



Semi-Annual Report April 2011

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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 April and October of each year; the April report includes financial and project information while the October 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, Taylor Engineering, Inc.
Phil Barto		Management Consult., Barto Fleet Engineering Svcs.
Donna Jilbert		Owner, LaDonna'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, 2010	Percent of Bond Spent
Arterial	45	33.1	74%	\$78,621,906	\$51,300,111	65%
Residential	44	27.24	62%	\$29,344,204	\$13,142,665	45%
Utility Match	7	3.33	47%	\$7,000,000	\$812,351	12%
Local Improvement District (LID)	14	5.53	39%	\$10,000,000	\$2,207,844	22%
General Expenses				\$1,678,172	\$1,750,684	104%
TOTAL	110	69.2	63%	\$126,644,282	\$69,213,656	55%

*Original amount including interest earned.

Letter from the Chair

To The Mayor, City Council and the Citizens of Spokane:

This letter is provided as part of the semi annual report from the Citizen Streets Advisory Commission (CSAC) Chairman to the Mayor, City Council, and interested citizens. These reports as well as monthly meetings 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.

In the past few years, some project bids have come in lower than the engineer's estimate. This trend once again continued in 2010, although more projects are being completed much closer to the originally estimated cost, and in some instances projects have exceeded the budgeted estimate due to unforeseen circumstances. Additionally, helped create and sustain family wage jobs for 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 district and one member appointed at-large. We are now into our seventh 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.

The Complete Streets concept continues to be a focus of the City. City staff is considering a Complete Street ordinance and policy. The goal of Complete Streets is to better accommodate all users of the street systems and all modes of transportation.

While the members of the Street Commission support these efforts, funding to add items such as bicycle or pedestrian elements remains challenging and not all requests for enhancements to basic street repair can be accommodated for a variety of financial and regulatory reasons. Since the current Street Bond program is dedicated to street rehabilitation, we will continue to do our best, along with the City Council and the Design Advisory Committee, to help secure funding sources outside of the Bond to cover the costs of these additional facilities. The Street Commission will continue to fulfill the original goal of the Bond program to repair Spokane streets, which was approved by the citizens of Spokane.

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 if any additional safety or utility while they continue to cause significant and measurable damage to our streets.

