

10-Year Street Bond Program

Spokane *Streets*

Citizen Streets Advisory Commission

Semi-Annual Report Spring/Summer 2012





## **Table of Contents**

<b>Introduction .....</b>	<b>1</b>
<b>Letter from the Chair.....</b>	<b>2</b>
<b>Completed Street Bond Projects Map.....</b>	<b>3</b>
<b>2011 Street Bond Projects.....</b>	<b>4</b>
Arterial/Utility Match.....	4
Residential.....	11
Local Improvement District (LID).....	12
<b>2012 Street Bond Projects Map.....</b>	<b>13</b>
<b>2012 Street Bond Projects.....</b>	<b>14</b>
Arterial.....	14
Residential.....	16
Utility Match.....	20
Local Improvement District (LID).....	21
<b>Appendixes</b>	
Appendix A.....	27
Appendix B (Pending) .....	28

## Introduction

Since the 10-Year Street Bond program was approved by voters in 2004, it has been overseen by the Citizen Streets Advisory Commission (CSAC). To keep the faith with the voters that the Bond funds are spent rehabilitating Spokane streets, members of the Commission have limited the scope of Street Bond projects to the costs directly associated with rehabilitating the street curb-to-curb. The Commission provides two reports to the Mayor, City Council, and citizens of Spokane by spring/summer and fall/winter; the spring/summer report includes financial and project information while the fall/winter report highlights the completed projects for that construction year.

### Citizen Streets Advisory Commission Members:

Dallas Hawkins	Chair	Insurance Broker, Self Employed
Stanley Stirling	Vice Chair	Principal Emeritus, Taylor Engineering, Inc.
Phil Barto		Management Consult., Barto Fleet Engineering Svcs.
Donna Jilbert		Owner, LaDona's Beauty Salon
Max Kuney		President, Max J. Kuney Co.
Kathy Miotke		Chair, Five Mile Prairie Neighborhood Association
Gary Proctor		Community Volunteer
Hal Ellis	Comm. Assembly Liaison	Community Volunteer
Ann Deasy	Staff Liaison to CSAC	Public Information Coordinator, City of Spokane

Committee members' terms of service are included as Appendix A.

**The following table gives an overview of how many miles of streets, and which category of streets have been repaired to date under the 10-Year Street Bond program.**

Program Category	Total Miles	Miles Repaired to Date	Percent of Total Miles	Original Budget*	Spent Through Dec. 31, 2011	Percent of Bond Spent
Arterial	45	38.1	85%	\$78,621,906	\$63,332,915	80%
Residential	44	29.8	68%	\$29,344,204	\$14,931,861	51%
Utility Match	7	3.3	47%	\$7,000,000	\$1,094,527	16%
Local Improvement District (LID)	14	5.8	41%	\$10,000,000	\$2,331,896	23%
General Expenses				\$1,678,172	\$1,750,684	104%
TOTAL	110	78	71%	\$126,644,282	\$83,441,883	66%

\*Original amount including interest earned.

## Letter from the Chair

To Mayor David Condon, City Council Members and the Citizens of Spokane:

This letter is provided as part of the semi annual report that are part of the commission's oversight of the 10-Year Street Bond Program to repair Spokane's streets. Spokane voters approved the current street repair program in 2004, and since then, CSAC has remained committed to advancing the program to rehabilitate the streets identified within the stated time frame and budget.

This program has helped create and sustain family wage jobs in the local community. These jobs generate income that is spent locally and provides additional tax revenue for the City and County to help stimulate our regional economy. Because the national and regional economy has been slow to fully recover, construction bids have remained relatively low. As the economy improves, construction costs will continue to rise and we anticipate that our conservative approach will have served us well.

The advisory group of citizens is made up of two members from each Council district and one member appointed at-large. We are now into our eighth year of oversight and reporting. We work with staff to insure that the best engineering practices, materials and design standards are utilized. Our goal remains, to make recommendations and to support decisions that will result in the rehabilitation of the greatest possible number of street miles.

