Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, May 5, 2021
10:00 a.m. – 11:30 a.m.

Via Video Conference

Committee Members: Click here to join the meeting
General Public: Click here to view the meeting
Audio Conference: Call the number below and enter the access code.
+1-408-418-9388 | Access code: 187 210 0093

AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report *(5 minutes)*
3. Committee Action *(5 minutes)*
   A. Minutes of the March 31, 2021 Committee Meeting -- *Corrections/Approval*
4. Committee Action
   A. Board Consent Agenda *(10 minutes)*
      1. Division BRT: Acceptance of Corridor Development Plan *(Otterstrom/Tresidder)*
      2. City Line: Award of Contract for Wall Street Reconstruction, and Station 28 *(Otterstrom/Bielaski)*
   B. Board Discussion Agenda
      (No items being presented this month.)
5. Reports to Committee *(40 minutes)*
   A. 2022-2027 Transit Development Plan: Mid-Range Planning Guidance *(Otterstrom/Tresidder)*
   B. 2022-2027 Transit Development Plan: Major Activities (2022-2027) *(Otterstrom/Tresidder)*
   C. 2022-2027 Transit Development Plan: 2022-2027 Capital Improvement Program *(Otterstrom/Liard)*
   D. 2022-2027 Transit Development Plan: Proposed 2022-2024 Service Improvements *(Otterstrom/Weinand/Kenney)*
6. CEO Report *(15 minutes)*
7. Committee Information
   (No items being presented this month.)
8. June 2, 2021 Committee Meeting Draft Agenda Review *(5 minutes)*
9. New Business *(5 minutes)*
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, June 2, 2021, 10:00 a.m. via Webex.

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: www.spokanetransit.com. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate.

Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 2 : COMMITTEE CHAIR REPORT

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Al French, Chair, Planning and Development Committee

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SUMMARY: At this time, the Committee Chair will have an opportunity to comment on various topics of interest regarding Spokane Transit.

RECOMMENDATION TO COMMITTEE: N/A

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 3A : MINUTES OF THE MARCH 31, 2021 (APRIL) COMMITTEE MEETING

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Vicki Clancy, Executive Assistant, Planning and Development

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SUMMARY: Draft Minutes of the March 31, 2021 Planning and Development Committee meeting are attached for your information, corrections and/or approval.

RECOMMENDATION TO COMMITTEE: Corrections and/or approval.

COMMITTEE ACTION:

RECOMMENDATION TO THE BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

Spokane Transit Authority
1230 West Boone Avenue
Spokane, Washington 99201-2686
(509) 325-6000

PLANNING AND DEVELOPMENT COMMITTEE MEETING

DRAFT Minutes of the March 31, 2021 (April) Meeting
Via Video Conference

MEMBERS PRESENT

Al French, Spokane County – *Chair*
Karen Stratton, City of Spokane
Kate Burke (Alternate for Candace Mumm), City of Spokane
Tim Hattenburg, City of Spokane Valley
Kevin Freeman, Small Cities Representative (Millwood) *Ex Officio*
E. Susan Meyer, Chief Executive Officer *Ex Officio*

MEMBERS ABSENT

Candace Mumm, City of Spokane
Hugh Severs, Small Cities Representative (Liberty Lake) *Ex 0fficio*

STAFF PRESENT

Karl Otterstrom, Director of Planning & Development
Brandon Rapez-Betty, Director of Communications & Customer Service
Fred Nelson, Chief Operations Officer
Monique Liard, Chief Financial Officer
Nancy Williams, Director of Human Resources & Labor Relations
Vicki Clancy, Executive Assistant to Director of Planning and Development

PROVIDING LEGAL COUNSEL

Laura McAloon, McAloon Law PLLC

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1. CALL TO ORDER AND ROLL CALL

Chair Al French called the meeting to order at 10:00 a.m. and Ms. Vicki Clancy conducted roll call.

2. COMMITTEE CHAIR REPORT

None.

3. COMMITTEE ACTION

A. MINUTES OF THE MARCH 3, 2021 COMMITTEE MEETING

Ms. Karen Stratton moved to approve the March 3, 2021, Planning and Development Committee meeting minutes. Mr. Tim Hattenburg seconded, and the motion was approved unanimously.

B. PASSENGER INFORMATION DIGITAL DISPLAY PROCUREMENT – SCOPE OF WORK APPROVAL

Mr. Karl Otterstrom presented. Digital passenger information is a component of the enhanced station amenities for City Line and other High Performance Transit (HPT) Corridors. Customer information will include bus departure and arrival times, service alerts announcements, dynamic media, social media, etc. This scope of work is a 3-year contract for the provision of displays, associated mounts and mounting hardware for HPT stations, other transit facilities, replacement of existing Trapeze LED sign at transit facilities, and on board City Line vehicles. There are 200 signs anticipated with 147 of them delivered in 2021, 10 delivered in 2022 and 43 delivered in 2023. Estimated contract value is $1.4 million. City Line displays will be funded by the City Line project budget (CIP 347). Non-City Line displays will be funded via the Digital Monitors

for Customer Information Project (CIP 796). Mr. Otterstrom reviewed the evaluation criteria, and the anticipated procurement timeline.

Ms. Karen Stratton made a motion to approve the general scope of work and authorize staff to release a Request for Proposals (RFP) for the Passenger Digital Display Procurement. Mr. Tim Hattenburg seconded, and the motion was approved unanimously.

4. COMMITTEE ACTION

A. BOARD CONSENT AGENDA

(No items being presented this month.)

B. BOARD DISCUSSION AGENDA

1. DIVISION BRT: SELECTION OF LOCALLY PREFERRED ALTERNATIVE

Mr. Otterstrom presented. A locally preferred alternative is an essential step toward planning and implementation of a major transit capital investment. The Division Street HPT has been in several planning documents for a while and has been identified in Connect Spokane and in STA *Moving Forward*. Staff is wrapping up Phase 1 of the DivisionConnects Study which explored the implementation of bus rapid transit (BRT) and the implications of North Spokane Corridor (NSC). Spokane Regional Transit Council (SRTC) will be launching Phase II of this study which will focus primarily on land use and the connectivity of all modes. Mr. Otterstrom reviewed the DivisionConnects evaluation process, and the elements of the recommended locally preferred alternative. More than half of the corridor operates in lanes that are dedicated for transit, including Business Access and Transit (BAT) lanes which allow for turning lanes for other vehicles. Other multimodal treatments include protected bicycle facilities along Ruby Street with pedestrian access, ADA, and bicycle improvements throughout the corridor. Mr. Otterstrom also reviewed alignment, station locations, and lane configurations. The Side Running-C Alternative will now be referred to as the Locally Preferred Alternative (LPA). This LPA qualifies as a Small Starts Fixed-Guideway BRT Project. The overall cost estimate is approximately $120-$150M project. Federal, State and Local funds will help fund this project. Staff will return to this committee in May to approve a corridor development plan. A final resolution will be in the upcoming Board meeting packet.

Ms. Candace Mumm recommended the Board approve a motion to adopt by resolution the Division BRT Locally Preferred Alternative (LPA). Ms. Karen Stratton seconded, and the motion was approved unanimously.

5. REPORTS TO COMMITTEE

A. 2022-2027 TRANSIT DEVELOPMENT PLAN: PLANNING GUIDANCE

Mr. Otterstrom presented. Mr. Otterstrom reviewed the overall timeline for the Transit Development Plan (TDP). The 2022-2027 TDP is expected to be adopted in July 2021 and will include the Capital Improvement Program and the Service Improvement Program. Mr. Otterstrom reviewed several regional and national trends and circumstances that prompt a careful review of the guidance: impacts of COVID-19 pandemic on ridership, accelerated regional growth, national and state efforts to address climate change, efforts to improve equity in transportation, completion of *STA Moving Forward* implementation, and availability of additional federal funds to address service operations and capital requirements. Mr. Otterstrom reviewed the proposed integration of planning activities, and next steps. The draft TDP is expected in June and will include proposed guiding principles based on Committee input.

