

framework



COMPREHENSIVE
AIRWAY HEIGHTS

The title is rendered in large, 3D, light blue block letters with dark blue outlines. The letters are arranged in two rows, with 'COMPREHENSIVE' on top and 'AIRWAY HEIGHTS' below it. The text is set against a light blue background with stylized white vertical lines. Various icons are scattered around the text: a person on a bicycle at the top right, a person walking with a dog on a leash in the middle right, a person with a flag on the left, a person running at the bottom left, and a person with arms raised on the right. There are also stylized trees and a house in the background.

2023 UPDATE
Volume II - Capital Facilities

Contents

- Introduction 3
- Why Plan for Capital Facilities? 3
- Growth Management 3
 - Responsible Service Provision 4
 - Eligibility for Grants & Loans 4
- Statutory Requirements 4
- Concurrency 4
- Impact Fees 5
- Levels of Service 6
- Existing Facility Conditions 7
 - Water 7
 - Sewer 8
 - Parks & Recreation Facilities 8
 - Municipal Building 9
 - Law Enforcement 9
 - Fire Department 9
 - Transportation 9
- Forecast Future Needs 9
 - Water 9
 - Sewer 11
 - Streets & Sidewalks 12
 - Parks 12
 - Civic Complex 13
 - Fire Department 13
- Capital Facilities Program 14
- Financing 14
- Alternative Methods of Financing 15
- Additional Service Areas 15
 - Department of Corrections 15

CAPITAL FACILITIES

Introduction

Volume II of the Capital Facilities provides additional information on existing public facilities in Airway Heights and the capital improvements required to support the city's current and future population and economy during the planning period from 2023 to 2042.

Why Plan for Capital Facilities?

There are at least three reasons to plan for capital facilities:

- Growth Management Act (GMA) requirements
- Proactive and fiscally responsible service provision
- Eligibility for grants and loans

Growth Management

A CFP (Capital Facilities Plan) is required by Washington State's Growth Management Act. A capital facilities element, describing the CFP in coordination with other planning considerations, is one of five required elements for all GMA-compliant comprehensive plans.

Capital Facilities elements are required in order to:

1. Demonstrate intent and capacity to provide services associated with land development that is envisioned or authorized by the land use element of the comprehensive plan.
2. Maintain the quality of life for existing and future residents by establishing and maintaining LOS (Level of Service) standards.
3. Coordinate and provide consistency among all plans for capital improvements, including:
 - Other elements of the Comprehensive Plan (i.e., land use and transportation elements)
 - Other studies or topical plans led by local government
 - Plans for capital facilities of state and/or regional significance
 - Plans of adjacent local agencies or governments
 - Special district plans
4. Ensure the timely provision of adequate facilities as required by the GMA.
5. Document capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes authorized by the GMA).

The requirement to fully finance projects identified in the CFP provides a reality check on the goals and objectives set forth in the Comprehensive Plan. Additionally, the capacity of facilities described in the CFP affects the size and configuration of growth within City limits as well as in its urban growth area (UGA).

Responsible Service Provision

Planning for major capital facilities and their costs enables the City of Airway Heights to:

1. Demonstrate the need for capital facilities and the need for revenues to pay for them
2. Estimate eventual operation and maintenance costs of new capital facilities that will impact the budget
3. Take advantage of sources of revenue (i.e., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue
4. Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money)

Eligibility for Grants & Loans

Grants and loans administered by the Washington State Department of Commerce require that local governments have some type of CFP in order to be eligible for loans. Some other grants and loans have similar requirements or give preference to local governments that have a CFP.

Statutory Requirements

The GMA requires the CFP be updated on an annual basis, identifying public facilities that will be required during the six years following adoption. The CFP must include the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The CFP must be financially feasible – in other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the City must reduce its level of service, reduce costs, or modify the land use element to bring development into balance with available or affordable facilities. For this reason, CFP updates are completed in advance of City budget cycles, allowing incorporation of necessary improvements.

Implementing the CFP may, at times, also require updates to the City's development regulations. In such a case, the GMA requires regulatory updates be adopted within one year of the initiating CFP's adoption.

Concurrency

GMA requirements that facilities and service levels provision be planned for and maintained are termed “concurrency” (or “adequate public facilities”). Specifically, maintaining concurrency means that:

Facilities dedicated to serve development must be in place at the time of development. Or a financial commitment must be in place to complete the improvements or strategies within a specified time period; ¹

Such facilities must have sufficient capacity to serve development without decreasing LOS below minimum standards adopted in the Comprehensive Plan.