Members of the Street Commission support efforts to utilize a complete streets approach to street rehabilitation, however the cost to add items such as setback sidewalks and bicycle and pedestrian elements remains challenging and not all projects will include enhancements to basic street repair for a variety of reasons. We will continue to do our best, along with the City Council and the Design Advisory Committee, to secure funding sources outside of the Bond to cover the costs of these additional facilities.

Additionally, members of the Citizen Streets Advisory Commission continue to support legislative and community efforts to regulate, limit or tax the use of studded tires in the State of Washington. There is clear evidence that the use of studded tires directly cause damage to our local and regional road systems. While we recognize that efforts to restrict or tax studded tires remains unpopular in eastern Washington, CSAC is convinced that studded tires provide very little additional safety or utility while they continue to cause significant and measurable damage to our streets.

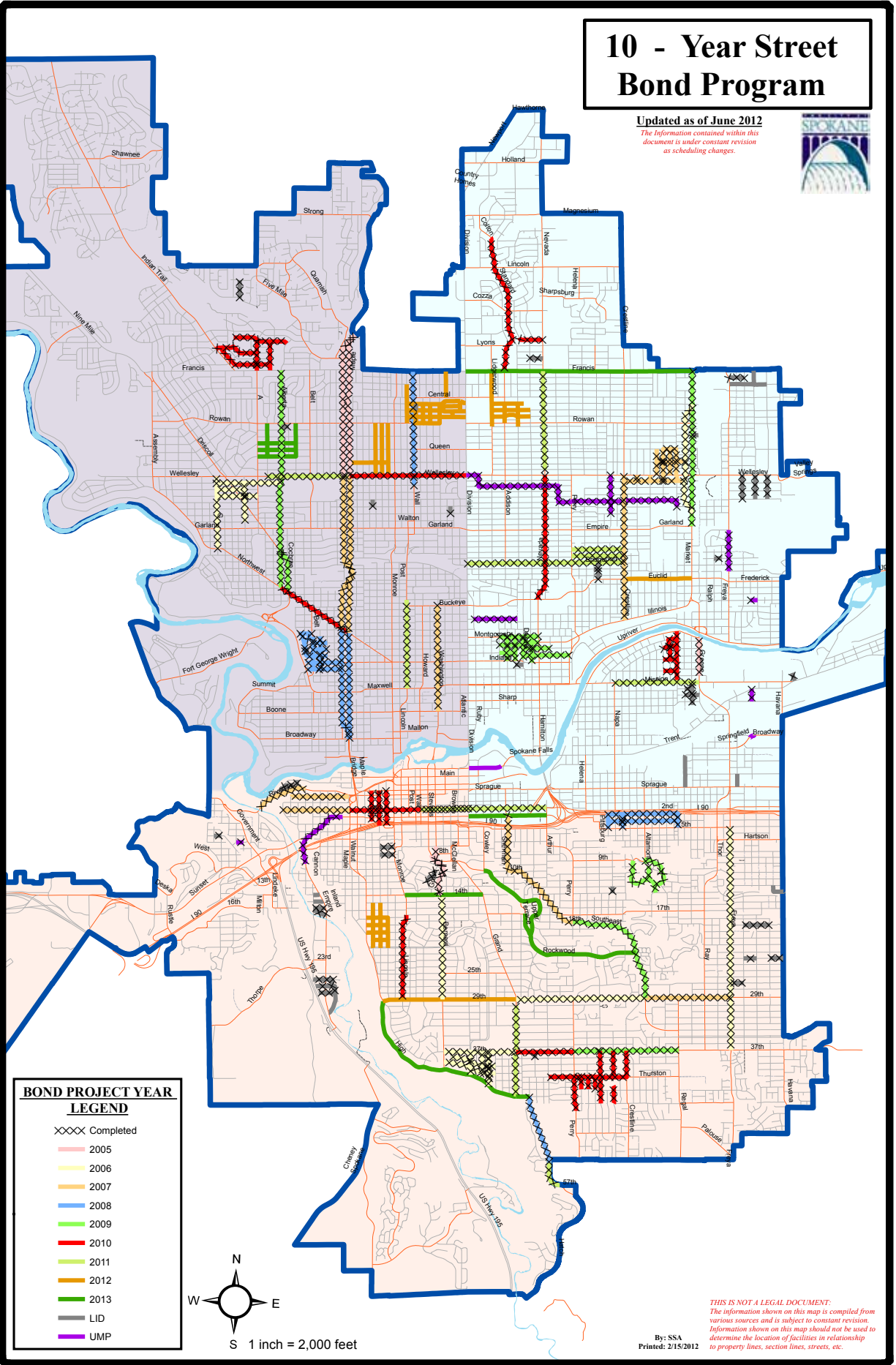
We have begun a dialogue with the City Administration and Staff concerning a campaign to establish a new street repair initiative to take us beyond 2013. We recognize that there are a great many bond and tax supported programs and initiatives that Spokane residents will be asked to pay for that will make passing a future street program more challenging. If we hope to continue a program to repair city streets we recognize that efforts must be well underway in 2013.