B. 2022-2027 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY REVENUE AND EXPENDITURE FORECAST ASSUMPTIONS

Ms. Monique Liard presented. Ms. Liard reviewed the monitoring indicators: national economic climate, regional economic climate, funding climate, regional housing, health climate, vaccination progress, local funding, and ridership. In general, most of the indicators remain favorable. Ms. Liard reviewed sales tax revenue, fare revenue, other revenue, high-level expenditure assumptions, and next steps. Staff will return to next month's committee meeting with a proposed Service Implementation Plan, and the Capital Improvement Program that will be incorporated into a financial forecast for the draft TDP.

C. FTA SECTION 5310 FUNDING CALL FOR PROJECTS TIMELINE

Mr. Otterstrom presented. Federal Section 5310 funds are intended to help enhance the mobility for seniors and persons with disabilities by expanding transportation options where public transportation is unavailable, insufficient, or inappropriate. Both 'Traditional' and 'Other' projects are eligible to receive 5310 funding, with a minimum of 55% of funds allocated to Traditional projects. The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding is not subject to the 55% Traditional project requirement. There is approximately $658,614 in FTA Section 5310 funds available for funding projects as outlined in the chart below:

YEAR	FUNDING SOURCE	FEDERAL MATCH PERCENT	AMOUNT AVAILABLE	STA LOCAL MATCH CONTRIBUTION
2021	FY21 Apportionment	100%	$419,427	$0
2021	CRRSAA	100%	$71,213	$0
2021	America Rescue Plan (ARPA)	100%	$71,214*	$0
2019 & 2018	Returned Funds	50% or 80%	$96,974	$24,672*
Total			**$658,828**	**$24,872**
Total Funding Available			**$683,500**	

**Update to reflect 3/29/21 ARPA Apportionment Notice. Local match adjusted accordingly.*

STA acts as a "mini-FTA" with the non-profits, auditing them for compliance with Federal contracting provisions, and accounting requirements. The Call for Projects will take place April 2, 2021. The STA Board will approve the P&D Committee recommendation project list on July 15, 2021.

D. CONNECT SPOKANE: TIMELINE FOR REVIEW OF PLAN ELEMENTS

Mr. Otterstrom presented the updated Connect Spokane process and timeline for the review and update of the plan elements. Connect Spokane is STA's 30-year comprehensive plan which was

originally adopted in 2010. The last major update was in 2017, with a minor update in 2019. STA is updating this document in accordance with MI 3.1 comprehensive plan requirements (every three years). This gives staff an opportunity to formally recognize placement of a multi-year strategic plan. STA Moving Forward will need a successor plan to inform our actions later this decade and into the next. Mr. Otterstrom reviewed the proposed planning framework. The Annual Plan will be renamed the Annual Action Plan. The new formal strategic plan will be a group of short- to mid-term strategies and objectives for a fixed target year 10-15 years away, built on vision and policies of Connect Spokane, and predicated on funding availability (both approved and proposed). Mr. Otterstrom reviewed work program assumptions, and the outreach program. Next Steps include working with the Executive Team to establish participants in work groups, holding kick-off meetings with work groups (by early April), hosting longer (1-2 hour) section working group meetings during April – September, and engaging the P&D Committee in the process, reviewing proposed revisions to principles and policies.

E. US-195 / I-90 STUDY UPDATE

Mr. Otterstrom presented. This study kicked off in late 2019 with a Study Advisory Team meeting. Members represent SRTC, WSDOT, City of Spokane, Spokane County, and Spokane Transit. The major deliverables have been: existing conditions report, Market analysis and development forecast, first draft project packages, and two public draft project packages (Enhanced Expressway and Enhanced Expressway with local connections). Mr. Otterstrom reviewed the study timeline, project goals, project study area, draft strategies, and the draft project packages. Packages have been approved by SRTC Board for community release. Public engagement is scheduled for April and May. A final package with more robust cost estimates will be developed after public engagement.

6. CEO REPORT

Ms. Meyer presented the CEO Report:

- Legislative Update – Infrastructure Bill (the American Jobs Plan) – estimated at $2 trillion, transit funding transit double; Washington State Legislature – 26 days left till the end of the session, budgets include funding for special needs transportation; HB1564 - hopeful that the Division BRT project funding is included.
- March 2021 Voter-Approved Sales Tax Update – Revenue collected on January retail sales: 8.7% above March 2020 actual ($0.6M), 4.8% YTD above 2020 actual ($1.1M), and 21.3% YTD above budget ($4.1M).
- City Line Bus Reveal – The new City Line bus is here. 60', 5 door, battery electric bus built by New Flyer. This is the City Line vehicle that will begin service in May of 2022, and the first of ten buses that will be housed and maintained at Boone NW Garage.
- STA's 40th Anniversary – Staff painted a current bus to match the vintage Livery bus.
- STA Week of Gratitude – STA planned a Week of Gratitude for STA's employees. Daily thankful messages, a special pin, boxed lunches, and other special tokens of gratitude were given to full-time employees. Kudos to Mr. Brandon Rapez-Betty and the Communications team for a job well done.
- Transit Driver Appreciation Day – occurred during the Week of Gratitude. "Transit Driver Appreciation Day – Thank you" was painted on the STA skywalk and several downtown Spokane skywalks.

7. COMMITTEE INFORMATION

(No items being presented this month.)

8. JUNE 2, 2021 COMMITTEE MEETING AGENDA

9. NEW BUSINESS -- *None.*

10. COMMITTEE MEMBER'S EXPRESSIONS -- *None.*

11. ADJOURNED
With no further business to come before the Board, Chair French adjourned the meeting at 11:17 a.m.

NEXT COMMITTEE MEETING: WEDNESDAY, JUNE 2, 2021 at 10:00 a.m. VIA WEBEX.

Respectively submitted,

Vicki Clancy

Vicki Clancy, Executive Assistant
Planning and Development Department

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 4A1 : DIVISION BRT: ACCEPTANCE OF CORRIDOR DEVELOPMENT PLAN

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Mike Tresidder, Associate Transit Planner

SUMMARY: Phase I of the DivisionConnects sought to inform agency decisions related to the configuration of bus rapid transit (BRT) on Division Street. The culmination of this phase of study was the preparation of the Locally Preferred Alternative (LPA) for BRT along Division Street. The LPA was adopted by the STA Board of Directors on April 15, 2021.

The consultant, with input and feedback from the project management team, developed a Corridor Development Plan documenting the process and decision-making that led to the LPA adoption. Staff will briefly review the Division Street Corridor Development Plan with the Committee in order to obtain the Committee's endorsement for acceptance by the STA Board of Directors.

BACKGROUND: Spokane Transit has been collaborating with our local and regional partners, including Spokane Regional Transportation Council (SRTC), the City of Spokane, Spokane County, and Washington State Department of Transportation (WSDOT) on a transportation and land use study of the Division Street corridor known as "DivisionConnects." The Corridor Development Plan documents the actions from Phase I of the study - from project initiation through the adoption of the Locally Preferred Alternative by the STA Board of Directors on April 15, 2021. The Corridor Development Plan includes the following sections:

- Introduction
- Project Background
- Public Engagement
- Evaluation Process
- Alternatives Description
- Evaluation Results
- Locally Preferred Alternative
- Implementation Steps
- Appendices

The Corridor Development Plan can be found online: https://www.srtc.org/wp-content/uploads/2021/04/Corridor-Development-Plan_04222021.pdf

The Appendices can be found online: https://www.srtc.org/wp-content/uploads/2021/04/DivisionConnectsCorridorDevPlan_Appendices.pdf

RECOMMENDATION TO COMMITTEE: Recommend the Board accept the Division BRT Corridor Development Plan.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 4A2 : CITY LINE: AWARD OF CONTRACT FOR WALL STREET RECONSTRUCTION, AND STATION 28

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Rob Bielaski, Capital Projects Manager

SUMMARY: In accordance with Spokane Transit's procurement policy, staff is seeking this Committee's recommendation to award a public works contract for the Wall Street Reconstruction, and Station 28 (located at SCC Transit Center), a phase of work within the City Line project.