Relative to other services, GMA concurrency requirements for transportation are quite specific, and is the only area of concurrency that specifies denial of development if LOS standards cannot be met. Accordingly, Airway Heights' Municipal Code specifies specific methods and approaches to transportation concurrency, addressing timely and coordinated provision of other services through regular updates to its Comprehensive Plan and CFP.

Local jurisdictions may adopt concurrency mechanisms for other public facilities that are deemed necessary for development, such as parks and recreational facilities, sanitary sewer systems, stormwater facilities, and schools. ² Airway Heights does not currently have formal concurrency mechanisms beyond that for transportation facilities and water. For sewer systems, the City considers concurrency achieved where the "condition of development" permit includes an agreement by the developer to construct or pay for the construction of sewer services.

Impact Fees

Washington State authorizes counties, cities, and towns planning under the GMA to impose impact fees for the following services:

- Public streets and roads
- Publicly owned parks, open space, and recreation facilities
- School facilities
- Fire protection facilities³

Impact fees may only be imposed for "system improvements", i.e., public capital facilities in a local government's capital facilities plan designed to provide service to the community at large (not private facilities.) Impact fees must be reasonably related to the new development and must benefit the new development.

Impact fees cannot exceed a proportionate share of the cost of the system improvements and municipalities must have additional funding sources (may not rely solely on impact fees to fund the improvements). Further, impact fees may not be used to correct existing deficiencies and must be expended or encumbered within 10 years of receipt, unless there is an "extraordinary and compelling reason" for fees to be held longer.

¹ RCW 36.70A.070(6)(b)

² WAC 365-196-840(2)

³ RCW 82.02.050 - .110 and WAC 365-196-850 RCW 82.02.050 - .110 and WAC 365-196-850

Detailed requirements exist for fees addressing transportation, parks, schools, and fire protection. Additional requirements for fee determination, collection and utilization are listed under RCW 82.02.060, RCW 82.02.070 and RCW 82.02.080.

Airway Heights currently administers impact fee programs addressing transportation and park infrastructure needs.

Levels of Service

As noted above, the GMA requires cities to provide and maintain services on-pace with growth, developing and updating Capital Facilities Plans (CFPs) to identify needs and budget accordingly. In most cases, doing so relies on service benchmarks known as Levels of Service (LOS).

Some LOS standards are easy to quantify, such as traffic volume capacity per mile of road, or acres of park per capita. Other LOS standards are more difficult to quantify, in which case cities may elect to adopt regionally-adopted standards or provide guideline-level standards that advise facilities improvements. Regardless, communities have significant latitude in establishing LOS thresholds, allowing cities to address needs in context of other policy objectives, LOS standards in surrounding areas, and other factors.

Table 8.1 below lists adopted LOS standards for Airway Heights' services. For purposes of comparison, this table also lists LOS minimum standards adopted by the Spokane County Steering Committee.

Table 8.1 – Level of Service Standards

Service	Airway Heights LOS
Transportation	<p>WSDOT 2007-2026 Highway System Plan LOS categories:</p> <ul style="list-style-type: none"> • LOS A: A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles. • LOS B: A condition of stable flow in which operating speed is beginning to be restricted by other traffic. • LOS C: A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass. • LOS D: A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations. • LOS E: A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility. • LOS F: A condition of forced flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area. <p>See the Transportation Element for Multi-modal LOS</p>
Parks	10 acres / 1,000 population

Service	Airway Heights LOS
Police	1.6 officers / 1,000 (non-institutional) population
Fire	6-minute average response time and Fire Insurance Rating of 6 or less
Emergency (EMS)	6-minute average response time
Water	30 psi residential, 40 psi non-residential; Minimum 20 psi system pressure during any single fire event; ERU is defined as 362 gallons per day
Sewer	245 gallons per day per ERU ¹ Collection System Flows with no Surcharge; Safe reclaimed water reuse
Solid Waste	Regional Standard
Libraries	.41 square foot per capita per Library District

Existing Facility Conditions

The City of Airway Heights owns and manages a variety of capital facilities, including roads, parks, utility systems, fire and police facilities, and administrative buildings. The following provides a high-level summary of facilities, some of which may be detailed in greater depth in other elements of this plan, or in other City-developed master plans such as the Parks & Recreation Master Plan.