It is critical that the City of Spokane also focus its efforts to improve and enhance the street maintenance program so that streets rehabilitated in recent years will be properly maintained. It should be noted that this program rehabilitates roughly one-third of the streets, which require reconstruction or significant repair. This work should be continued on a perpetual basis if we plan to maintain our streets adequately.

My term as Chairman will be over at the end of 2012. It has been my honor and pleasure to serve as the Chair of the Citizen Streets Advisory Commission. I would like to thank all of the members of the Street Commission as well as City Street Department and Engineering Services staff who continue to give their time and many talents to this successful effort.

Dallas Hawkins  
Chairman  
Citizen Streets Advisory Committee

# Completed Street Bond Projects



## 2011 Highlights & Accomplishments

### ARTERIAL

Arterial street rehabilitation entails removing existing asphalt and unsuitable sub-base curb-to-curb and replacing it with new material using state-of-the-art technology so the roadways will not require rehabilitation for many years to come.

Below are the seven arterial Street Bond projects that were completed or substantially completed in 2011:

- Grand Boulevard from 29th Avenue to High Drive;
- Hatch Road from 57th Avenue to 54th Avenue/Perry Street;
- Mission Avenue from Hamilton Street to Greene Street;
- Post Street from Maxwell Avenue to Cleveland Avenue;
- Nevada Street from Broad Avenue to Decatur Avenue;
- Second Avenue from Howard Street to Arthur Street; and
- Wellesley Avenue from Milton Street to Ash Street.

#### Grand Boulevard from 29th Avenue to High Drive

✓ On Time

✓ On Budget

Project #2009101

Construction Start: May 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Grand Boulevard from 29th Avenue to High Drive. The project also included replacing the sewer main, funded by the Wastewater Department.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$492,121	\$368,327	\$123,793	75%
Construction	\$1,476,363	\$1,337,152	\$139,211	91%
TOTAL	\$1,968,484	\$1,705,480	\$263,004	87%

#### Grand Boulevard from 29th Avenue to High Drive





## Hatch Road from 57th Avenue to 54th Avenue

✓ On Time

Project #2008112

Construction Start: April 2011

Completed: June 2011

The project was a full depth curb-to-curb rehabilitation of Hatch Road from 57th Avenue/Perry Street intersection to 54th Avenue including new curbs and sidewalks, and bike lane and turn lane. The bike lanes, curbs, and sidewalks were federally funded. The design budget expenditures were high because the design had to be redone to include the curbs, sidewalks, and bikelanes funded by the late addition of American Recovery Act federal funds. Additionally unsuitable soils were discovered during construction and additional subgrade ballast was needed.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$142,072	\$288,728	(\$146,656)	203%
Construction	\$426,216	\$450,694	(\$24,478)	106%
TOTAL	\$568,288	\$739,421	(\$171,133)	130%

### Hatch Road from 57th Avenue to 54th Avenue





## Mission Avenue from Hamilton Street to Greene Street

✓ On Time

✓ On Budget

Project #2009103

Construction Start: May 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Mission Avenue from Napa Street to Greene Street; Mission Avenue from Hamilton Street to Napa Street will be a combination of full depth rehabilitation and a grind and overlay. Part of the street was repaired using Utility Match funds, and part of the street was repaired as part of the Mission Avenue Water Transmission Main project, funded by the Water Department.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$495,857	\$175,209	\$320,648	35%
Construction	\$1,487,572	\$1,326,073	\$161,499	89%
<b>TOTAL</b>	<b>\$1,983,429</b>	<b>\$1,501,283</b>	<b>\$482,146</b>	<b>76%</b>

Arterial and Utility Match funds.