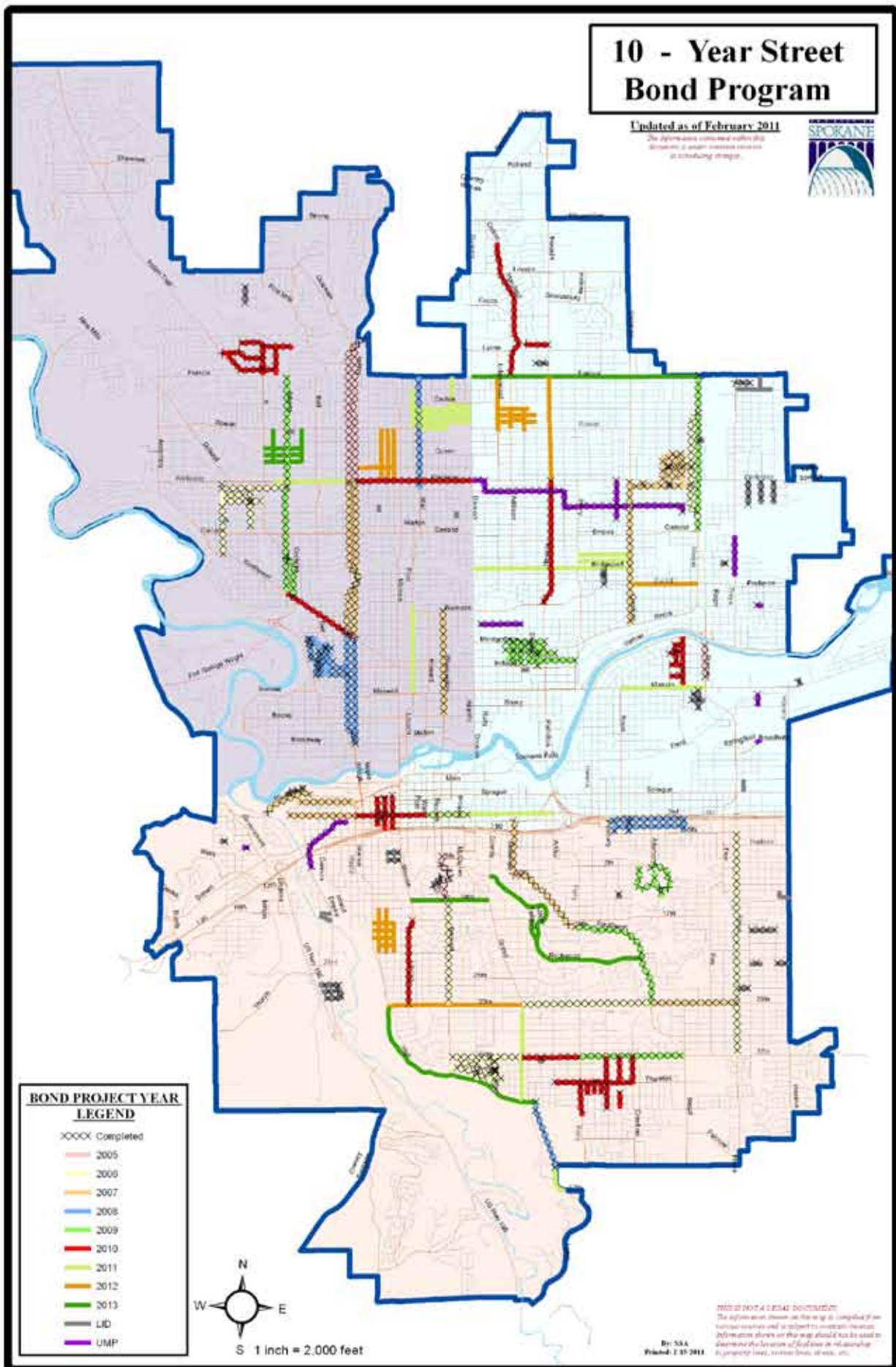
This spring the Street Commission will begin a dialogue with the Administration and Staff concerning a campaign to establish a new street repair initiative to take us beyond 2013. We recognize that efforts to create the next program must begin soon if we hope to continue rehabilitating Spokane streets. A panel of interested stakeholders should be formed later this year to begin to raise money for a new street bond campaign.

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.

It is my pleasure to continue to serve as the Chair of the Citizen Streets Advisory Commission. I would like to thank all of the members of the Street Commission who continue to give their time and many talents to this effort.

Dallas Hawkins
Chairman
Citizen Streets Advisory Committee

Completed Street Bond Projects



2010 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 six arterial Street Bond projects that were completed or substantially completed in 2010:

- 37th Avenue from Grand Boulevard to Perry Street;
- Lincoln Street from 17th Avenue to 29th Avenue;
- Nevada Street from North Foothills Drive to Broad Avenue;
- Northwest Boulevard from Alberta Street to Ash Street;
- Second Avenue from Sunset Boulevard to Howard Street; and
- Wellesley Avenue from Maple Street to Division Street.

37th Avenue from Grand Boulevard to Perry Street

✓ On Time

✓ On Budget

Project #2007147

Construction Start: August 2010

Completion: October 2010

The project was a full depth curb-to-curb rehabilitation of 37th Avenue from Grand Boulevard to Perry Street including installation of new curbs and sidewalks.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$132,845	\$207,392	(\$74,547)	156%
Construction	\$531,379	\$381,989	\$149,390	72%
TOTAL	\$664,224	\$589,381	\$74,843	89%

37th Avenue from Perry Street to Grand Boulevard



Lincoln Street from 17th Avenue to 29th Avenue

✓ On Budget

Project #2007144

Construction Start: April 2010

Completion: August 2010

The project was a full depth curb-to-curb rehabilitation of Lincoln Street from 17th Avenue to 29th Avenue including adding curb extensions with storm water drainage in various locations that drain the treated water into the Cannon Hill Park pond which was funded by the Wastewater department.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$299,219	\$300,492	(\$1,273)	100%
Construction	\$1,196,874	\$1,046,769	\$150,105	87%
TOTAL	\$1,496,093	\$1,347,261	\$148,832	90%