BACKGROUND: The Wall Street Reconstruction and Station 28 projects are parts of the City Line project that were removed from the overall City Line design package because design decisions were not able to be made in time for inclusion in the City Line bid package that was advertised in December 2019. This Committee and the Board of Directors approved the project scope of work and authorized staff to release an invitation for bid in March 2021. The Invitation for Bid was advertised in the Spokesman Review on March 21, 2021. An on-site pre-bid meeting was held on April 6, 2021. Bids were received on April 27, 2021. STA received one qualifying bid as follows:

CONTRACTOR	BID AMOUNT
Cameron Reilly	$1,932,878

**Engineer's Estimate: $1,250,000*

Because STA received a single bid, federal rules require STA to perform a price analysis and to assess whether there was adequate competition. STA's consultants (Coffman Engineers and Hill International) discussed the bid with Cameron Reilly and have determined that the reasons for the discrepancy between the Engineer's Estimate and the bid amount are legitimate. The Engineer's Estimate did not consider recent material price escalation, the lack of sub-contractors available to perform work, and the risks that contractors would associate with installing the tile sidewalk system over the existing private basement vaults. STA staff have reviewed the bidding process and believe that there was adequate competition. The bid was publicly advertised and was available at multiple plan centers and on the STA website. Six (6) general contractors attended the onsite pre-bid meeting, including Cameron Reilly. After the bidding process concluded, STA staff contacted contractors who attended the pre-bid meeting but who did not submit a bid. These contractors stated their reasons for not submitting a bid, which included concern about the federal requirements, heavy workload on other projects, and project schedule. None of the reasons that the contractor gave for not bidding the project were issues that were in STA's control. The bidding documents were reviewed by staff who have determined that Cameron Reilly is a responsible and responsive bidder.

With the construction contract and reserved construction contingency the project is expected to be within the $3.055 million forecast for this phase of work within the approved City Line project budget.

Staff recommend Award of Contract to Cameron Reilly for the Total Bid Amount of $1,932,878 includes applicable Washington State sales tax. Staff propose a construction contingency of 20% accommodated within the total project budget.

RECOMMENDATION TO COMMITTEE: Review and recommend the Board approve an Award of Contract for the Wall Street Reconstruction and Station 28 project to Cameron Reilly for $1,932,878 including applicable Washington State sales tax, and allow the CEO to apply 20% contingency funds, as necessary, within the project budget.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 5A : 2022-2027 TRANSIT DEVELOPMENT PLAN: MID-RANGE PLANNING GUIDANCE

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Mike Tresidder, Associate Transit Planner

SUMMARY: Each year, the Planning & Development Committee prepares and recommends to the Board of Directors guidance statements that help frame priorities to be included in the annual preparation of the agency's Transit Development Plan (TDP). The Committee members reviewed a framework for board guidance to address near-term actions and planning guidance for the Transit Development Plan at their April meeting. Draft guidance is presented below for input and refinement.

BACKGROUND: According to STA Board Resolution 681-11, the Planning and Development Committee is responsible for designing and coordinating the Board's participation in Spokane Transit's strategic and operational planning. The agency's primary mid-range planning document is the Transit Development Plan. The 2021-2026 TDP may be viewed on STA's website at:

https://spokanetransit.com/projects-plans/transit-development-plan.

The 2022-2027 TDP is expected to be adopted in July 2021 and will include the Capital Improvement Program and the Service Improvement Program.

Staff presented on a number of regional and national trends and circumstances at the April meeting, along with a proposed integration of planning activities among the Transit Development Plan, the 2022 budget, the *Connect Spokane* Update, and the proposed new multi-year strategic plan.

Draft guiding principles are presented below for Committee input and refinement. It is intended that the June draft of the TDP will include proposed guiding principles based on Committee input.

Draft 2022-2027 Guiding Principles (suggested text in red)

Foster and Sustain Quality. Continue initiatives and projects that improve the quality and usefulness of STA's services, facilities, information and customer service. Affordable public transportation adds value to the community and improves the quality of life in the region and the efficiency of the region's road system through congestion relief. Employ new technologies and industry trends that advance these ends.

Maintain a State of Good Repair. Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.

Recover and Expand Ridership. Identify and leverage the factors that drive ridership, especially as the economy and travel patterns transition out of the COVID-19 pandemic. Continue to foster ridership markets in line with the principles of Connect Spokane. Work and school trips make up the majority of trips taken on STA services. Continue to foster these foundational markets while expanding the usefulness of service for other travel purposes.

Proactively Partner in the Community. Coordinate with jurisdictions and other agencies to implement community planning and economic development strategies and pursue the agency's sustainability goals. Be a leader in implementing the regional transportation visions.

Advance and Adapt the System Growth Strategy. Grow the transit system consistent with community growth and resources. Be responsive to changing demographic and behavioral trends in population and job densities. Ensure that maintenance and operations facilities are sized to accommodate cost effective growth plans. Continue to maximize outside funding sources, providing opportunities for increased strategic investments for system growth.

RECOMMENDATION TO COMMITTEE: Information only.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 5B: 2022 – 2027 TRANSIT DEVELOPMENT PLAN: MAJOR ACTIVITIES (2022-2027)

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Mike Tresidder, Associate Transit Planner

SUMMARY: A step in the annual preparation of the agency's transit development plan, the Committee reviews the planned major activities for the agency for inclusion in the 2022-2027 Transit Development Plan (TDP).

BACKGROUND: According to STA Board Resolution 681-11, the Planning and Development Committee is accountable for designing and coordinating the Board's participation in Spokane Transit's strategic and operational planning. The agency's primary mid-range planning document is the Transit Development Plan. The 2021-2026 TDP may be viewed on STA's website at:

https://spokanetransit.com/projects-plans/transit-development-plan.

The 2022-2027 TDP is expected to be adopted in July 2021 and will include the Capital Improvement Program and the Service Improvement Program.

The Planning and Development Committee began the process of updating the TDP at their March meeting by reviewing last year's Mid-Range Planning Guidance. The draft 2022-2027 Major Activities are listed on the next page. The major activities list will remain in draft form as it is incorporated into a complete draft of the 2022-2027 TDP in June for broader public input.

RECOMMENDATION TO COMMITTEE: Information only.

Major Activities 2022-2027

Customer Tools and Technology

- Transition technology, systems, and customers to an online, account-based contactless fare system
- Implement an updated website and digital notification system
- Implement a digital signage system throughout the transit network

Community Outreach

- Market the launch of the City Line in 2022 and communicate about BRT benefits
- Communicate with the public about STA's plans for fleet electrification

Service Development

- Launch City Line revenue service (2022)
- Implement 2022 service changes and improvements
- Implement final phase of STA Plaza Operational Restructure
- Introduce added service in the I-90/Valley corridor, including pilot service to Post Falls and Coeur d'Alene
- Complete *STA Moving Forward* service improvements (2022-2026)

Facilities and Fleet

- Fleet replacement (2022-2027)
- Expand fleet composition with additional electric coaches and double-decker coaches
- Cheney Line: HPT stations, enhanced stops, and other corridor improvements
- Sprague Line: HPT stations, enhanced stops, and other corridor improvements
- I-90/Valley Line: Expand commuter parking capacity east of Sullivan Road, construct new transit center in the corridor
- Boone Campus diesel underground storage tanks replacement
- Transit Asset Management Plan updates

Systems & Programs

- Implement FTA-required Public Transportation Agency Safety Plan (PTASP) Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities
- Public Transportation Improvement Conference (PTIC) quadrennial review (2022, 2026)

Planning

- Update Facilities Master Plan
- Update to *Connect Spokane*: A Comprehensive Plan for Public Transportation (2021-2022)
- Develop Strategic Plan to identify new needs and planning beyond STA Moving Forward (2021-2023)
- Five Mile Mobility Hub Study
- I-90/Valley HPT Corridor Development Plan
- Sprague HPT Corridor Development Plan
- Division BRT Preliminary Engineering
- Title VI Program update (every three years)
- Develop Shared Mobility policies and strategies

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 5C : 2022-2027 TRANSIT DEVELOPMENT PLAN: 2022-2027 CAPITAL IMPROVEMENT PROGRAM

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Monique Liard, Chief Financial Officer
Karl Otterstrom, Director of Planning and Development

SUMMARY: A major element of the state-required Transit Development Plan (TDP) is the Capital Improvement Program (CIP). The CIP is developed in accordance with *Connect Spokane*, including the following policy:

4.1 Capital Improvement Program (CIP)
STA shall maintain a Capital Improvement Program that shall cover a period of no less than six years and be in general conformance with the Comprehensive Plan. To enable STA to make educated, coordinated, and financially sound capital investments, a 6-year Capital Improvement Program must be developed. This program will be reviewed annually.