### Mission Avenue from Napa Street to Greene Street



## Nevada Street from Broad Avenue to Decatur Avenue

✓ On Time

✓ On Budget

Project #2010122

Construction Start: July 2011

Completed: October 2011

The project was a full depth curb-to-curb rehabilitation of Nevada Street from Broad Avenue to Decatur Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$480,833	\$216,070	\$264,763	45%
Construction	\$1,442,500	\$1,445,629	(\$3,129)	100%
TOTAL	\$1,923,333	\$1,661,699	\$261,634	86%

### Nevada Street from Broad Avenue to Decatur Avenue



## Post Street from Maxwell Avenue to Cleveland Avenue

✓ On Time

✓ On Budget

Project #2008116

Construction Start: June 2011

Completed: August 2011

The project was a full depth curb-to-curb rehabilitation of Post Street from Maxwell Avenue to Cleveland Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$504,756	\$349,293	\$155,464	69%
Construction	\$1,514,269	\$1,257,180	\$257,090	83%
TOTAL	\$2,019,026	\$1,606,473	\$412,554	80%

### Post Street from Maxwell Avenue to Cleveland Avenue



## Second Avenue from Howard Street to Arthur Street

✓ On Time

Project #2009100

Construction Start: March 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Second Avenue from Howard Street to Arthur Street included replacing sewer and water mains, and upgrading the traffic signals, funded by the Water and Wastewater Departments, and safety funds. Second Avenue had vaulted sidewalks and other underground utility issues that added cost and delayed the project.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$703,941	\$536,966	\$166,975	76%
Construction	\$2,111,824	\$2,603,260	(\$491,436)	123%
TOTAL	\$2,815,765	\$3,140,226	(\$324,461)	112%

## Second Avenue from Arthur Street to Howard Street





## Wellesley Avenue from Milton Steet to Ash Street

✓ On Time

Project #2008182

Construction Start: July 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Wellesley Avenue from Milton Street to Ash Street. Construction costs were more than budgeted because the original budget was set assuming the street contained 15,977 square yards. The design survey revealed there were actually more than 25,000 square yards which increased the construction costs.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$390,832	\$243,177	\$147,655	62%
Construction	\$1,172,496	\$1,717,221	(\$544,725)	146%
TOTAL	\$1,563,328	\$1,960,398	(\$397,070)	125%

## Wellesley Avenue from Ash Street to Milton Street



## RESIDENTIAL

Residential street rehabilitation entails removing the existing asphalt and unsuitable sub-base from curb-to-curb and uses both full depth replacement and grind and overlay depending on the specific needs of the project.

Below is the residential Street Bond project that was completed or substantially completed in 2011:

- Bridgeport Avenue from Division Street to Crestline Street.

### Bridgeport Avenue from Division Street to Crestline Street

✓ On Time

Project #2010111

Construction Start: August 2011

Completed: November 2011

The project rehabilitated Bridgeport Avenue from Division Street to Crestline Street and the following residential streets, including Courtland Avenue from Perry Street to Crestline Street; and Glass Avenue from Perry Street to Crestline Street. The budget the streets repaired within the project were based on residential street rehabilitation costs. The project was actually 60% arterial streets (Bridgeport Avenue) and 40% residential streets. Bridgeport Avenue was evaluated as an arterial and condition at the time of the evaluation required a full depth curb-to-curb rehabilitation which caused the increased construction and engineering costs.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$358,555	\$263,776	\$94,779	74%
Construction	\$1,075,665	\$1,525,420	(\$449,755)	142%
TOTAL	\$1,434,220	\$1,789,196	(\$354,976)	125%