Lincoln Street from 17th Avenue to 29th Avenue



Nevada Street from North Foothills Drive to Broad Avenue

✓ On Time

✓ On Budget

Project #2008144

Construction Start: June 2010

Completion: September 2010

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

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$458,748	\$263,414	\$195,334	57%
Construction	\$1,834,991	\$1,999,994	(\$165,003)	109%
TOTAL	\$2,293,739	\$2,263,408	\$30,331	99%

Nevada Street from North Foothills Drive to Broad Avenue



Northwest Boulevard from Alberta Street to Ash Street

✓ On Time

✓ On Budget

Project #2008114

Construction Start: July 2010

Completion: October 2010

The project was a full depth curb-to-curb rehabilitation of Northwest Boulevard from Alberta Street to Ash Street including a concrete intersection at Northwest Boulevard and Cochran Street which was funded by STA.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$304,034	\$104,079	\$199,955	34%
Construction	\$1,216,134	\$1,256,258	(\$40,124)	103%
TOTAL	\$1,520,168	\$1,360,337	\$159,831	89%

Northwest Boulevard from Alberta Street to Ash Street



Second Avenue from Sunset Boulevard to Howard Street

Project #2008113

Construction Start: August 2010

Estimated Completion: May 2011

The project was a full depth curb-to-curb rehabilitate Second Avenue from Sunset Boulevard to Howard Street and replaced a 12-inch water distribution main and catch basins, as needed which were funded by the Water department.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$332,292	\$375,516	(\$43,224)	113%
Construction	\$1,329,167	\$1,517,838	(\$188,671)	114%
TOTAL	\$1,661,459	\$1,893,354	(\$231,895)	114%

Second Avenue from Sunset Boulevard to Howard Street



Wellesley Avenue from Maple Street to Division Street

✓ On Time

✓ On Budget

Project #2008115

Construction Start: June 2010

Completion: September 2010

The project was a full depth curb-to-curb rehabilitation of Wellesley Avenue from Maple Street to Division Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$429,848	\$345,903	\$83,945	80%
Construction	\$1,719,394	\$1,852,270	(\$132,876)	108%
TOTAL	\$2,149,242	\$2,198,173	(\$48,931)	102%

Wellesley Avenue from Maple Street to Division Street



RESIDENTIAL/UTILITY MATCH

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 six residential Street Bond projects that were completed or substantially completed in 2010:

- A Street from Francis Avenue to Beacon Avenue;
- Addison and Standard Streets from Francis Avenue to Colton Street;
- Altamont Boulevard from Ninth Avenue to 11th Avenue;
- Madison Street from Fourth Avenue to Sprague Avenue;
- Nelson Street from Mission Avenue to Marshall Avenue; and
- Thurston Avenue from Arthur Street to Crestline Street.

A Street from Francis Avenue to Beacon Avenue, et al.

✓ On Time

✓ On Budget

Project #2009132

Construction Start: May 2010

Completion: July 2010

The project rehabilitated A Street from Francis Avenue to Beacon Avenue and the following residential streets: Audobon Street from Holyoke Avenue to Indian Trail Road; Beacon Avenue from Audubon Street to Alberta Street; Holyoke Avenue from Indian Trail Road to Lindeke Street; Houston Avenue from Holyoke Street to Lindeke Street; and Lindeke Street from Francis Avenue to Beacon Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$315,122	\$133,488	\$181,634	42%
Construction	\$1,260,490	\$931,391	\$329,099	74%
TOTAL	\$1,575,612	\$1,064,879	\$510,733	68%

A Street from Francis Avenue to Beacon Avenue, et al.