Water

The City of Airway Heights provides drinking water within the City limits, sourced from eight City-owned and operated supply wells.⁴ The City's service area is bordered on the east and south by the City of Spokane's service area, and the Fairchild AFB water system borders on the southwest. A portion of the city is served by the City of Spokane, the areas east of Hayford Road north and south of US 2.

In 2017, a Comprehensive Water Plan (CWSP) was prepared for the City of Airway Heights. The final approval of this plan was interrupted by contamination of the City's drinking water sources and discontinuation of the wells that provided drinking water to the system. A final CWSP was submitted to the Washington State Department of Health (DOH) in August 2021 and was approved by DOH on November 24, 2021. With the discontinuation of use of the City wells a second interim agreement was reached with the City of Spokane to construct and utilize a second intertie with the City of Spokane's water system located near the intersection of McFarlane Road and Craig Road. This intertie is restricted to provide 1,400 gpm of drinking water source in addition to the previous 1,500 gpm provided through the first intertie. The agreement is renewable up to 5 years. The U.S. Airforce installed a temporary/seasonal granular activated carbon (GAC) filtration system on the City's Well #9 providing an additional 1,000 gpm of

⁴ Seven of eight wells are presently active.

source capacity. The 3,900 gpm was determined to provide sufficient capacity through agreement term. The United States Air Force completed an analysis of options to mitigate the impacts of contamination on the City's groundwater sources. For this plan it is assumed that the final mitigation measures identified and funded by the Air Force will at a minimum provide drinking water sources equivalent to what the City had prior to discovering the contamination.

In 2022, a Comprehensive Water Plan was prepared for the City of Airway Heights. This plan contains an analysis of the existing system, current consumption levels, and the service area. It examined the future service area the City's water system was expected to cover, and using population projections, provided a forecast for future water system demand. Finally, the plan addressed discrepancies between projected demand and the City's existing capacity, suggesting necessary improvements to meet future demand. The following summarizes findings from that plan, updated with current data, as available.

Sewer

Adequate sewer disposal is necessary to ensure public health is protected and environmental damage is avoided. Two primary methods of disposal within the City of Airway Heights are centralized sanitary sewer systems and septic tanks. The sewer system currently serves only a small percentage of the total wastewater collection within the City. The centralized system serves both north and south sides of the City and includes the Department of Corrections facility. Plans are underway, however, to significantly expand the area serviced by sewer. In 1996, a sewer plan was developed which laid out the preliminary design for extension of sewer services to the south side of the City. In 1997 and 1998 the sewer system was extended to the south side. In 1998 additional north side lateral lines were extended. The City's long-term goal is to extend sewer services to the entire incorporated area.

Parks & Recreation Facilities

Airway Heights' parks system currently includes a total of six parks, plus a recreation center and a citywide trail network. The City also has approximately 65 acres of undeveloped property that is planned for eventual recreational use.

The City's adopted level of service for parks is ten acres per 1,000 people. Existing park land covers 33.86 acres. In order to provide an adequate level of service to the existing City population, additional park facilities must be developed over the twenty-year planning period. In order to reach the desired service level at ten acres per 1,000 people, the City must develop about 86 additional acres of parkland, including the 50 acres already planned for the Recreation Complex development, by the year 2042. See the Parks & Recreation element (Chapter 6) and the City's most recently-adopted Parks & Recreation Master Plan for additional information about existing recreation facilities.

Municipal Building

The current City Hall is located on the corner of 13th Street and Lundstrom Street. This building also houses the Municipal Court. The City encourages private services such as ECEAP to operate in the City Hall, which are currently operate out of this building.

As part of the 6-Year Capital Improvement Plan, the City is proposing to purchase and renovate a building which will house the combined services of Fire, Police, Municipal Court, Administrative Services, Building and Planning.

Building and Planning Departments are located at 13414 West Sunset Hwy. This building is proposed to be sold and these offices consociated in the new municipal civic complex. This building is proposed to be sold as part of the development of a civic complex for the City. Finally, the Public Works maintenance building and vehicle storage building are located on Russell Street and 21st. These facilities require improvements for the heating system and paving work.

Law Enforcement

The City's police station is centrally located on the north side of Highway 2 at Zeigler. The Police Department is proposed to be relocated to a civil complex and the existing building sold.

Fire Department

The Airway Heights Fire Department is located on Lundstrom Street and 12th Avenue.

The Fire Department in 2023 transitioned from a volunteer-based staffing program to full time employment. The Fire Department is proposed in the 6-Year Capital Plan to be relocated to a civic complex.