### Bridgeport Avenue from Division Street to Crestline Street



## LOCAL IMPROVEMENT DISTRICT (LID)

There are more than 40 miles of unpaved streets in the City of Spokane. The 10-Year Street Bond Program includes \$10 million under the Local Improvement District (LID) Program to help pay for paving 14 miles of those streets. The program:

- Provides 1/3 funding for frontage streets (which experience a 14% formation failure rate) and an increased funding level for side streets (side streets experience an 86% formation failure rate), not to exceed 50% cumulative for any project. Residents are responsible for paying remaining costs through direct assessment.
- Gives qualified owner-occupants of properties within the paving project district assistance of 50%, 75%, or 100%. The additional funding assistance depends on income and family size, using the annually adjusted HUD Section 8 income limits.

There was one LID paved in 2011:

- 16th and 17th Avenues from Chestnut Street to Inland Empire Way.

## LOCAL IMPROVEMENT DISTRICT

### 16th Avenue and 17th Avenue from Chestnut Street to Inland Empire Way

✓ On Time

✓ On Budget

Project #2009048

Construction Start: April 2011

Completed: July 2011

The project paved 16th and 17th Avenue from Chestnut Street to Inland Empire Way and installed curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$747,508	\$486,197	\$261,311
Bond Contribution	\$224,504	\$124,052	\$100,452