Addison Street and Standard Street from Francis Avenue to Colton Street

Project #2009065

Construction Start: July 2010

Estimated Completion: May 2011

The project was a full depth curb-to-curb rehabilitation of Addison Street and Standard Street from Francis Avenue to Colton Street; and Beacon Avenue from Dakota Street to Nevada Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$272,369	\$329,317	(\$56,948)	121%
Construction	\$1,089,475	\$1,172,063	(\$82,588)	108%
TOTAL	\$1,361,844	\$1,501,380	(\$139,536)	110%

Addison Street and Standard Street from Francis Avenue to Colton Street



Altamont Boulevard from Ninth Avenue to 11th Avenue

Project #2008151

Construction Start: July 2010

Estimated Completion: May 2011

The project was a full depth curb-to-curb rehabilitation of Altamont Boulevard from Ninth Avenue to 11th Avenue and 11th Avenue from Altamont to Julia Street. Additionally, Ninth Avenue from Perry Street to Altamont Street; Arthur Street from Eighth Avenue to Ninth Avenue; and Myrtle Street from Eighth Avenue to Hartson Avenue were rehabilitated curb-to-curb. Hartson Avenue from Myrtle Street to Havana Street; Ninth Avenue from Hatch Road to Arthur Street; Ninth Avenue from Ivory Street to Perry Street were rehabilitated, where needed. Part of the street was repaired using Utility Match funds, and part of the street was repaired as part of the Hartson Avenue and 11th Avenue Water Transmission Main project using Water Department funds.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$241,309	\$32,139	\$209,170	13%
Construction	\$965,234	\$527,527	\$437,707	55%
TOTAL	\$1,206,543	\$559,666	\$646,877	46%

Residential and Utility Match funds.

Altamont Boulevard from Ninth Avenue to 11th Avenue



Madison Street from Fourth Avenue to Sprague Avenue, et al.

✓ On Time

Project #2009133

Construction Start: August 2010

Estimated Completion: May 2011

The project was a full depth curb-to-curb rehabilitation of Madison Street, Adams Street, and Jefferson Street from Fourth Avenue to Sprague Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$197,124	\$210,082	(\$12,958)	107%
Construction	\$788,495	\$846,821	(\$58,326)	107%
TOTAL	\$985,619	\$1,056,903	(\$71,284)	107%

Madison Street from Fourth Avenue to Sprague Avenue



Nelson Street from Mission Avenue to Marshall Avenue, et al.

✓ On Time

✓ On Budget

Project #2009131

Construction Start: May 2010

Completion: August 2010

The project was a full depth curb-to-curb rehabilitation of Nelson Street from Mission Avenue to Marshall Avenue and surrounding residential streets Indiana Avenue from Lacey Street to Regal Street; Marshall Avenue from Nelson Street to Regal Street; Nora Avenue from Lacey Street to Regal Street; Regal Street from Mission Avenue to Marshall Street; South Crescent Avenue from Lacey Street to Ermina Avenue, and South Riverton from Lacey Street to Ermina Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$250,073	\$241,722	\$8,351	97%
Construction	\$1,000,290	\$778,184	\$222,106	78%
TOTAL	\$1,250,363	\$1,019,906	\$230,457	82%

Nelson Street from Mission Avenue to Marshall Avenue, et al.



Thurston Avenue from Arthur Street to Crestline Street, et al.

✓ On Time

✓ On Budget

Project #2009130

Construction Start: June 2010

Completion: August 2010

The project was a full depth curb-to-curb rehabilitation of Thurston Avenue from Arthur Street to Crestline Street and surrounding residential streets Crestline Street from Thurston Avenue to 39th Avenue; Helena, Hogan and Madelia Streets from 42nd Avenue to Thurston Avenue; Hogan Street from 42nd Avenue to Thurston Avenue; Napa Street from 44th Avenue to 37th Avenue; Perry Street from 45th Avenue to Thurston Avenue; and Pittsburg Street from 44th Avenue to 37th Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$354,090	\$170,403	\$183,687	48%
Construction	\$1,416,362	\$1,389,418	\$26,944	98%
TOTAL	\$1,770,452	\$1,559,821	\$210,631	88%

Thurston Avenue from Arthur Street to Crestline Street, et al.



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 adjacent to the paving project 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 were two LIDs that were paved in 2010:

- Bennett Avenue from Clarke Street to Spruce Street; and
- Decatur Avenue from Freya Street to Julia Street.