The development of a six-year Capital Improvement Program (CIP) provides a mid-term horizon for prioritizing resources, enhancing the transit system, and maintaining existing assets and resources in good repair. The CIP, in companionship with the Transit Development Plan and Service Implementation Plan, connects the long-range vision, goals and policies of the Comprehensive Plan to the near-term strategies outlined in the Annual Strategic Plan. The preliminary capital programs table attached to this item covers the years 2022 – 2027 and is the central component of the capital improvement program.

A capital project is a significant investment project intended to acquire, develop, improve, or maintain a capital asset (such as property, buildings, vehicles, infrastructure, etc.). The CIP aggregates projects that have common objectives or are otherwise interconnected into programs. The capital programs are organized into five distinct program categories:

- Vehicles
- Facilities - Maintenance & Administration
- Facilities – Passenger & Operational
- Technology
- High Performance Transit Implementation

In addition to the five categories of capital programs the draft CIP will identify:

- Section 5307 Program of Projects
- Section 5310 Apportionment Program
- Section 5339 Bus and Bus Facilities
- Fleet Replacement Plan
- Unfunded Projects

The review of the draft CIP will be focused on the attached capital expenditures by program category, programs, and projects. The draft Transit Development Plan will be compiled and presented at the June committee meeting.

RECOMMENDATION TO COMMITTEE: Information only.

Draft Capital Programs: 2022-2027

Vehicles

Fixed Route Fleet - Expansion

In order to implement STA Moving Forward, this provides for the acquisition of new coaches that increase the total fleet size. Note: program does not include the fleet requirement for the Central City Line.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$0	$2,099,488	$0	$7,274,635	$1,873,220	$0	$11,247,343
State	$0	$3,190,512	$0	$0	$0	$0	$3,190,512
Federal	$0	$2,950,000	$0	$0	$0	$0	$2,950,000
Total	$0	$8,240,000	$0	$7,274,635	$1,873,220	$0	$17,387,855

Fixed Route Fleet - Replacement

Replaces fixed-route coaches as they reach their planned useful life, typically three years later than the 12-year minimum lifespan established by FTA. Includes electric buses as grants allow for additional up-front cost.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$15,745,589	$5,979,500	$9,004,569	$10,228,887	$6,471,879	$2,827,834	$50,258,258
State	$900,000	$0	$0	$0	$0	$0	$900,000
Federal	$3,634,117	$6,120,500	$1,001,000	$3,608,172	$1,021,000	$1,031,000	$16,415,789
Total	$20,279,706	$12,100,000	$10,005,569	$13,837,059	$7,492,879	$3,858,834	$67,574,047

Non-Revenue Vehicles

The acquisition and replacement of non-revenue vehicles which are used to maintain transit facilities, transport employees, road supervisors and equipment.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$430,000	$0	$75,000	$80,000	$90,000	$390,000	$1,065,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$430,000	$0	$75,000	$80,000	$90,000	$390,000	$1,065,000

Paratransit Vans

Acquire and replace Paratransit vehicles on a routine schedule and in accordance with the fleet plan. The program does not include an expansion of the current fleet size.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$1,200,345	$245,345	$1,273,425	$1,311,615	$1,568,089	$1,500,000	$7,098,819
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$991,000	$0	$0	$0	$0	$991,000
Total	$1,200,345	$1,236,345	$1,273,425	$1,311,615	$1,568,089	$1,500,000	$8,089,819

Vanpool Vans

Purchase vanpool vans for replacement of retired vehicles and planned expansion (when warranted) of Vanpool program. Expansion of the fleet is contingent on grants from WSDOT and evidence of increased demand for this service.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$482,227	$487,049	$491,920	$496,839	$501,807	$620,000	$3,079,842
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$482,227	$487,049	$491,920	$496,839	$501,807	$620,000	$3,079,842

Total: Vehicles

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$17,858,161	$8,811,382	$10,844,914	$19,391,976	$10,504,995	$5,337,834	$72,749,262
State	$900,000	$3,190,512	$0	$0	$0	$0	$4,090,512
Federal	$3,634,117	$10,061,500	$1,001,000	$3,608,172	$1,021,000	$1,031,000	$20,356,789
Total	$22,392,278	$22,063,394	$11,845,914	$23,000,148	$11,525,995	$6,368,834	$97,196,563

Facilities - Maintenance & Administration

Boone - Preservation and Enhancements

Contains projects which will extend the useful life of the Boone facilities through replacement of equipment, fixtures and other aspects of the facility.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$6,183,334	$1,170,000	$125,000	$865,000	$165,000	$345,500	$8,853,834
State	$0	$0	$0	$0	$0	$0	$0
Federal	$200,000	$100,000	$0	$0	$0	$0	$300,000
Total	$6,383,334	$1,270,000	$125,000	$865,000	$165,000	$345,500	$9,153,834

Draft Capital Programs: 2022-2027

Facility Master Plan Program

Increases general capacity for transit operations by making improvements to existing structures and constructing and/or improving administrative and operational space. The program includes funding to develop a new facility master plan.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$1,150,000	$250,000	$0	$0	$0	$0	$1,400,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$1,150,000	$250,000	$0	$0	$0	$0	$1,400,000

Fleck Center - Preservation and Improvements

Contains projects which will extend the useful life of the Fleck Center facility located at 123 S Bowdish Road.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$0	$0	$0	$240,000	$0	$0	$240,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$0	$0	$0	$240,000	$0	$0	$240,000

Miscellaneous Equipment and Fixtures

Funds smaller capital projects, including fixtures, equipment and minor facility upgrade requirements on a routine basis.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$147,500	$77,500	$190,000	$40,000	$65,000	$40,000	$560,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$147,500	$77,500	$190,000	$40,000	$65,000	$40,000	$560,000

Total: Facilities - Maintenance & Administration

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$7,480,834	$1,497,500	$315,000	$1,145,000	$230,000	$385,500	$11,053,834
State	$0	$0	$0	$0	$0	$0	$0
Federal	$200,000	$100,000	$0	$0	$0	$0	$300,000
Total	$7,680,834	$1,597,500	$315,000	$1,145,000	$230,000	$385,500	$11,353,834

Draft Capital Programs: 2022-2027

Facilities - Passenger & Operational

Park and Ride Upgrades

Extends or enhances the useful life of Spokane Transit park and ride facilities and to accommodate existing and anticipated vehicle staging and layover requirements.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$164,300	$773,211	$70,000	$40,000	$25,000	$30,000	$1,102,511
State	$0	$0	$0	$0	$0	$0	$0
Federal	$150,700	$35,600	$0	$0	$0	$0	$186,300
Total	$315,000	$808,811	$70,000	$40,000	$25,000	$30,000	$1,288,811

Plaza Preservation and Improvements

Extends the useful life of the Plaza, including mechanical equipment and associated facilities.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$339,469	$50,000	$95,000	$50,000	$50,000	$50,000	$634,469
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$339,469	$50,000	$95,000	$50,000	$50,000	$50,000	$634,469

Route & Stop Facility Improvements

Implements various projects that improve the functionality of STA bus stops, routes and related infrastructure, including but not limited to signage, shelters and ADA access. Many of these projects are considered "associated transportation improvements" and are programmed to meet or exceed the annual minimum federal requirement in such improvements.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$2,227,344	$1,889,722	$1,751,200	$2,210,050	$1,622,900	$1,087,250	$10,788,466
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$2,227,344	$1,889,722	$1,751,200	$2,210,050	$1,622,900	$1,087,250	$10,788,466

Total: Facilities - Passenger & Operational

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$2,731,113	$2,712,933	$1,916,200	$2,300,050	$1,697,900	$1,167,250	$12,525,446
State	$0	$0	$0	$0	$0	$0	$0
Federal	$150,700	$35,600	$0	$0	$0	$0	$186,300
Total	$2,881,813	$2,748,533	$1,916,200	$2,300,050	$1,697,900	$1,167,250	$12,711,746