Transportation

County roads generally define the corporate limits and the Urban Growth Boundary of the City. The southernmost road in the City is McFarlane Road and is the northern border of the City is Deno Road. is the easternmost road in the City is Deer Heights and is the westernmost is Craig Road. The relatively flat topography and the linear grid pattern of the existing streets provide access in all areas of the community.

Forecast Future Needs

Water

Desired improvements identified to upgrade the City's water system can generally be categorized as responding to five different system issues:

1. Inadequate pressure and flow
2. Improving overall system hydraulic efficiency
3. Customers receiving less than standard level of service
4. Recent or future growth demands on the system

5. Improved system operations and reducing future maintenance

Table 8.2 below lists projects identified in the current water system plan. See the Utilities element (Chapter 9) for additional information on needed improvements to the water system.

Table 8.2 – Capital Facilities Water Plan

Improvement	Type of Improvement	Description	Est. Cost	Funding Source	Year
Lawson St. Water line Replacement	Distribution	Replace Existing 10-inch AC line, Upgrade to 12-inch, 18th to 21st	\$ 500,000	Developer	2023
Water System Plan Update	Planning	Update the water system plan		City Funds	2023
New Water Source	Source	Construct new well in SVRP Aquifer and distribution main/booster station to City System	\$ 22,000,000	Federal/State Appropriations/PWTF	2024-2025
Dead End Looping	Distribution	Eliminate line dead ends (Including Seventeenth & Lundstrom to Lawson)	\$ 800,000	City Funds	2024-2029
17 th Ave Loop closure	Distribution	Install a new 8" main from the dead end line on 17 th to Lundstrom St.	\$ 150,000	City Funds	2024
New 1 MG Reservoir	Storage	Construct a new 1 Million Gallon Storage Reservoir	\$ 3,000,000	Spokane Tribe	2024
Replace SR2 Crossings	Distribution	Replace Existing 6" SR2 crossing at Craig & 12" AC crossing at Lawson	\$ 500,000	CDBG	2024
18th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 18th from Lundstrom to Lawson	\$ 500,000	CDBG/City Funds	2024
15th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 15th from Campbell to Lundstrom	\$ 750,000	CDBG/City Funds	2025
GAC Filtration for Wells 1 & 4	Treatment	Add GAC Filtration Treatment to Wells 1 & 4	\$ 3,000,000	DOH	2025
Permanent GAC Filtration Well 9	Treatment	Construct permanent GAC filtration facilities to Well 9	\$ 2,000,000	DOH	2025
Lundstrom St. Waterline Replace	Distribution	Replace aged line on Lundstrom	\$ 1,250,000	City Funds/CDBG Funds	2026
21 st Street Water Main	Distribution	Construct new 12" line on 21 st from Russell to Garfield	\$ 500,000	City Funds	2026

6-inch water main Replacements, Ph.1	Distribution	Construct 10-inch water main in Russell Rd from 18 th to SR2	\$ 500,000	CDBG	2026
Construct New SR2 Crossing	Distribution	Construct new SR2 crossing at Garfield Rd	\$ 400,000	City Funds	2027
Hayford Rd, Ph. II	Distribution	Construct 12" water line from 1,100 ft. mark to 21st & Loop	\$ 750,000	Developer	2033
Hayden Ave Water line	Distribution	Construct new 12" Waterline, SR2 to 21 st	\$ 1,200,000	City Funds/ Developer/ CDBG	2035
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Ziegler to Craig Road	\$ 750,000	CDBG/City Funds	2040
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Lawson to Ziegler	\$ 750,000	CDBG/City Funds	2040
Reclaimed Water System	Distribution	Construct water lines to add multiple users to the reclaimed water system.	Funding and Cost Estimates are outlined in the City's Reclaimed Water System Plan 2013		2024-2028
			\$ 39,300,000		

Sewer

Airway Heights is making progress to provide additional wastewater treatment capacity. Utilizing bond funds, approximately \$16,000,000 is planned for this purpose by the year 2030.