### 16th Avenue from Chestnut Street to Inland Empire Way



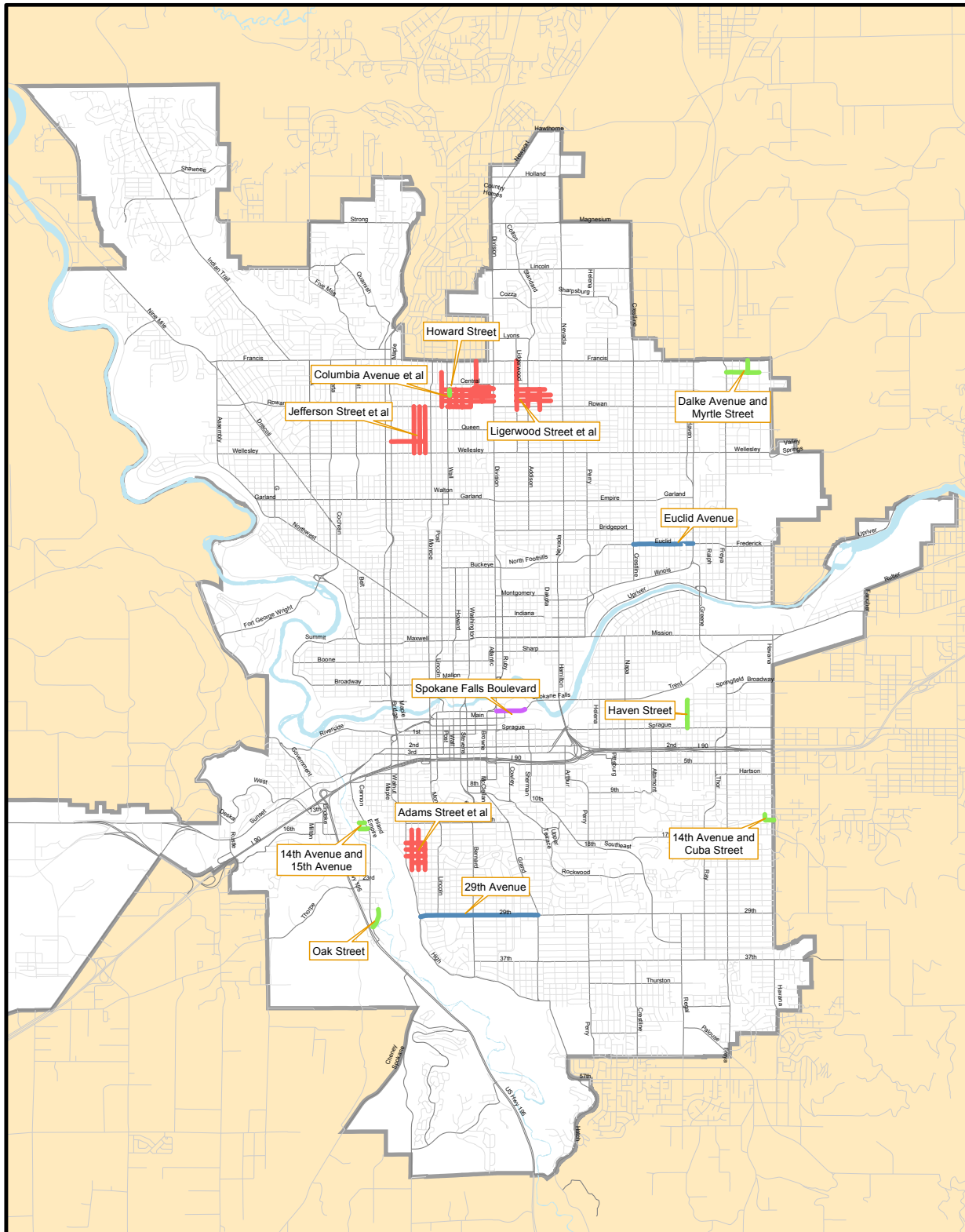
Before



After



# 2012 Street Bond Projects



## City of Spokane 2012 Bond Construction Schedule

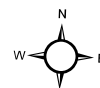
DATE: February 14, 2011  
Prepared by: SSA

Spokane Streets  
www.spokanestreets.org

0 2,000 4,000 6,000 8,000 10,000 Feet

### Legend

- Arterial Bond Projects
- LID Bond Projects
- Residential Bond Projects
- UMP



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



## ARTERIAL

Arterial street rehabilitation entails removing existing asphalt and unsuitable sub-base curb-to-curb and replacing it with new material using state-of-the-art technology so the roadways will not require rehabilitation for many years to come.

Below are the two arterial Street Bond projects that are scheduled for construction in 2012:

- 29th Avenue from High Drive to Grand Boulevard, and
- Euclid Avenue from Crestline Street to Greene Street.

### 29th Avenue from High Drive to Grand Boulevard

Project #2010124

Estimated Start: May 2012

Estimated Completion: September 2012

The project will be a full depth curb-to-curb rehabilitation of 29th Avenue from Grand Boulevard to High Drive, replace the existing 12-inch water main, and install conduit from Bernard Street to Grand Boulevard.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$715,111	\$247,265	\$476,846	52%
Construction	\$2,145,333	\$449,906	\$1,695,427	26%
TOTAL	\$2,860,444	\$697,171	\$2,163,273	32%

### 29th Avenue from High Drive to Grand Boulevard



## Euclid Avenue from Crestline Street to Market Street

Project #2010120

Estimated Start: May 2012

Estimated Completion: September 2012

The project will be a full depth curb-to-curb rehabilitation of Euclid Avenue from Crestline Street to Market Street and replace the existing 30-inch water transmission main.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$350,194	\$49,962	\$300,232	17%
Construction	\$1,050,582	\$0	\$1,050,582	0%
TOTAL	\$1,400,777	\$49,962	\$1,350,815	4%

### Euclid Avenue from Crestline Street to Market Street



## RESIDENTIAL

Residential street rehabilitation entails removing the existing asphalt and unsuitable sub-base from curb-to-curb and uses both full depth replacement and grind and overlay depending on the specific needs of the project.

Below are the four residential Street Bond projects scheduled for 2012:

- Adams Street from 21st Avenue to 15th Avenue and surrounding streets,
- Columbia Avenue from Post Street to Division Street and surrounding residential streets
- Jefferson Street from Wellesley Avenue to Rowan Avenues and surrounding residential streets, and
- Lidgerwood Street from North Avenue to Francis Avenue and surrounding residential streets.