Technology

Capital Program Management Software

Implement new software and related information systems and organizational procedures to increase the efficiency of capital programming and project management in light of the greater volume of capital projects and the ongoing effort to deliver in a cost effective manner.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$100,000	$206,000	$0	$0	$0	$0	$306,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$100,000	$206,000	$0	$0	$0	$0	$306,000

Communications Technology Upgrades

Replaces and upgrade in-vehicle and stationary communications systems to as they become obsolete.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$410,000	$682,520	$0	$0	$0	$0	$1,092,520
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$410,000	$682,520	$0	$0	$0	$0	$1,092,520

Computer Equipment Preservation and Upgrades

Funds the acquisition and replacement of computers and associated hardware items on a routine basis

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$175,000	$150,000	$150,000	$150,000	$120,000	$120,000	$865,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$175,000	$150,000	$150,000	$150,000	$120,000	$120,000	$865,000

Fare Collection and Sales Technology

Invests in updated hardware and software for fare collection systems in use by Spokane Transit to extend the useful life and expand the functionality of said systems.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$2,240,350	$2,000,000	$0	$0	$0	$0	$4,240,350
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$2,240,350	$2,000,000	$0	$0	$0	$0	$4,240,350

Operating & Customer Service Software

The purchase and installation of software designed to improve the ease and efficiency of tasks performed in providing customer service.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$128,000	$0	$0	$0	$0	$0	$128,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$128,000	$0	$0	$0	$0	$0	$128,000

Security and Access Technology

This program provides for facility security and access technology, including replacement equipment, at transit facilities, infrastructure and vehicles. These investments include secure access control and video-monitoring of STA's facilities.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$0	$0	$232,000	$0	$0	$0	$232,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$0	$0	$232,000	$0	$0	$0	$232,000

Smart Bus Implementation

With the core of Smart Bus Implementation complete, this program is primarily supporting telecommunication infrastructure, including fiber-optics, to allow additional bandwidth as new facilities integrate with Smart Bus capabilities.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$100,000	$100,000	$100,000	$100,000	$100,000	$0	$500,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$100,000	$100,000	$100,000	$100,000	$100,000	$0	$500,000

Total: Technology

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$3,153,350	$3,138,520	$482,000	$250,000	$220,000	$120,000	$7,363,870
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$3,153,350	$3,138,520	$482,000	$250,000	$220,000	$120,000	$7,363,870

High Performance Transit Implementation

Central City Line

When complete, the City Line (formerly Central City Line) will provide corridor-based Bus Rapid Transit (BRT) service between Browne's Addition and Spokane Community College using a bus rapid transit vehicle with electric propulsion. Full funding for the project was secured January 2020 with the execution of a Small Starts grant award. Along with local, state and other federal funds, the total budget for the project is $92,231,000. Work in the time period shown completes construction, launches new battery electric buses and begins revenue operations along the 5.8-mile alignment.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$9,855,594	$6,017,195	$0	$0	$0	$0	$15,872,789
State	$0	$0	$0	$0	$0	$0	$0
Federal	$13,049,136	$8,637,822	$0	$0	$0	$0	$21,686,957
Total	$22,904,729	$14,655,017	$0	$0	$0	$0	$37,559,747

Cheney Line

Implements the corridor infrastructure and station facilities for High Performance Transit between Spokane and Cheney, including those along I-90, SR 904 and in the City of Cheney.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$310,000	$1,550,269	$0	$0	$0	$0	$1,860,269
State	$350,000	$945,705	$0	$0	$0	$0	$1,295,705
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$660,000	$2,495,974	$0	$0	$0	$0	$3,155,974

Division Line

Design, construct and launch Division BRT, a fixed-guideway BRT project that will travel from downtown Spokane to unincorporated Mead in north Spokane County. Funding for preliminary engineering and project development phases are currently included in the capital improvement program.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$850,000	$3,700,000	$4,000,000	$4,000,000	$1,000,000	$0	$13,550,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$850,000	$3,700,000	$4,000,000	$4,000,000	$1,000,000	$0	$13,550,000

I-90/Valley Line

The program includes many elements of High Performance Transit along the I-90 corridor, connecting Downtown Spokane with points east, including Spokane Valley and Liberty Lake. The program includes an expansion of commuter parking capacity east of Sullivan Road (Barker to Stateline) as well as a new Mirabeau Transit Center. As grants allow and travel patterns warrant, freeway "flyer" stations will be included along the line.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$249,314	$1,441,000	$1,983,400	$1,735,000	$0	$0	$5,408,714
State	$225,000	$1,650,000	$3,000,000	$2,625,000	$0	$0	$7,500,000
Federal	$209,257	$0	$636,600	$557,000	$0	$0	$1,402,857
Total	$683,571	$3,091,000	$5,620,000	$4,917,000	$0	$0	$14,311,571

Incremental HPT Investments

Invests resources into passenger facilities and operational treatments along heavily used bus corridors that are identified as future HPT Corridors and for passenger facilities that will include HPT operations, including the STA Plaza.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$1,120,042	$0	$0	$0	$0	$0	$1,120,042
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$1,120,042	$0	$0	$0	$0	$0	$1,120,042

Monroe-Regal Line

Implements many elements of High Performance Transit along a 11+ mile corridor stretching from the Five Mile Park and Ride to the Moran Station Park and Ride.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$2,149,161	$618,019	$20,937	$0	$0	$0	$2,788,117
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$2,149,161	$618,019	$20,937	$0	$0	$0	$2,788,117

Sprague Line

Implements many elements of High Performance Transit along a 7+ mile corridor stretching from the Valley Transit Center to downtown Spokane via the South University District and Sprague Union District.

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$501,800	$2,084,307	$845,400	$545,000	$81,107	$0	$4,057,614
State	$498,200	$2,017,900	$184,600	$0	$0	$0	$2,700,700
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$1,000,000	$4,102,207	$1,030,000	$545,000	$81,107	$0	$6,758,314

Total: High Performance Transit Implementation

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$15,035,911	$15,410,790	$6,849,737	$6,280,000	$1,081,107	$0	$44,657,545
State	$1,073,200	$4,613,605	$3,184,600	$2,625,000	$0	$0	$11,496,405
Federal	$13,258,392	$8,637,822	$636,600	$557,000	$0	$0	$23,089,814
Total	$29,367,503	$28,662,217	$10,670,937	$9,462,000	$1,081,107	$0	$79,243,765

Total Capital Improvement Program

	2022	2023	2024	2025	2026	2027	2022-2027
Local	$46,259,369	$31,571,125	$20,407,851	$29,367,026	$13,734,002	$7,010,584	148,349,957
State	$1,973,200	$7,804,117	$3,184,600	$2,625,000	$0	$0	$15,586,917
Federal	$17,243,209	$18,834,922	$1,637,600	$4,165,172	$1,021,000	$1,031,000	$43,932,903
Total	$65,475,778	$58,210,164	$25,230,051	$36,157,198	$14,755,002	$8,041,584	207,869,778

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 5D : 2022-2027 TRANSIT DEVELOPMENT PLAN: PROPOSED 2022-2024 SERVICE IMPROVEMENTS

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development
Kathleen Weinand, Principal Transit Planner

SUMMARY: The attached draft Service Improvement Program (SIP) outlines planned fixed-route service changes to take place in 2022, 2023 and 2024. The most significant changes are planned to take place in 2022 with the start of the City Line. The 2022 changes result in an approximately 13% growth in annual revenue hours compared to the current fixed-route system. In addition to the starting of service on the City Line, the 2022 change includes *STA Moving Forward* improvements to routes and frequency in Northeast Spokane/Hillyard, as well as other revisions to improve system performance, respond to input and serve emerging destinations. This SIP also includes the deployment of double-decker buses on the Cheney HPT corridor in 2023.

BACKGROUND: Per *Connect Spokane* policies MI 3.3.3 and MI 3.4, the SIP is prepared each year to guide the delivery of fixed-route service changes and improvements during a three-year period within the Transit Development Plan (TDP) that immediately follows the year of approval. The SIP is developed in close coordination with the agency's financial projections.