Table 8.3 – Capital Facilities Sewer Plan

Improvement	Description	Estimated Cost	Potential Funding Source	Schedule
WRF Membrane Upgrades	Replace membrane modules with higher efficiency model.	\$ 993,000	WSDOE SRF	2023
SCADA System Upgrades	Upgrade Plant SCADA System	\$ 576,000	WSDOE	2024
McFarlane Lift Station & Force Main	L.S., Force Main and gravity sewer to connect existing services	\$ 2,800,000	State Appropriation, County ARPA, WSDOE	2024
Wastewater Facilities Plan Update	Planning for Plant Expansion	\$ 170,000	WSDOE Planning	2024
Traditions Lift Station Upgrades	Pump and controls replacements.	\$ 200,000	City Funds	2024

Sewer Main Extensions	Various Sewer Main Extensions to serve development	\$ 1,000,000	Developer	2024-2029
Reuse System Extension	Extend Reuse System to City Parks	\$ 2,500,000	WSDOE SRF	2025
Reuse System Extension	Extend Reuse System to Inland Asphalt Pit	\$ 1,800,000	WSDOE SRF	2025
Garfield Septic Elimination – Phase 1	Collection System Extension	\$ 1,100,000	WSDOE SRF	2026
Reuse Water Storage	Add 1 MG of Storage to Reuse System	\$ 3,000,000	WSDOE SRF	2026
Garfield Septic Elimination – Phase 2	Collection System Extension	\$ 2,000,000	WSDOE SRF	2027
WRF Plant Upgrade	Upgrade plant Capacity for growth	\$ 25,000,000	WSDOE SRF	2029
		\$ 41,139,000		

Airway Heights typically employs loans from the Public Works Trust Fund or voter-approved General Obligation Bonds to address wastewater facility needs. The Public Works Trust Fund, Community Development Block Grant (CDBG) program, Centennial Clean Water Fund and federal programs such as Rural Development offer alternative sources for treatment facilities.

Streets & Sidewalks

Citywide access is served by a transportation network that is still developing. The City is working toward increased connectivity and non-motorized access, and the street and sidewalk improvements identified in the transportation system plan are intended to achieve greater levels of network density. Over the next six years, the City expects to invest more than \$158 million into its transportation system. Much of the funding will come from grants from the Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation (WSDOT) and Transportation Improvement Board (TIB). The City and developers will also contribute as appropriate to either provide for an enhanced local street network or to enhance the design and quality of arterials and highways constructed by others.

A detailed list of street and sidewalk improvements is included in the Transportation Volume II. This Plan also informs the City's annual Transportation Improvement Program, identifying shorter-term transportation system investments at six-year intervals.

Parks

Parks improvement needs are identified in the Park Chapter of this Comprehensive Plan, as well as, the periodic updates to the City's Parks, Recreation and Open Space Plan.

Funding for park improvements is generated from authorized impact fees, or from the following sources:

1. Short-term borrowing
2. Gifts
3. Privatization
4. State grants and loans
5. State park and recreation commission grants

Specific sources of funding for each project are identified in the Parks, Recreation and Open Space Plan, updated every six years and incorporated into the City's annual budget.

Civic Complex

The City is planning no short-term capital investments in its municipal facilities, but the City is in the process of developing a joint public facility that combines the City Hall, Fire Station, Police Station, Municipal Courts, and Building and Planning Departments into a single building. The total estimated cost is \$20 million, which includes the renovation of the 1149 S. Garfield Road building to accommodate courts, finance, and administrative functions (\$5 million), as well as the renovation expenses to support police department requirements (\$5 million), along with other costs.

One or more of the following sources may be used:

1. Bonds
2. Short-term loans
3. Tax increase (temporary excess levy)
4. Leasing
5. State grants and loans
6. Reserve funds

Fire Department

The City anticipates the need for facilities for a new fire station to occur in 2025. The estimated cost is \$8 million. The Airway Heights Community approved a bond measure in 2023 and will pursue grants to acquire an existing facility capable of supporting fire and emergency medical services needs with additional space to accommodate police/court and administrative needs in the future. The City anticipates a remodel to the same space to accommodate police/courts and administrative services in 2025. The estimated cost of the renovation is \$12 million. .

Capital Facilities Program

Airway Heights' CFP calls for extensive infrastructure requirements over its six-year planning period. These are listed in Table 8.4 below, along with the estimated expenditures necessary to fund the projects. All of the projects listed have been classified as essential needs, meaning they are imperative to meet level of service standards.

