

Unfunded Projects

Total unfunded need is \$1.32 billion in current year dollars. Over a 20 year period, considering inflation, the unfunded amount is \$1.96 billion.

Section 3 Spokane River to Francis

This project will construct the NSC from the Spokane River to Francis/Freya. Included in this work are improvements to city arterials, grade separations and realignment of existing railroad tracks.

TOTAL COST OF PROJECTS	FUNDED	UNFUNDED	COST
Spokane River to Francis	\$28M	\$300M	\$328M

Section 4 Trent Ave to Spokane River

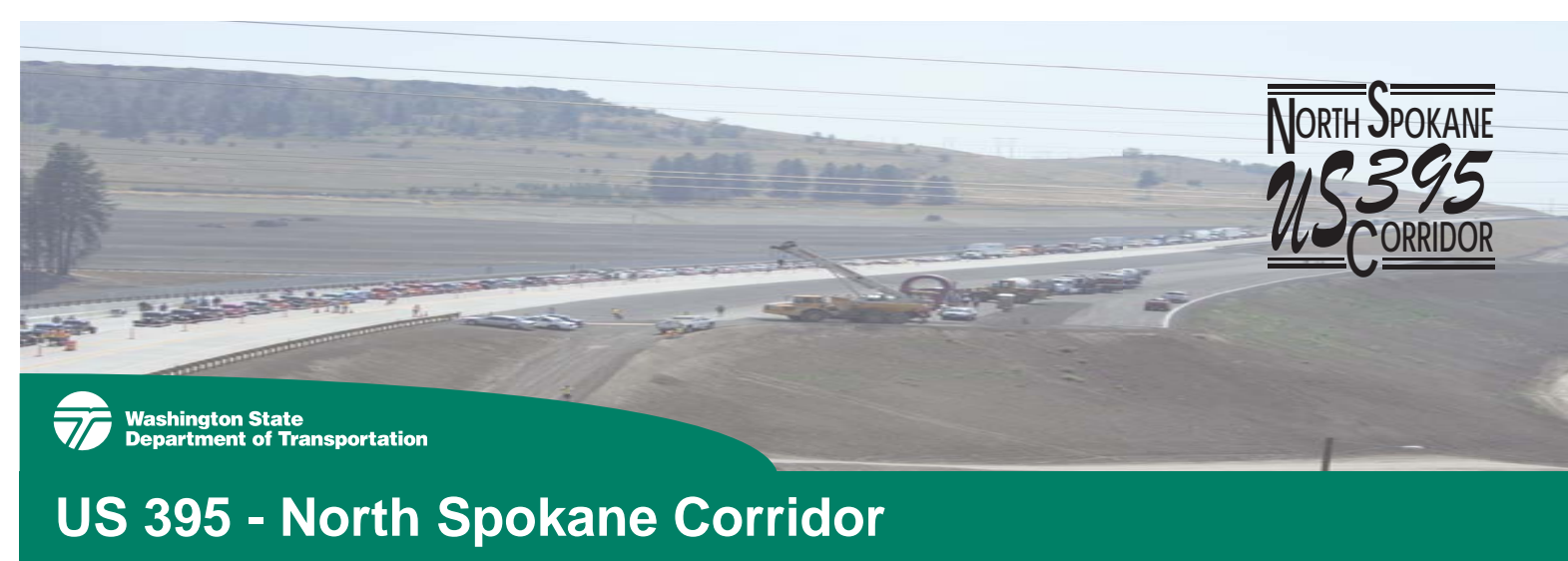
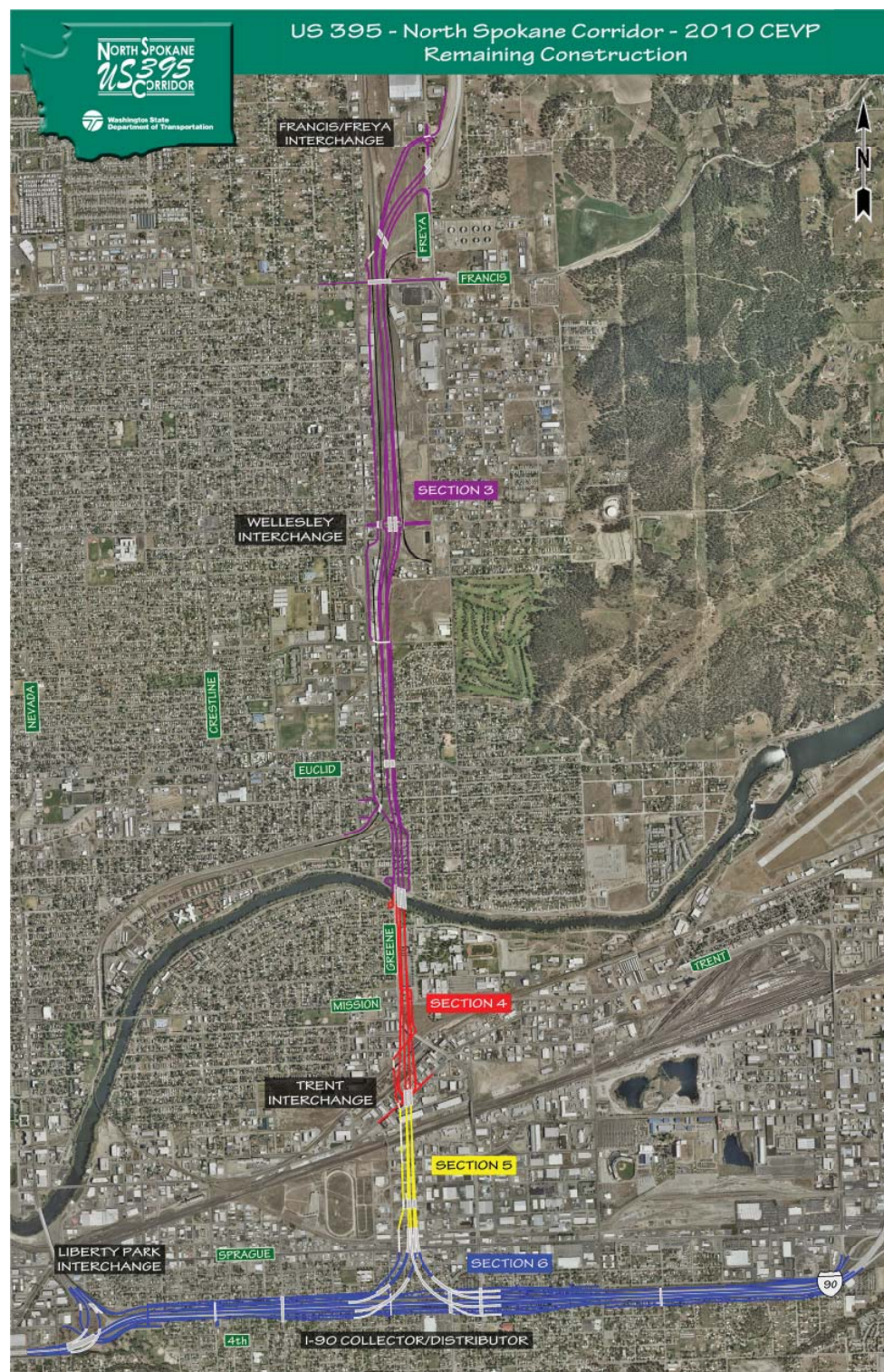
This project constructs the Trent Avenue Interchange and the viaduct section between Trent and the Spokane River. This project can be staged by constructing one half of the viaduct structures at a time. (\$322 M)