Bennett Avenue from Clarke Street to Spruce Street

✓ On Time

Project #2008056

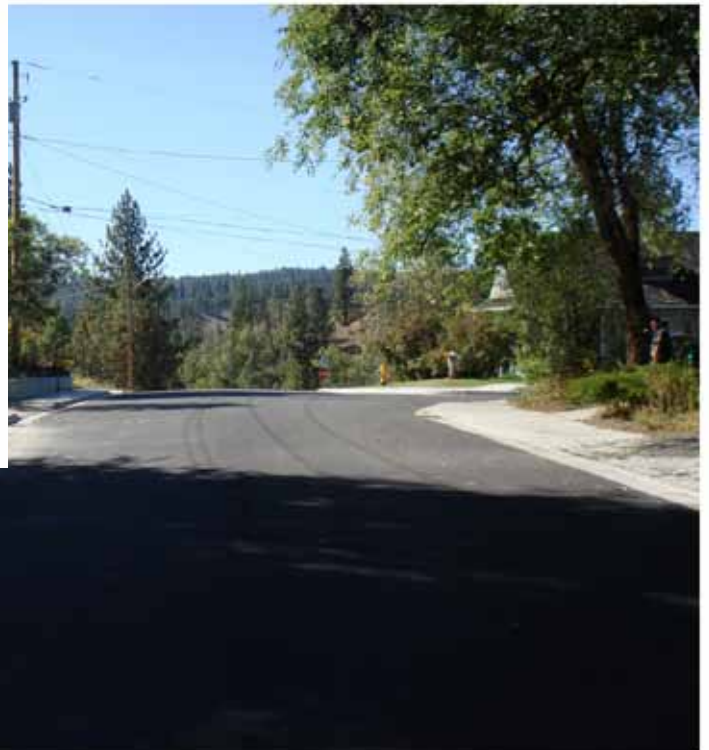
Construction Start: March 2010

Completion: April 2010

The project paved and installed curbs and sidewalks of Bennett Avenue from Clarke Street to Spruce Street; and Spruce Street from Bennett Avenue to Clarke Street.

	Budget	Actual	Balance	Percentage
Project Cost	\$337,216	\$439,159	(\$101,943)	130%
Bond Contribution	\$112,411	\$119,703	(\$7,292)	106%