### Adams Street from 21st Avenue to 15th Avenue

Project #2010127

Estimated Start: July 2012

Estimated Completion: September 2012

The project will be a rehabilitation of Adams Street from 21st Avenue to 15th Avenue; Madison Street from 21st Avenue to 17th Avenue; 17th, 18th and 19th avenues from Cedar Street to Madison Street; and 20th Avenue from Adams Street to Madison Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$316,328	\$79,408	\$236,920	33%
Construction	\$948,982	\$0	\$948,982	0%
TOTAL	\$1,265,310	\$79,408	\$1,185,902	7%

Adams Street from  
21st Avenue to 15th Avenue





## Jefferson Street from Wellesley Avenue to Rowan Avenue

Project #2010130

Estimated Start: June 2012

Estimated Completion: September 2012

The project will rehabilitate of Jefferson Street from Wellesley Avenue to Rowan Avenue; Adams and Madison streets from Wellesley Avenue to Rowan Avenue; and Wabash Avenue from Maple Street to Madison Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$269,949	\$129,572	\$140,377	92%
Construction	\$809,846	\$0	\$809,846	0%
TOTAL	\$1,079,795	\$129,572	\$950,223	14%

## Columbia Avenue from Post Street to Division Street



## Columbia Avenue from Post Street to Division Street

Project #2010112

Estimated Start: June 2012

Estimated Completion: October 2012

The project will rehabilitate of Columbia Avenue from Post Street to Division Street; Atlantic Street from Joseph Avenue to Columbia Avenue; Calispel Street from Joseph Avenue to Francis Avenue; Franklin Court from Calispel Street to Atlantic Street; Howard Street from Rowan Avenue to Joseph Avenue; Joseph, Nebraska, and Columbia avenues from Post Street o Division Street; Normandie Street from Nebraska Avenue to Dalke Avenue; Post Street from Rowan Avenue to Dalke Avenue; Rowan Avenue from Wall Street to Whitehouse Street; and Stevens, Washington, and Whitehouse streets from Rowan Avenue to Columbia Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$507,466	\$206,129	\$301,337	68%
Construction	\$1,522,398	\$0	\$1,522,398	%
TOTAL	\$2,029,864	\$206,129	\$1,823,735	11%

### Columbia Avenue from Post Street to Division Street



## Lidgerwood Street from North Avenue to Francis Avenue

Project #2010126

Estimated Start: April 2012

Estimated Completion: July 2012

The project will rehabilitate of Lidgerwood Street from North Avenue to Francis Avenue; Addison Street from Rowan Avenue to Columbia Avenue; Columbia Avenue from Lidgerwood Street to cul-de-sac; Standard Street from North Avenue to Columbia Avenue; and Joseph and Nebraska avenues from Lidgerwood Street to Cincinnati Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$281,887	\$88,103	\$193,784	45%
Construction	\$845,659	\$0	\$845,659	0%
TOTAL	\$1,127,546	\$88,103	\$1,039,443	8%

### Lidgerwood Street from North Avenue to Francis Avenue





## UTILITY MATCH

The Bond funds are joined with utility funding to complete roadway rehabilitation curb-to-curb, instead of just repaving traffic lane(s) affected by a utility project. This not only frees up Bond money to add more projects to those originally planned, but also reduces long-term street maintenance and traffic impacts for motorists.

There is one project scheduled for construction in 2012:

- Spokane Falls Boulevard from Division Street to Sherman Street.

### **Spokane Falls Boulevard from Division Street to Sherman Street**

Project #2005263

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The City of Spokane Water Department will pay for the replacement of the water main, storm water pipes, and pavement over the pipes. Utility Match funds will pay for the replacement of the remaining pavement, and federal funds will pay to reduce the street to one lane in each direction, install bike lanes, and a landscaped median.