RECOMMENDATION TO COMMITTEE: Information only.

Section 4: Service Improvement Program (2022-2024)

Introduction

The Service Improvement Program (SIP) is prepared each year to guide the delivery of fixed-route service. Developed in close coordination with the agency's six-year financial projections contained within this TDP, the SIP is designed to inform the public of possible bus service improvements over a three-year period following the September 2021 service change. The SIP is updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4.

The performance standards listed in the Annual Route and Passenger Facilities Report are resources for the planning and operation of fixed-route transit service as it provides the foundation for route design and resource management. Spokane Transit recognizes the importance of evaluating its services in consideration of numerous requests and proposals for service modifications that are received from a variety of sources including customers, employees, and employers throughout the region. To help improve effectiveness and efficiency, it is prudent to provide cost effective transit service that supports both existing and emergent origin-destination patterns.

Performance standards also help influence which and when service modifications will take effect. For example, a poorly performing route could be subject to modifications such as frequency changes and/or routing changes to increase productivity.

Overview

In 2016 voters approved funding for *STA Moving Forward*, a plan that includes more than 25 projects to provide more and better transit service throughout the region. Since then, many of the programmed improvements have been implemented. Many more are scheduled in the plan within the timeline of this Service Improvement Program.

Service Change Dates

Service modifications can take place three times a year, the third Sunday in January, May, and September of each year. This coincides with the selection and assignment of coach operator work schedules. The following is a table listing the 2022, 2023, and 2024 service change dates following the September 19, 2021 service change.

2022	2023	2024
January 16, 2022	January 15, 2023	January 21, 2024
May 15, 2022	May 21, 2023	May 19, 2024
September 18, 2022	September 17, 2023	September 15, 2024

Programming of Major Service Improvements and Revisions

STA examines the existing conditions of the fixed route system using the below established criteria to identify opportunities for improvements:

1) Conditions represent service deficiencies per the principles and policies adopted in *Connect Spokane: A Comprehensive Plan for Public Transportation*.
2) Current service fails all three route performance standards for two consecutive years; and
3) Modifications related to the implementation of High Performance Transit (HPT) that may be feasible within the three-year planning horizon of this document.
4) *STA Moving Forward* Improvements programmed within the planning horizon of the document.

The following table lists routes that exhibit one or more of the four existing conditions described above and possible changes that may take place in the coming years. Spokane Transit will continue to evaluate possible solutions. It is not designed to be a final list in order of importance, but to show the potential service changes that current riders could expect or mobility improvements that Spokane Transit is working to implement. Service concepts will be presented for public feedback per the communication and public input policies described in *Connect Spokane* policies CI-1.0 and CI-1.1**.** It should be noted that the concepts contained in these tables are very broad and have not been developed on a more detailed level (connections, schedules, etc.); therefore, these concepts could be interchangeable between years based on final interline structure and cycle time development. Routes listed below as well as other routes not listed may have schedule changes as a more detailed network is developed. Existing routes are listed by their current names. Some routes will be renamed after they change.

2022	
January 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the May and September 2021 service changes.	Per the principles outlined in *Connect Spokane,* STA will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
STA Plaza Zones Adjust Plaza zone assignments consistent with the Board-adopted Plaza Operations Study roadmap. No fixed-route boarding will take place in current zones 1, 9, and 10 adjacent to the Peyton Building. Paratransit boarding will be moved from N Post St to current fixed-route Zone 1.	In 2018 the STA Board of Directors concurred with a roadmap to shrink STA's operational footprint at the Plaza in coordination with the Downtown Spokane Partnership.
New City Line Implement the City Line from Browne's Addition to Spokane Community College via Downtown Spokane, the University District, Gonzaga University and E Mission Ave.	The City Line is a *STA Moving Forward* improvement that implements high performance transit with STA's first corridor-based bus rapid transit (BRT) project.

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
4 Monroe/Regal, 6 Cheney/West Plains, 25 Division, 33 Wellesley, and 90 Sprague Explore extending the span of Sunday/Holiday service.	STA has been receiving requests for expanded span of service especially by those having trouble getting to or from work on Sundays when STA only operates between 8:00AM and 8:00PM. STA will pilot expanded hours of Sunday service on five routes on designated HPT corridors.
New Route 14 Napa/Cannon Hill Shuttle Implement a new route that operates between S Madison St and 14th Avenue (current Route 42) and E Mission Ave and N Napa St via Shriners Hospital, Deaconess Hospital, the STA Plaza, University District, E Martin Luther King Jr. Way and E Trent Ave. This new shuttle will replace portions of the existing routes 29 SCC and 42 South Adams. ***Route 29 SCC*** Discontinue the Route 29 and replace it with the City Line and the new Route 14. **Route 42 South Adams** Discontinue the Route 42 and replace it with the new Route 14 Napa-Cannon Hill Shuttle.	Per the design principles of *Connect Spokane,* routes should be designed in the context of other routes and avoid duplications. The eastern segment of the Route 29 will be redundant with the frequent service offered by the new City Line through the University District. This provides the opportunity to modify the route in the areas where the City Line will serve.
Route 20 SFCC Modify to alight passengers at 1st Ave and Wall St one block south of the Plaza in the inbound direction instead of at the Plaza.	This would help alleviate capacity issues at the Plaza.
Route 22 Northwest Blvd Modify the route to terminate at the VA Medical Center. A new Route 35 would be interlined with the Route 22 and serve the portion of the current route between the VA and the Five Mile Park & Ride. ***New Route 35 Francis/Market*** Implement a new route operating between the VA Medical Center and E Garland Ave at N Market St. This route would provide a continuous route across Francis Ave and interline with a new Route 36 at E Garland at N Market. ***New Route 36 North Central*** Implement a new route operating between Spokane Falls Community College and Garland Ave and Market St, via the West Central Community Center, North Central High School and the Northeast Community Center. STA Moving Forward included service improvements for West Central and Northeast Spokane. Public input on the 2022 service change proposals called more east-west connection in central Spokane north of the River.	Currently passengers traveling along Francis Ave must transfer between the routes 22 and 27 at the Five Mile P&R. Improved route and frequency to Hillyard is a programmed *STA Moving Forward* improvement. *STA Moving Forward* included service improvements for West Central and Northeast Spokane. Public input on the 2022 service change proposals called more east-west connection in central Spokane north of the River.

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Route 25 Division Explore extending the span of Sunday/Holiday service.	STA has been receiving requests for expanded span of service especially by those having trouble getting to or from work on Sundays when STA only operates between 8:00AM and 8:00PM. STA will pilot expanded hours of Sunday service on five routes on designated HPT corridors.
Route 26 Lidgerwood *(renamed Nevada via Addison)* Modify to extend to Whitworth University and reroute to operate on N Addison St between E Lyons Ave and E Rowan Ave.	The current Route 26 Lidgerwood operates on a meandering route between E Lincoln Rd and E Empire Ave. Various segments of the route operate within less than a half-mile away (minimum route spacing per *Connect Spokane*) of either the Route 25 Division or Route 28 Nevada. Yet feedback from customers continues to reinforce that the community values the access the route provides because it does not require crossing the auto-oriented Division or Nevada arterials on foot. This streamlined routing would consolidate the combined frequency of the routes 26 and 28 on more of the Nevada corridor. Nevada is a designated High Performance Transit route in STA's Comprehensive Plan *Connect Spokane*.
Route 27 Hillyard *(renamed Crestline)* Streamline the route to provide faster travel times and better access in northeast Spokane. The route would operate between E Jay Ave (Walmart & Winco) and the STA Plaza via N Newport Hwy, Division St, E Lincoln Rd, N Crestline St, E Foothills Dr, W Buckeye Ave, and N Washington St. Increase frequency of service during weekday peaks to every 15 minutes and every 30 minutes on Sunday/Holidays. Service on E Francis Ave would be provided by the new Route 35.	The Route 27 has experienced overcrowding during peak periods of the day. Additionally, the route design has many turning movements that can impact schedule reliability. *STA Moving Forward* included frequency and routing improvements for Hillyard and Northeast Spokane to be implemented at the same time as the City Line.
Route 28 Nevada This recommendation also includes simplifying how the Route 28 serves Whitworth University. Today the route performs a one-way loop along N Whitworth Dr, N Waikiki Rd, and W Hawthorne Rd. This loop is recommended to be discontinued while still maintaining service to Whitworth's most popular Route 28 stops.	Ridership on the Waikiki loop stops is low. Streamlining the route provides efficiencies.
Route 32 Trent/Montgomery Modify the eastbound routing to operate on N Vista Rd, E Buckeye Ave, and N Argonne Rd to enable more accessible stops through this segment. Furthermore, the route is recommended to operate on E Mission Ave between N Havana St and SCC instead of the current out of direction deviation via E Trent Ave, N Freya Way and E Mission Ave thereby	Railroad property abuts the south side of E Trent Ave between N Vista Rd and N Argonne Rd. STA has been unable to secure the concurrence needed to improve the accessibility at the eastbound stop in this section. A Department of Social and Health Services office is served by this stop. A more direct routing would improve travel times.

