

Capacity Improvement Projects

City of Spokane

Transportation Impact Fee - Rate Study

(Based upon 2007-12 Capital Facilities Plan)

Attachment E

**City of Spokane
Transportation Impact Fee
Rate Study
(Based upon 2007-12 Cap. Facilities Plan)**

| Capacity Improvement Projects -- Downtown (Page 1 of 2) | | | | | |
|--|---|--|------------------|----------------------------|-----------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost ** | Eligible Cost |
| System Wide Signal Upgrade* | Upgrade communication system to signals, installation of cameras and reader boards. | City funds provided for project match, etc. | \$46,400 | \$0 [0%] | \$46,400 [100%] |
| 3rd Ave ITS Division to Maple | Upgrade communication system to signals, installation of cameras and reader boards. | City funds provided for project match, etc. | \$300,000 | \$0 [0%] | \$300,000 [100%] |
| Riverside Drive Phase I Division to Sherman | New roadway alignment | City funds provided for project match, etc. | \$700,000 | \$399,000 [57%] | \$301,000 [43%] |
| Riverside Drive Phase 2 Sherman to Perry | New roadway alignment | Cost split between the Downtown and the Northeast. City funds provided for project match, etc. | \$400,000 | \$228,000 [57%] | \$172,000 [43%] |
| 5th and Sherman | New traffic signal. | City funds used entirely for this project. | \$345,000 | \$34,500 [10%] | \$310,500 [90%] |
| Hamilton and Mission | Upgrade Signalization to include left turning phase. | City funds used entirely for this project. | \$350,000 | \$175,000 [50%] | \$175,000 [50%] |
| Interstate 90 West Bound Off-Ramp @ Walnut | Signal/lane changes, queue detectors | Identified from the TIA for Kendall Yards | \$300,000 | \$138,000 [46%] | \$162,000 [54%] |
| Interstate 90 East Bound Off-Ramp @ Maple | Optimize signal timing, add turn lane | Identified from the TIA for Kendall Yards | \$200,000 | \$98,000 [49%] | \$102,000 [51%] |

* Citywide or multiservice area projects proportioned in each of the affected districts.

** Includes existing deficiencies.

Bolded Projects in the Table Represent Funded Projects

Bracketed [] Dollars indicate Total Project Costs.

**City of Spokane
Transportation Impact Fee
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| Capacity Improvement Projects-- Northwest (Page 1 of 2) | | | | | |
|---|---|---|----------------------------|-----------------------------|-----------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost ** | Eligible Cost |
| System Wide Signal Upgrade* | Upgrade communication to signals, installation of cameras and reader boards | City funds provided for project match, etc. | \$21,500 | \$0 [0%] | \$21,500 [100%] |
| Maple/Ash ITS River to North City Limits | Upgrade communication to signals, installation of cameras | City funds provided for project match, etc. | \$400,000 | \$0 [0%] | \$400,000 [100%] |
| 5 - Mile Rd Austin Rd to Lincoln Rd | Widen the roadway, including a climbing lane | City funds used entirely for this project. | \$4,200,000 | \$1,638,000 [39%] | \$2,562,000 [61%] |
| 5-Mile Road from Lincoln Road to Strong Road | Improve Arterial Capacity | This would be a joint (50/50) project with the County. Estimated cost shown is half the project cost. | \$1,800,000 | \$702,000 [39%] | \$1,098,000 [61%] |
| Signal at Rifle Club Rd and SR291 (Design & ROW Only) | Install a signal at the intersection to help create gaps for cross traffic to merge | City funds used entirely for this project. 50:50 Capacity:Safety | \$35,000 [\$350,000] | \$17,500 [50%] | \$17,500 [50%] |
| Indian Trail Rd from Barnes to Kathleen | Restripe the roadway to a four lane road | City funds used entirely for this project. | \$250,000 | \$0 [0%] | \$250,000 [100%] |
| NW Blvd/Alberta/Cochran (Design & ROW Only) | Intersection / safety/capacity improvements | City funds used entirely for this project. | \$200,000 [\$2,000,000] | \$60,000 [30%] | \$140,000 [70%] |
| Wellesley at Driscoll (Design & ROW Only) | Install roundabout - safety/capacity improvements | City funds used entirely for this project. 70:30 Capacity/Safety | \$100,000 [\$1,000,000] | \$30,000 [30%] | \$70,000 [70%] |

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** Includes existing deficiencies.

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| Capacity Improvement Projects-- Northwest (Page 2 of 2) | | | | | |
|--|---|---|----------------------------|--------------------|----------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost ** | Eligible Cost |
| Wellesley at Assembly (Design & ROW Only) | Install roundabout - safety/capacity improvements | City funds used entirely for this project. 70:30 Capacity/Safety | \$100,000 [\$1,000,000] | \$30,000 [30%] | \$70,000 [70%] |
| Assembly and Francis (SR 291) Intersection | Roundabout and through lanes to be constructed | City funds provided for project match, etc. | \$1,800,000 | \$576,000 [32%] | \$1,224,000 [68%] |
| Division St ITS River to North City Limits* | Upgrade communication system to signals, installation of cameras and reader boards. | City funds provided for project match, etc. | \$153,000 | \$0 [0%] | \$153,000 [100%] |