Section 5 I-90 North Access Connection

This project will construct four lanes each direction between I-90 and the Spokane River. This project can be staged by constructing one half of the lanes at a time. (\$377 M)

Section 6 Collector Distributor System

This project will reconstruct Interstate 90 and construct the Collector/Distributor system from the Liberty Park Interchange to the Sprague Ave Interchange. (\$318 M)



Annual Mega-Project Report

November 2010

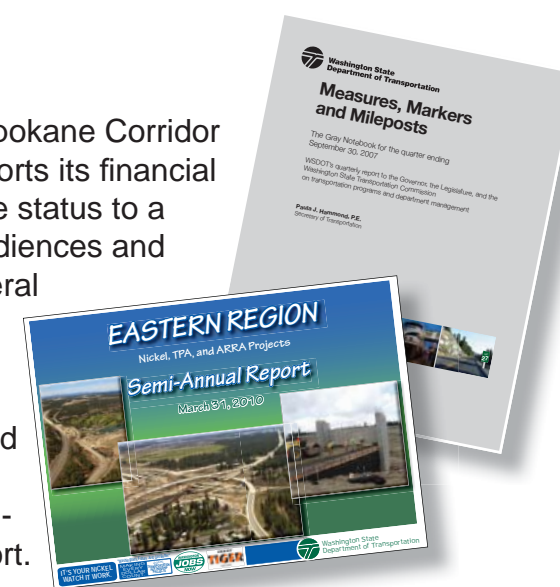
Project Description

When complete, the North Spokane Corridor (NSC) will be a 60-mile per hour, limited access highway connecting I-90 near downtown Spokane with US 395, 10 miles to the north. The NSC is a freight and mobility corridor providing for the efficient movement of north/south freight and passenger vehicles through the Spokane area.