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
providing a more direct routing. The current routing would be followed during railroad crossing delays. This re-routing is contingent upon identifying a strategy for communicating to Coach Operators that the route is blocked by a train crossing.	
Route 33 Wellesley Improve weekday evening frequency from service every hour to service every 30 minutes.	Improving frequency weeknights is a near-term implementation strategy of the Wellesley HPT corridor in *Connect Spokane*.
New Route 38 Upriver/Argonne Implement a new Route 38 from Spokane Community College to the Valley Transit center via Upriver Dr and Argonne/Mullan Roads. The new route primarily serves Spokane Valley, but in Spokane, it would serve the Minnehaha neighborhood along E Euclid and E Frederick Avenues as a replacement to the discontinued Route 39.	*STA Moving Forward* included frequency and routing improvements for Northeast Spokane to be implemented at the same time as the City Line. There have been many requests for service north of Spokane River in Millwood. New route would also put service closer to Beau Rivage and River Walk Pointe Apartments near Upriver Dr and E Frederick Ave.
Route 39 Mission Discontinue service on this route. The City Line will provide service on the east portion of the current route on Mission Avenue, from N. Cincinnati Street to Spokane Community College. The Minnehaha neighborhood would be served by the new Route 38.	Much of Route 39 Mission would be duplicative of the new City Line.
Route 60 Airport via Browne's Addition Modify the route to operate on Sunset Blvd west of downtown Spokane. Extend the route southwest of the Airport to the West Plains Transit Center via S Spotted Rd and W Geiger Blvd. ***Route 61 Hwy 2 via Browne's Addition*** Modify the route to operate on Sunset Blvd west of downtown Spokane. Furthermore, the route is proposed to be modified to operate on S Deer Heights Rd and W 12th Ave between Hwy 2 and S Hayford Rd. Additionally, extend the route west of S Lawson St on W 6th Ave, S Craig Rd, and Hwy 2, terminating at the Fairchild Air Force Base. Expanded service on W 6th Ave is contingent upon the street being extended west to S Craig Rd. The route would continue to operate on S Lawson St and Hwy 2 until W 6th Ave is completed.	Per the design principles of *Connect Spokane,* routes should be designed in the context of other routes. In 2022, the Browne's Addition segments of the routes 60 and 61 will be redundant with the frequent service offered by the new City Line.
Route 63 Airway Heights Modify the Route 63 to operate between the Spokane Tribe Casino and the West Plains Transit Center via Hwy 2, S Lawson St, W 6th Ave, S Garfield Rd, 10th Ave, and S Hayford Rd. This alignment would be contingent on the completion of 10th Ave between S Garfield Rd and S Hayford Rd.	The current service fails all three route performance standards. The route began service in September 2019 and has not been able to operate on its intended route due to road construction. STA will continue to monitor the performance. Changes to the Route 60 that would provide service to W Geiger Blvd could free up the Route 63 to provide a more direct

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
	connection between the West Plains Transit Center and Airway Heights.
Route 74 Mirabeau/Liberty Lake Modify the routing to serve more destinations. The Route 74 would continue to provide service on weekdays between the Liberty Lake Park & Ride and the STA Plaza in Downtown Spokane. However, the route would be modified to serve the University District. The portion of the route between Mirabeau Park & Ride and Liberty Lake would also be modified to end at Meadowwood Technology Campus (Comcast) in Liberty Lake via E Indiana Ave, E Mission Ave, N Liberty Lake Rd, E Mission Rd, N Signal Dr, E Appleway Ave, N Molter Rd, and E Mission Ave. The route would also replace the segment of the Route 98 that serves E Mission Ave between N Flora and N Harvard roads. ***New Route 171 Mirabeau Express*** Implement a new route for weekday peak service between Downtown Spokane and the Mirabeau Park & Ride. The new route would supplement the frequency of the Route 74 at the Mirabeau Park & Ride during the weekday peak travel times. ***Route 98 Sprague/Greenacres*** Modify to operate on E Appleway Ave/Country Vista Drive between Barker Rd and the Liberty Lake Park & Ride. E Mission Ave between N Barker Rd and the Liberty Lake Park & Ride would be served by the modified Route 74 on weekdays only. Service along Barker Rd between E Appleway Ave and E Mission Ave would be discontinued and not served by any other routes.	Consistent with *Connect Spokane* fixed route design principles, restructuring the Route 74 could allow it to provide more generalized service to more destinations and more customers. To help identify opportunities for efficiency, segments of routes were reviewed by stop level boardings and alightings. Through this analysis the eastern segment of Route 98 (N Barker Rd and E Mission Ave) was identified as an opportunity to repurpose resources to serve the new Ridgeline High School, newly constructed apartments, and retail development along E Appleway/Country Vista Dr.
Route 94 East Central/Broadway - Extend the route east from Argonne and Mullan Roads to provide new service on E Broadway Ave between Argonne/Mullan and University Roads as well as absorb the current Route 95 pattern along E Broadway Ave, N Flora Rd, E Indiana Ave (Spokane Valley Mall), and end at the Mirabeau Park & Ride. There would be continuous service along E Broadway Ave between N Park and N Flora Roads. ***Route 95 Mid-Valley*** The Route 95 is recommended to be discontinued. Most of the current routing would be served by the	Per the design principles of *Connect Spokane,* routes should be designed in the context of other routes and avoid duplications and be as long as practicable. The new Route 38 serving the Argonne/Mullan corridor provides an opportunity to expand the Route 94 east to absorb most of the Route 95 routing. The extended Route 94 provides more opportunities to match origins with destination without requiring a transfer. Additionally, it provides a one bus ride to downtown for more Spokane Valley residents.

May 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
extended Route 94 except for N University Rd between the VTC and E Broadway Ave (still served by Route 173 weekdays).	
Route 96 Pines/Sullivan Modify the routing to serve E Sprague Ave between the VTC and S Pines Rd providing more service on E Sprague when combined with Route 98. The current Route 96 routing south from the VTC along S University Rd, E 16th Ave, and S Pines Rd between E 16th Ave and E Sprague Rd is recommended to be discontinued.	Per the design principles of *Connect Spokane,* routes should be designed to avoid loops and circles. The streamlined routing will significantly reduce out of direction travel. The stops that are currently served by the segment of the route to be discontinued are not well used. Many of the stops had zero average daily boardings in 2019. The most used stop in the segment to be discontinued had four average weekday boardings in 2019.
New Route 174 Meadowwood Express Implement a new weekday peak express route that provides service between the STA Plaza and the Meadowwood Technology Campus in Liberty Lake.	The routes 74 and 172 provide express service between downtown Spokane and Liberty Lake serving commuters traveling from Liberty Lake and north Idaho and those with Liberty Lake destinations traveling from Spokane. Both routes use varying patterns to serve different travel markets during the day. Passengers and operators can find the different patterns confusing. Introducing a new route number unique to a route that serves those traveling from Spokane to Liberty Lake in the morning and Liberty Lake to Spokane in the evening could ease the confusion.

