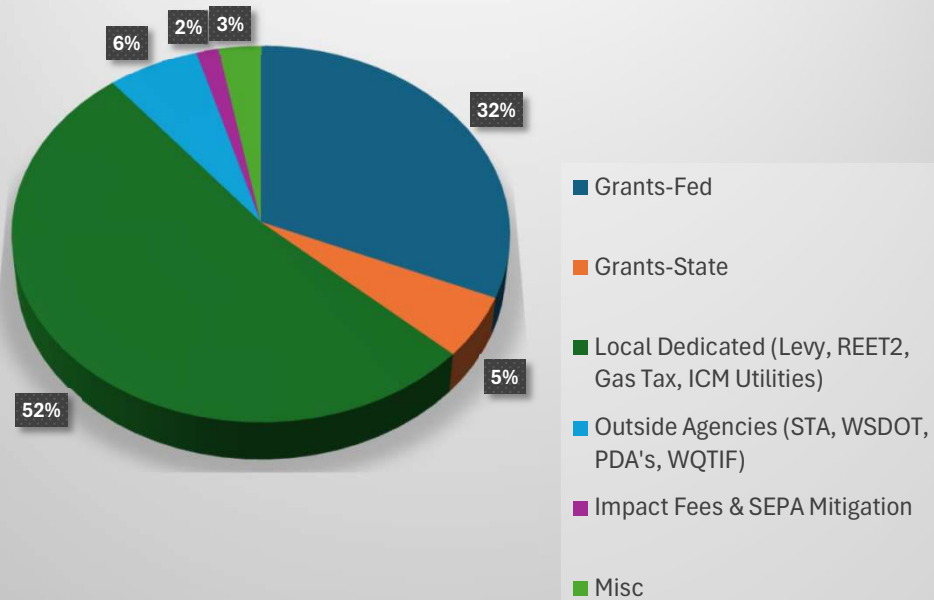


Grant Funding

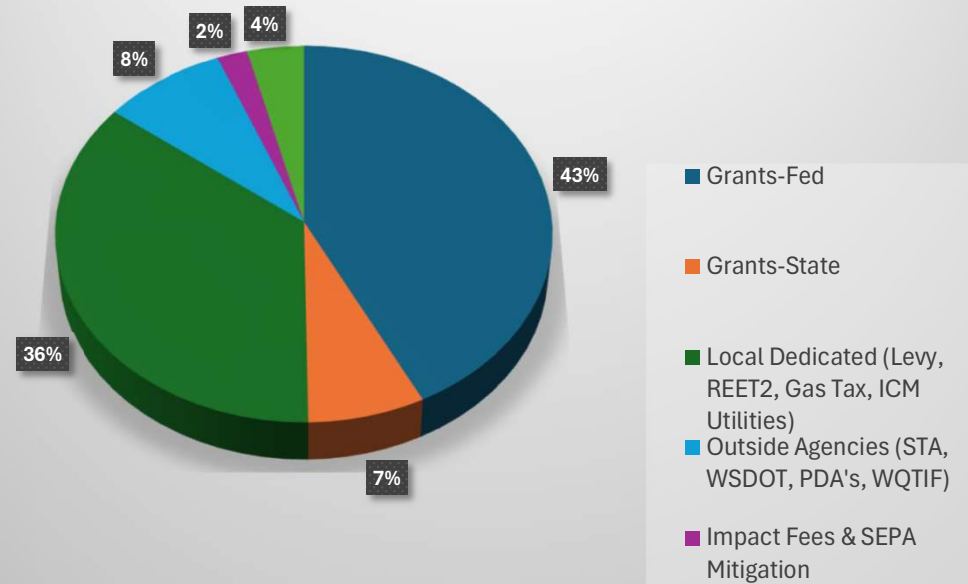


Financial

Expenditure Source Including Debt and Arterial Maintenance – 2019-2024

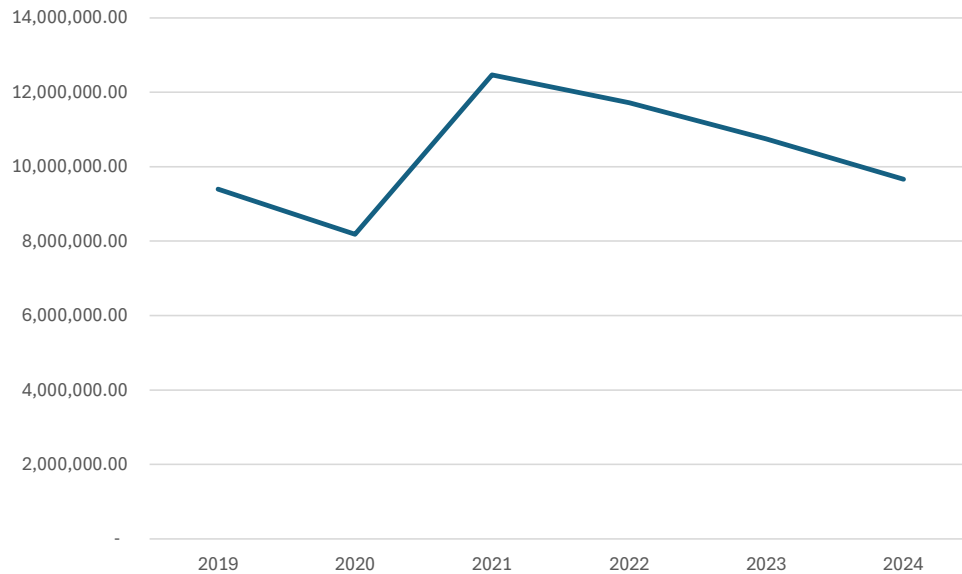


Expenditure Source Not Including Debt and Arterial Maintenance Allocation - 2019-2024



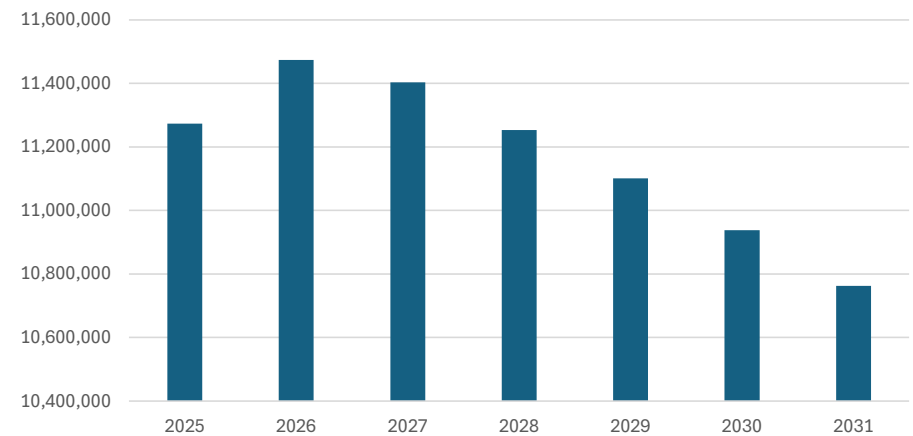
Financial – Local Revenue 2019-2024

Arterial Streets Local Revenue Less Debt and Arterial Maintenance - 2019-2024



Funding - Local Revenue Projection DRAFT

Estimated Local Revenue - 2025 - 2031
Arterial Street Levy, REET2, Gas Tax, ICM-Utilities



	2025	2026	2027	2028	2029	2030	2031
2014 Arterial Street Levy	10,969,000	11,189,000	11,412,000	11,641,000	11,873,000	12,111,000	12,353,000
Motor Vehicle Fuel Tax (Gas Tax)	1,240,000	1,220,000	1,200,000	1,180,000	1,162,000	1,144,000	1,126,000
Real Estate Excise Tax - 2nd 0.25% - (REET2)	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
Integrated Capital Management - Utilities	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Gross Local Revenue Subtotal	21,709,000	21,909,000	22,112,000	22,321,000	22,535,000	22,755,000	22,979,000
Debt - 2004 Bonds Repayment	(5,435,445)	(5,435,445)	(5,709,123)	(6,067,623)	(6,434,073)	(6,816,873)	(7,216,273)
Arterial Streets Maintenance Allocation	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)
Net after Debt and Arterial Streets Maint Allocation	11,273,555	11,473,555	11,402,878	11,253,378	11,100,928	10,938,128	10,762,728
% Change from Year Prior		1.8%	-0.6%	-1.3%	-1.4%	-1.5%	-1.6%



Thank you

Questions/Comments:

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ICM Website

<https://my.spokanecity.org/projects/capital-programs/>