Additionally, the NSC includes a separated bike/pedestrian path along its entire length and provides right of way for a future high capacity system.

Reporting

The North Spokane Corridor regularly reports its financial and schedule status to a variety of audiences and through several mediums – including the Gray Notebook and the Eastern Region Semi-Annual Report.



BENEFITS/NEED

- The US 395 corridor carries over 7.2 million tons of freight (\$13.5 billion) annually through Spokane. Between 1993 and 2003 freight shipments on US 395 have increased 58%. NAFTA created expanded freight transport among Canada, the United States, and Mexico.
- Gas savings - estimated 1.7 million gallons of gas annually.
- Improves air quality by reducing regional emissions by 2.4 million pounds of carbon monoxide each year.
- Improves air quality by reducing greenhouse gas emission by up to 15,000 metric tons of carbon dioxide equivalents per year.
- Improves safety by an estimated \$22 million dollars per year in societal costs from accident reduction.
- Currently there are only two north/south freight routes through Spokane – both are on surface streets that run through neighborhoods, past schools, and parks.
- Creates or saves an estimated 10 jobs for each \$1 million spent which includes jobs on the project, jobs producing material, and other employment in the community.
- Encourages alternate transportation options by providing park and ride lots and reserving space for high capacity transit.
- Reduces travel time by an estimated 2 million hours each year, computing to a dollar savings of approximately \$28 million.
- Provides new economic growth opportunities for adjacent commercial and industrial development in Northeast Spokane.

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Nickel Funding

Francis Ave to Farwell Rd

Project Complete 8-22-2009

- This project constructed two driveable lanes of the North Spokane Corridor between Francis Avenue and Farwell Road. This portion of the Corridor provides a connection between these two major roads and completed the earthwork between US 2 and Wandermere. The project resulted in the first 3.7 miles of drivable corridor and will increase capacity, facilitate freight movement, and reduce travel time. Construction started in 2004 and as of August 22, 2009, all six construction contracts, with a value of \$133.1 million, were complete.

US 2 to Wandermere and US 2 Lowering

Project in Construction Stage

- This project constructs four new driveable lanes of the North Spokane Corridor between Farwell Road and Wandermere including new interchange connections with US 395 at Wandermere, US 2, and Farwell Road. The project will increase capacity, facilitate freight movement, and reduce travel time. Construction of the first contract started in the fall of 2008 and the second in the fall of 2009. Completion of these two contracts in 2011 will extend the driveable link two miles north and connect to existing US 395 at Wandermere.

TPA Funding

North Spokane Corridor Design and Right of Way

Project in Design & Right of Way Purchase Stage

North Spokane Corridor

- Purchases the residential Right of Way north and south of I-90 between Liberty Park Interchange and Sprague Ave Interchange.
- Constructs partial noise walls in the acquisition sections.