	Budget	Actual	Balance
Project Cost	\$1,156,571	\$0	\$1,156,571
Bond Contribution	\$230,000	\$0	\$230,000

### Spokane Falls Boulevard from Division Street to Sherman Street



## LOCAL IMPROVEMENT DISTRICT (LID)

There are more than 40 miles of unpaved streets in the City of Spokane. The 10-Year Street Bond Program includes \$10 million under the Local Improvement District (LID) Program to help pay for paving 14 miles of those streets. The program:

- Provides 1/3 funding for frontage streets (which experience a 14% formation failure rate) and an increased funding level for side streets (side streets experience an 86% formation failure rate), not to exceed 50% cumulative for any project. Residents are responsible for paying remaining costs through direct assessment.
- Gives qualified owner-occupants of properties within the paving project district assistance of 50%, 75%, or 100%. The additional funding assistance depends on income and family size, using the annually adjusted HUD Section 8 income limits.

There are six LIDs that are scheduled for construction in 2012:

- 14th Avenue from Cuba Street to Havana Street;
- 15th and 14th Avenues from Chestnut Street to Inland Empire Way;
- Dalke Avenue from Freya Street to Florida Street;
- Haven Street from Riverside Avenue to Olive Avenue;
- Howard St. from Joseph Avenue to Columbia Avenue; and
- Oak Street from Inland Empire Way to 28th Avenue.

### 14th Avenue from Cuba Street to Havana Street

Project #2010042

Construction Start: Spring 2012

Estimated Completion: Summer 2012

The project will pave 14th Avenue from Cuba Street to Havana Street; and Cuba Street from 14th Avenue to 13th Avenue and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$283,711	\$	\$
Bond Contribution	\$111,557	\$	\$

14th Avenue from  
Cuba Street to Havana Street



## 15th and 14th Avenues from Chestnut Street to Inland Empire Way

Project #2011082

Construction Start: Summer 2012

Estimated Completion: Fall 2012

The project will pave 15th and 14th Avenues from Chestnut Street to Inland Empire Way and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$448,798	\$	\$
Bond Contribution	\$146,970	\$	\$

### 15th and 14th Avenues from Chestnut Street to Inland Empire Way



### **Dalke Avenue from Freya Street to Florida Street**

Project #2009163

Construction Start: Summer 2012

Estimated Completion: Fall 2012

The project will pave Dalke Avenue from Freya Street to Florida Street; and Myrtle Street from Dalke Avenue to Francis Avenue and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$1,185,710	\$	\$
Bond Contribution	\$415,678	\$	\$

### **Dalke Avenue from Freya Street to Florida Street**





## Haven Street from Riverside Avenue to Olive Avenue

Project #2010165

Construction Start: Spring 2012

Estimated Completion: Fall 2012

The project will pave Haven Street from Riverside Avenue to Olive Avenue; Olive Avenue from Haven Street to Fiske Street; and Fiske Street from Olive Avenue to Alki Avenue and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$2,154,169	\$	\$
Bond Contribution	\$881,056	\$	\$

### Haven Street from Riverside Avenue to Olive Avenue



## Howard Street from Joseph Avenue to Columbia Avenue

Project #2011163

Construction Start: Summer 2012

Estimated Completion: Summer 2012

The project will pave Howard Street from Joseph Avenue to Columbia Avenue and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$148,756	\$	\$
Bond Contribution	\$74,378	\$	\$

### Howard Street from Joseph Avenue to Columbia Avenue



## Oak Street from Inland Empire Way to 28th Avenue

Project #2010134

Construction Start: Summer 2012

Estimated Completion: Fall 2012

The project will pave Oak Street from Inland Empire Way to 28th Avenue and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$534,015	\$	\$
Bond Contribution	\$265,596	\$	\$

### Oak Street from Inland Empire Way to 28th Avenue





## APPENDIX A

### CSAC Member Districts and Terms:

Members:	Representing:	Terms:
Phil Barto	District 3	12/31/16
Dallas Hawkins	District 2	12/31/12
Donna Jilbert	District 1	12/31/12
Gary Proctor	District 3	12/31/14
Max Kuney	District 2	12/31/14
Kathy Miotke	At Large	12/31/16
Stan Stirling	District 1	12/31/16
Hal Ellis	Liaison to Community Assembly	

## **APPENDIX B**

*Will be distributed at a later date.*