Bennett Avenue from Clarke Street to Spruce Street



Decatur Avenue from Freya Street to Julia Street

✓ On Time

✓ On Budget

Project #2008126

Construction Start: April 2010

Completion: June 2010

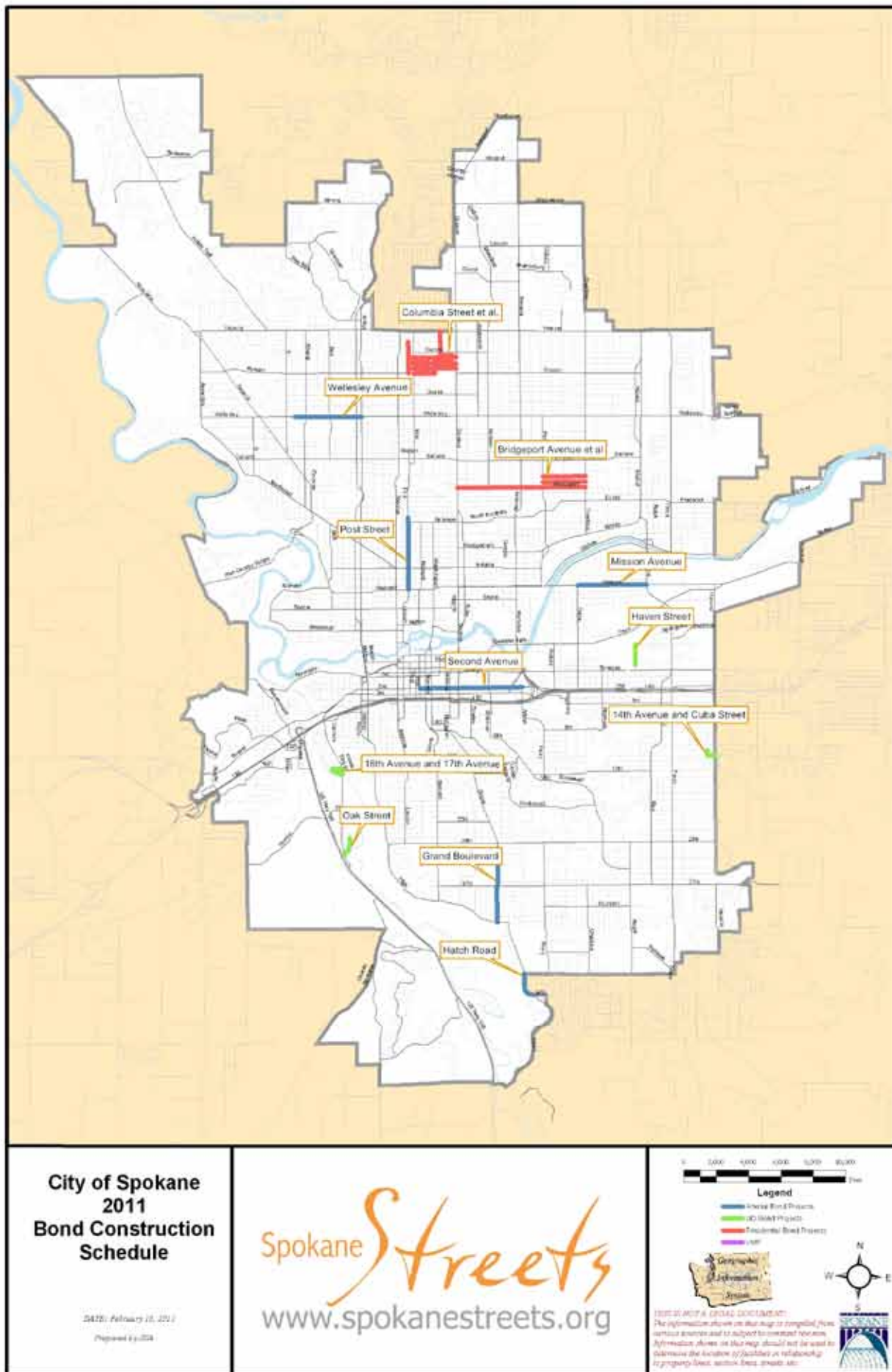
The project paved and installed curbs and sidewalks of Decatur Street from Freya Street to Julia Street; and Julia Street from Francis Avenue to Decatur Avenue.

	Budget	Actual	Balance	Percentage
Project Cost	\$776,780	\$532,315	\$244,465	69%
Bond Contribution	\$381,840	\$179,727	\$202,113	47%

Decatur Avenue from Freya Street to Julia Street



2011 Street Bond Projects



2011 Projects

ARTERIAL/UTILITY MATCH

Grand Boulevard from 29th Avenue to High Drive

Project #2009101

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$393,697	\$73,558	\$320,139	19%
Construction	\$1,574,787	\$	\$1,574,787	0%
TOTAL	\$1,968,484	\$73,558	\$1,894,926	4%

Grand Boulevard from 29th Avenue to High Drive



Hatch Road from 57th Avenue to 54th Avenue

Project #2008112

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will be 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 lane and sidewalks are federally funded.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$91,658	\$108,265	(\$16,607)	118%
Construction	\$366,630	\$	\$366,630	0%
TOTAL	\$458,288	\$108,265	\$350,023	24%

Hatch Road from 57th Avenue to 43rd Avenue



Before

Mission Avenue from Hamilton Street to Greene Street

Project #2009103

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$396,686	\$53,037	\$343,649	13%
Construction	\$1,586,743	\$0	\$1,586,743	0%
TOTAL	\$1,983,429	\$53,037	\$1,930,392	3%

Arterial and Utility Match funds.