Table 8.4 – Estimated 6-Year Capital Facilities Investments

Description	Need	Cost
Joint Public Facility	The City is in the process of developing a joint public facility that combines the City Hall, Fire Station, Police Station, Municipal Courts, and Building and Planning Departments into a single building. The total estimated cost is \$20 million, which includes the renovation of the 1149 S. Garfield Road building to accommodate courts, finance, and administrative functions (\$5 million), as well as the renovation expenses to support police department requirements (\$5 million), along with other costs.	\$20,000,000
Parks-Park Improvements	This includes capital investment for park land and development/improvement to address forecast demand and maintain existing facilities to meet demand.	\$18,535,000
Police Department	Police needs are planned to be addressed through current expense funds.	\$0,000
Transportation	Costs are based on a comprehensive list of transportation system improvements included in the six-year TIP and likely to be addressed within the 20-year horizon of this comprehensive plan.	~\$158,980,800
Water	These water system improvements are drawn from the most recent water system plan.	\$39,300,000
Sewer	These sewer system improvements are drawn from the most recent water system plan.	\$41,139,000
Total		\$ 277,954,800

Financing

Financing Capital Facilities in Airway Heights over the next six years has been carefully planned, and the City places a priority on long-term fiscal management to ensure the fulfillment of service needs beyond 6-year CIP period. Funds from water and sewer revenues will be dedicated to the payment of bonds, retiring debts on both existing and proposed improvements. General fund monies will be dedicated to invest in the City's other capital facilities, including law enforcement, fire, municipal buildings, and

parks and recreation facilities. These needs will inform the City's annual budgeting process, ensuring that adequate funds are dedicated as necessary to address forecast need.

The City's enterprise funds – comprised of its water and sewer utility – charge rates designed to pay for anticipated system improvements. When possible, the costs of street enhancements are also incorporated into utility projects, allowing the City to make incremental transportation system enhancements as part of its utility system expansion and improvements. The City monitors its utility rates to ensure they fairly reflect the costs for maintaining the system and making necessary improvements to satisfy statutory requirements and community level of service standards. In general, new utility system expansions are borne by those who benefit by them, with new development paying or contributing toward capital costs to serve their needs.

Airway Heights also depends on cooperation from WSDOT and SRTC to ensure its collector and arterial street system is constructed and maintained to meet the regional demand it serves. Highway 2, Hayford Rd, Craig Rd, McFarlane Rd, and various other street corridors are included as part of the regional mobility system, and the City routinely partners with WSDOT and SRTC – as well as with developers whose projects draw access from the regional system – to ensure roadway capacity is adequate to accommodate regional mobility. Much of the City's local investment in the transportation system is devoted to enhancing these corridors to serve non-motorized needs and to enhance the quality of the traveling experience.

Alternative Methods of Financing

When considering financing of capital facilities, the City should evaluate alternative methods of financing, including both the capital costs and the operation and maintenance costs. There are a number of methods available for financing the capital facilities improvements that will be required over the planning period. It is likely that the improvements will be financed by a combination of methods summarized in the CFP, depending upon variable design elements and timing considerations for the proposed projects.

Additional Service Areas

Department of Corrections

The Department of Corrections facility places a major demand upon the City's capital facilities. As such, it is important for the City to maintain constant communication and coordination with the Department of Corrections in order to achieve the goal of concurrency. The City must be able to plan ahead to assure that adequate capital facilities are available if the Department of Corrections expands its operations. By involving the Department of Corrections in capital facilities planning, the City will be much more prepared to provide the services that are demanded.

Kalispel Tribe of Indians The Kalispel Tribe of Indians owns approximately 362.8 acres of trust land and 279.87 acres of fee land located just inside the eastern corporate boundary of Airway Heights, north of Highway 2. This brings the total ownership of the Kalispel Tribe of Indians in the city to 642.67 acres, in addition to several single-family homes within the residential districts. The Tribe operates the Northern Quest Resort and Casino, which places a major demand upon municipal services, such as water, sewer, transportation, and police. In order for the City to provide adequate services for tribal operations, the City must maintain a cooperative relationship with the Kalispel Tribe of Indians to address water, sewer, reclaimed wastewater, and transportation facility issues.

Spokane Tribe of Indians The Spokane Tribe of Indians holds 144.98 acres in trust within the City limits and has an additional 3.42 acres of fee lands near the western limits of the City. The Tribe operates its own casino on their trust land. In addition, the Spokane Tribe of Indians owns 19.57 acres of fee land to the west outside the City limits, but within the City's Urban Growth Area. The Tribe broke ground on its casino in 2016, spending approximately \$40 million toward an eventual \$400 million master-planned project including resort facilities, retail space, and other features. In order for the City to provide adequate services for tribal operations, the City must maintain a cooperative relationship with the Spokane Tribe of Indians to address water, sewer, reclaimed wastewater, and transportation facility issues.