Total \$9,059,500 \$3,053,500 \$6,006,000

Funded Project Costs \$4,774,500

Unfunded Project Costs \$4,285,000

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| Capacity Improvement Projects-- Northeast (Page 1 of 2) | | | | | |
|--|---|--|--------------------|----------------------------|------------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost** | Eligible Cost |
| Broadway realignment from Ralph St to Julia St | Improve the intersection with Freya and realign to standards. | City funds provided for project match, etc. | \$1,700,000 | \$680,000 [40%] | \$1,020,000 [60%] |
| Riverside Drive Phase II * | New Route from Sherman to Trent | Cost split between the Downtown and the Northeast. City funds provided for project match, etc. | \$400,000 | \$228,000 [57%] | \$172,000 [43%] |
| System Wide Signal Upgrade* | Upgrade communication to signals, installation of cameras and reader boards | City funds provided for project match, etc. | \$36,096 | \$0 [0%] | \$36,096 [100%] |
| Crestline Street from Lincoln Road to Magnesium Road | Improve Arterial Capacity | City funds used entirely for this project. | \$1,460,000 | \$671,600 [46%] | \$788,400 [54%] |
| Lyons Crestline to Nevada - Phase 1 | Full build & rebuild between Napa & Crestline. CMAQ's possibility | City funds provided for project match, etc. | \$1,200,000 | \$348,000 [29%] | \$852,000 [71%] |
| Addison and Francis | Install Turn Signal onto Francis Ave. | City funds used entirely for this project. | \$300,000 | \$150,000 [50%] | \$150,000 [50%] |

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Capacity Improvement Projects-- Northeast (Page 2 of 2)

| Project Name | Description | Comment | Total Cost | Ineligible Cost** | Eligible Cost |
|--|--|--|-------------|--------------------|--------------------|
| Lincoln from Nevada to Crestline - Phase 1 | Install a 5 lane roadway revising a signal at Nevada | City funds used entirely for this project. | \$1,300,000 | \$377,000 [29%] | \$923,000 [71%] |
| Magnesium & Crestline Intersection - Phase 1 | Roundabout, identified in Sam's Club TIA. | City funds used entirely for this project. | \$400,000 | \$184,000 [46%] | \$216,000 [54%] |

Total \$6,796,096 \$2,638,600 \$4,157,496

Funded Project Costs \$2,136,096

Unfunded Project Costs \$4,660,000

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| Capacity Improvement Projects-- Southwest (Page 1 of 1) | | | | | |
|---|---|---|---|----------------------------------|----------------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost | Eligible Cost |
| System Wide Signal Upgrade* | Upgrade communication to signals, installation of cameras and reader boards | City funds provided for project match, etc. | \$1,700 | \$0 [0%] | \$1,700 [100%] |
| Sunset Blvd/Assembly/Birch | Signal Installation and road re-alignment. Capacity | City funds used entirely for this project. | \$620,000 | \$328,600 [53%] | \$291,400 [47%] |
| 195 and Cheney-Spokane Interchange - Design & ROW Only | City to financially support WSDOT's install of an interchange at Cheney-Spokane | City funds provided for project match, etc. | \$350,000 [\$10,000,000] | \$126,000 [36%] | \$224,000 [64%] |
| Cheney-Spokane Road Realignment from 16th Avenue to the Shopping Center - Phase 1 | Improve Arterial Capacity incl. Modifying alignment | City funds provided for project match, etc. | \$2,500,000 | \$1,600,000 [64%] | \$900,000 [36%] |

Total \$3,471,700 \$2,054,600 \$1,417,100

Funded Project Costs \$351,700

Unfunded Project Costs \$3,120,000

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| Capacity Improvement Projects-- Southeast (Page 1 of 1) | | | | | |
|--|--|---|----------------------------|----------------------|----------------------------|
| Project Name | Description | Comment | Total Cost | Ineligible Cost** | Eligible Cost |
| System Wide Signal Upgrade* | Upgrade communication system to signals, installation of cameras and reader boards | Funding amount provided by City Funds for match, etc. | \$14,412 | \$0 [0%] | \$14,412 [100%] |
| Ray-Freya Crossover from 44th to 35th | New route for added capacity | City funds used entirely for this project. | \$3,950,000 | \$1,343,000 [34%] | \$2,607,000 [66%] |
| Regal - Freya connection along 42nd and a small portion of 44th | Improve capacity between Regal and Freya | City funds used entirely for this project. | \$1,900,000 | \$513,000 [27%] | \$1,387,000 [73%] |
| 29th Ave from Pittsburg to SE Blvd - Design and ROW Only | Widen to a new 5-Lane Section with Center Turn Lane. | City funds used entirely for this project. | \$300,000 [\$3,000,000] | \$60,000 [20%] | \$240,000 [80%] |
| 37th Regal to Glenrose (City Limits) Design and ROW Only | Widen Road to 3 lanes and upgrade Roadway to arterial Standards | City funds used entirely for this project. | \$300,000 | \$111,000 [37%] | \$189,000 [63%] |

Total \$6,464,412 \$2,027,000 \$4,437,412

Funded Project Costs \$14,412

Unfunded Project Costs \$6,450,000

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