Mission Avenue from Napa Street to Greene Street



Post Street from Maxwell Avenue to Cleveland Avenue

Project #2008116

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$403,805	\$35,308	\$368,497	9%
Construction	\$1,615,221	\$0	\$1,615,221	0%
TOTAL	\$2,019,026	\$35,308	\$1,983,718	2%

Post Street from Maxwell Avenue to Cleveland Avenue



Second Avenue from Howard Street to Arthur Street

Project #2009100

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will be a full depth curb-to-curb rehabilitation of Second Avenue from Howard Street to Arthur Street including replacing sewer and water mains, and upgrading the traffic signals, funded by the Water and Wastewater Departments and safety funds.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$563,153	\$129,228	\$433,925	23%
Construction	\$2,252,612	\$0	\$2,252,612	0%
TOTAL	\$2,815,765	\$129,228	\$2,686,537	5%

Second Avenue from Arthur Street to Howard Street



Wellesley Avenue from Milton Street to Ash Street

Project #2008182

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will be a full depth curb-to-curb rehabilitation of Wellesley Avenue from Milton Street to Ash Street.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$253,930	\$22,110	\$231,820	9%
Construction	\$1,015,719	\$190,815	\$824,904	19%
TOTAL	\$1,269,649	\$212,925	\$1,056,724	17%

Wellesley Avenue from Ash Street to Milton Street



RESIDENTIAL

Bridgeport Avenue from Division Street to Crestline Street

Project #2010111

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will be a full depth curb-to-curb rehabilitation of 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.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$286,844	\$22,867	\$263,977	8%
Construction	\$1,147,376	\$0	\$1,147,376	0%
TOTAL	\$1,434,220	\$22,867	\$1,411,353	2%

Bridgeport Avenue from Division Street to Crestline Street



Columbia Avenue from Post Street to Division Street

Project #2010112

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will be a full depth curb-to-curb rehabilitation of Columbia Avenue from Post Street to Division Street and surrounding residential streets including Atlantic Street from Joseph Street to Franklin Court; Calispel Street from Joseph Avenue to Franklin Court; Franklin Court from Calispel Street to Atlantic Street; Howard Street from Rowan Avenue to Columbia Avenue; Joseph Avenue from Post Street to Division Street; Nebraska Avenue from Post Street to Division Street; Post Street from Rowan Avenue to Dalke Avenue; Rowan Avenue from Wall Street to Whitehouse Street; Stevens Street from Rowan Avenue to Columbia Avenue; Washington Street from Rowan Avenue to Columbia Avenue; and Whitehouse Street from Rowan Avenue to Columbia Avenue.

	Budget	Actual	Balance	Percentage
Engineering/ Inspection/ Administrative	\$392,244	\$30,460	\$361,784	8%
Construction	\$1,568,978	\$0	\$1,568,978	0%
TOTAL	\$1,961,222	\$30,460	\$1,930,762	2%

Columbia Avenue from Post Street to Division Street



LOCAL IMPROVEMENT DISTRICT

14th Avenue from Cuba Street to Havana Street

Project #2010042

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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	\$	\$283,711
Bond Contribution	\$111,557	\$	\$111,557

14th Avenue from Cuba Street to Havana Street



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

Project #2009048

Construction Start: Spring 2011

Estimated Completion: Fall 2011

The project will pave 16th and 17th Avenue from Chestnut Street to Inland Empire Way and install curbs and sidewalks.

	Budget	Actual	Balance
Project Cost	\$747,508	\$0	\$747,508
Bond Contribution	\$224,504	\$0	\$224,504

16th Avenue from Chestnut Street to Inland Empire Way



Haven Street from Riverside Avenue to Olive Avenue

Project #2010165

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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	\$1,313,390	\$0	\$1,313,390
Bond Contribution	\$573,325	\$0	\$573,325

Haven Street from Riverside Avenue to Olive Avenue



Oak Street from Sprague Avenue to Main Avenue

Project #2010134

Construction Start: Spring 2011

Estimated Completion: Fall 2011

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	\$	\$534,015
Bond Contribution	\$265,596	\$	\$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	12/31/15
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	12/31/15
Stan Stirling	District 1	12/31/15
Hal Ellis	Liaison to Community Assembly	

APPENDIX B

Will be distributed at a later date.