Federal and Other State Funding

North Spokane Corridor Design and Right of Way

Project in Design Stage

Spokane River to Francis Avenue

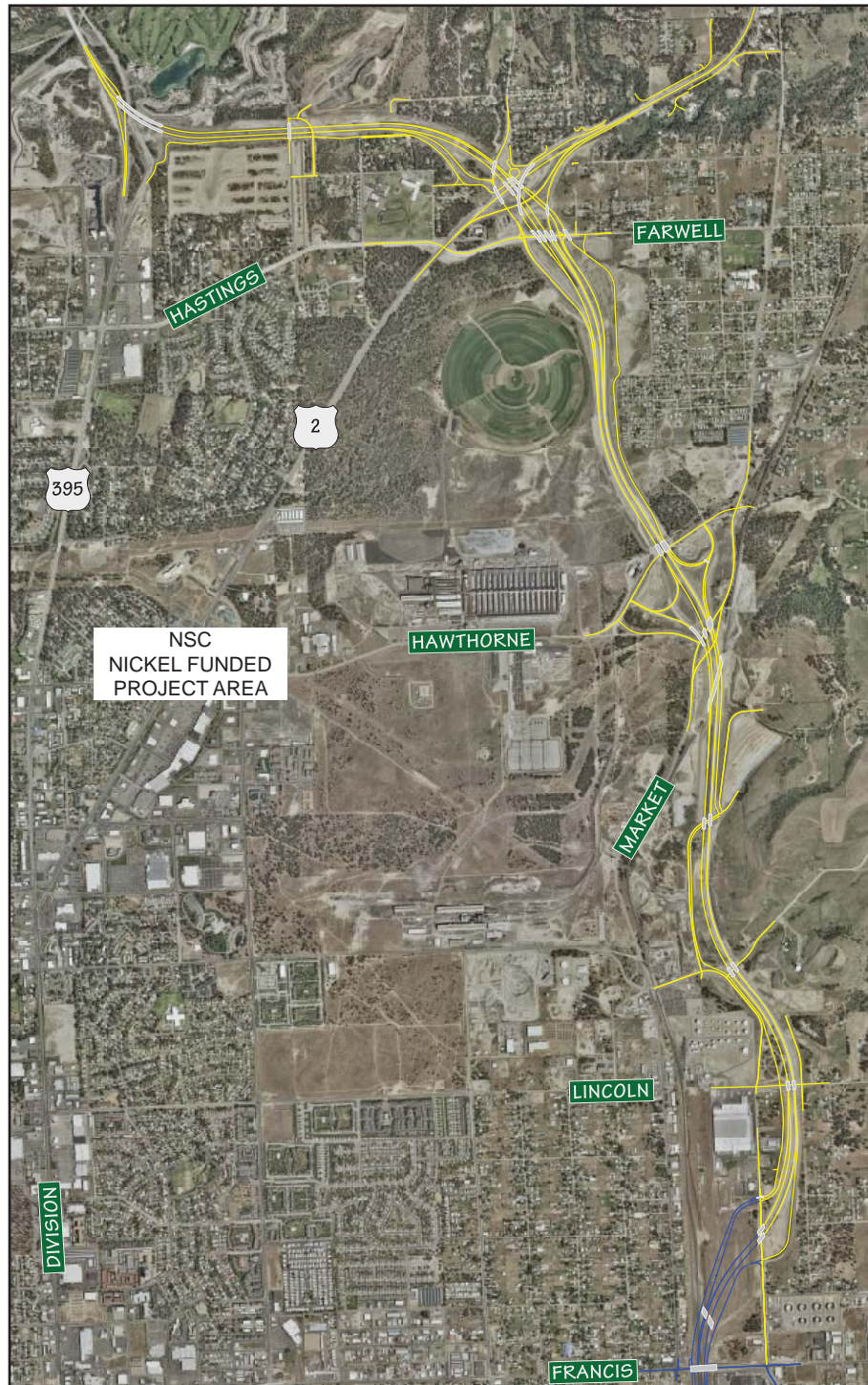
- This project will analyze the current NSC design through Hillyard, explore savings opportunities with alternates to this design, and produce decision documents from the major stakeholders of this area for development of contract plans. The goal is to solidify the design and be ready to proceed with a drivable segment south of Francis Avenue.

Southbound Lanes Federal TIGER Grant

Project in Construction Stage

Francis/Freya to Farwell

- This two year project completes the southbound lanes between the Francis/Freya and Farwell Interchanges, and will construct seven bridges thus completing the ultimate six lane buildout of the section. Expected completion 2012.



North Spokane Corridor Funding

The following table reports the North Spokane Corridor funding by source. The "Expenditures" column covers expenditures through June 2010. (thousands of dollars)

		Budget	Expenditures	Balance
State				
	PE	\$38,290	\$32,453	\$5,837
	RW	\$231,038	\$119,747	\$111,291
	CN	\$288,991	\$172,060	\$116,931
	Total	\$558,319	\$324,260	\$234,059
Local				
	PE	\$0	\$0	\$0
	RW	\$0	\$0	\$0
	CN	\$270	\$270	\$0
	Total	\$270	\$270	\$0
Federal				
	PE	\$4,645	\$3,293	\$1,352
	RW	\$14,656	\$14,493	\$163
	CN	\$35,000	\$0	\$35,000
	Total	\$54,301	\$17,786	\$36,515
Total				
	PE	\$42,935	\$35,746	\$7,189
	RW	\$245,694	\$134,240	\$111,454
	CN	\$324,261	\$172,330	\$151,931
	Total	\$612,890	\$342,316	\$270,574

Project Jobs Estimate

	Funded Portion	Unfunded Portion
Job Estimate	1,060	900
Peak Year	FY 2011	FY 2023
Peak Expenditure	\$135.2 million	\$181.2 million
Total Expenditure	\$612.9 billion	\$1.32 billion