September 2022	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the May 2022 service change.	Per the principles outlined in *Connect Spokane* STA will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

2023 January 2023	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the May 2022 and September 2022 service changes.	Per the principles outlined in *Connect Spokane* STA will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

May 2023	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the January 2023 service change.	Per the principles outlined in *Connect Spokane* STA will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

September 2023	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Begin operating Double Decker coaches on the Cheney HPT corridor, providing additional capacity and allowing for schedule adjustments.	*STA Moving Forward* Improvements are programmed as part of the implementation of the Cheney HPT corridor from downtown Spokane to Eastern Washington University.
Minor routing and schedule adjustments as needed based on feedback from the May 2023 service change.	Per the principles outlined in *Connect Spokane STA* will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

2024 January 2024	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the September 2023 service change.	Per the principles outlined in *Connect Spokane STA* will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

May 2024	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the January 2024 service change.	Per the principles outlined in *Connect Spokane STA* will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

September 2024	
Description of Conceptual Service Changes	**Conditions/Opportunities**
Minor routing and schedule adjustments as needed based on feedback from the May 2024 service change.	Per the principles outlined in *Connect Spokane STA* will "collect and analyze continuous feedback" and a "regular period of course correcting and setting should be assumed."

The above changes still result in significant growth in fixed-route service. In 2023, STA is planning to deliver an estimated 514,300 revenue hours of fixed route service compared to the 455,100 revenue hours estimated to be delivered in 2021. The service expansion includes the use of 20 additional buses during the AM peak period. This includes three stand-by coaches for unexpected circumstances.

Summary of Service Planning Customer Input

The Planning Department receives comments from external sources and itemizes each comment in order to follow up and document feedback used for emerging opportunities for future service changes. These comments are obtained from a variety of sources since customer engagement cannot be a one-size-fits-all approach. Feedback is obtained from customers at public meetings, through the Customer Service department, phone calls, letters, emails, voice messages, emails from STA Questions (STA website), and feedback from Coach Operators and Supervisors. Staff may also receive inquiry requests from STA Board Members. STA's planning staff responds to every comment received when valid contact information is provided. Comments are also discussed at the Service Improvement Committee meetings.

The purpose of this section is to summarize the feedback received by the Planning Department in terms of service requests to areas that currently have no bus service in the event the request can be incorporated into future service change concepts and plans. The below requests for new service cover all of 2020 as well as the 1st quarter of 2021. Staff received and responded to 41 requests for new service.

New Service Request	Geographic Location	Number of Requests	Description	Within PTBA?
Latah Creek Neighborhood	South Spokane	3	Vinegar Flats, Eagle Ridge, Thorpe Rd	Yes
Chase Middle School	South Spokane	2	E 37th Ave	Yes
Mead area	North Spokane	2		Partially
North Idaho	North Idaho	2	Post Falls, Coeur d' Alene	No
Deer Park	North Spokane County	2		No
Highway 291	North Spokane and Spokane County	1	9-Mile Falls, Suncrest, Northwest Terrace Neighborhood	Partially
North Freya	North Spokane and Spokane County	1	Hillyard	Yes
Five Mile Prairie	North Spokane	1	Five Mile Prairie north of Spokane	Yes
Otis Orchards	Spokane County	1		No
W Rowan Ave	N Spokane	1	W Rowan Ave	Yes
Lakeside High School	Stevens County	1		No
N Wandermere Road	North Spokane County	1		Yes
N Havana St @ E Francis Ave	North Spokane County	1	Humane Society	Yes
McDonald Rd @ 6th Ave	South Spokane Valley	1	Planned Family Engagement Center	Yes
S Bowdish St	South Spokane Valley	1		Yes

New Service Request	Geographic Location	Number of Requests	Description	Within PTBA?
Pavilion Park	South Liberty Lake	1		Yes
S Barker Rd @ E 15th Ave	Southeast Spokane County	1		Partially (15th avenue is the boundary)

Passenger Load Standards

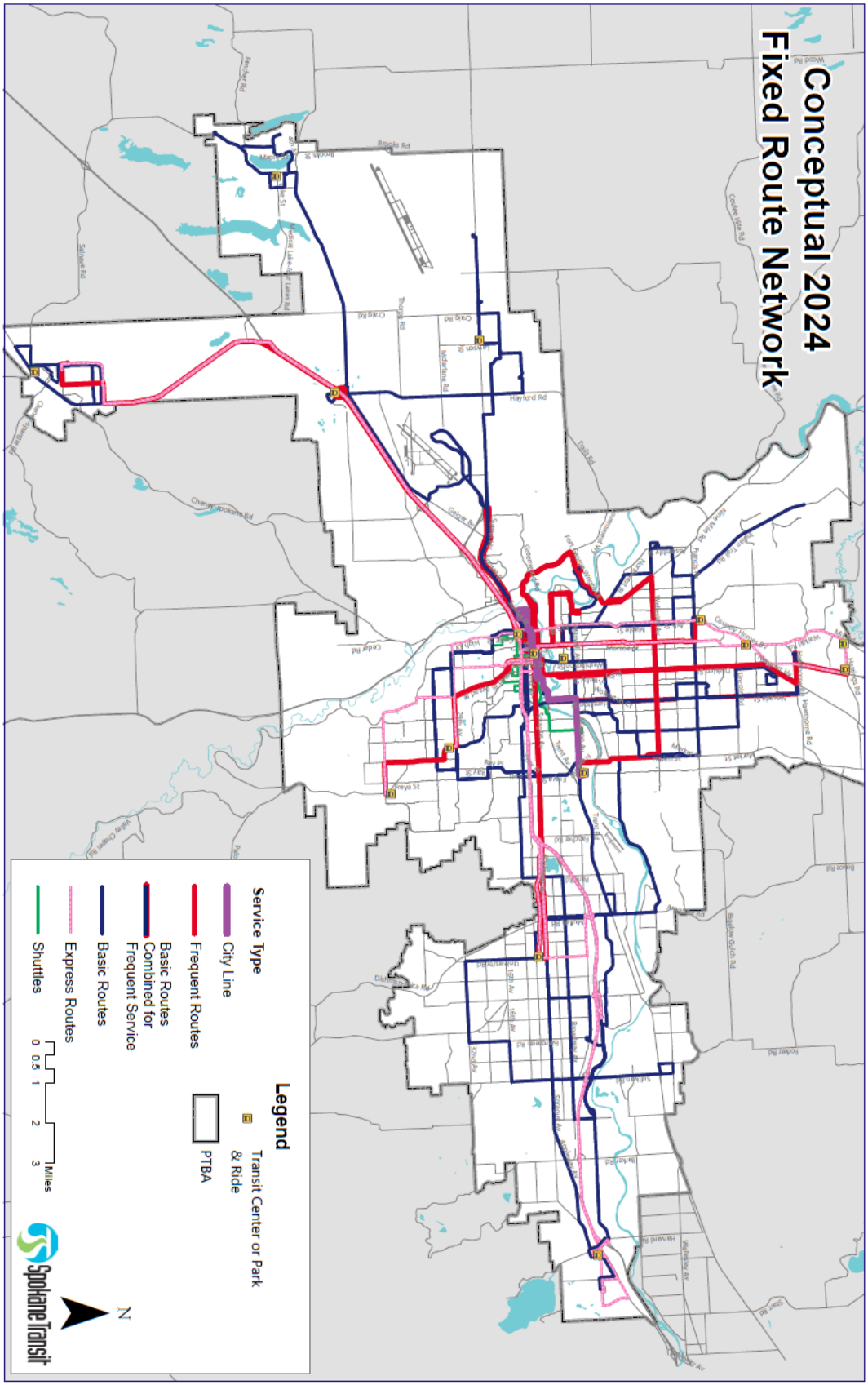
To ensure resources are effectively deployed, the below passenger load standards have been adopted to adjust for further ridership growth. These standards originally were published in the 2012 SIP and will be included each year forward as a reminder.

Ideally, a seat should be available for every STA passenger during all periods of operation. However, this is not always possible because of funding constraints or limited vehicle or driver availability. From the passenger's perspective, passenger loads reflect the comfort level of the on-board vehicle portion of a transit trip. The purpose of load guidelines is to ensure that most passengers will have a seat for at least the majority of their trip.

Load standards are thresholds of the ratio of passengers on board to seats available. Historically, STA's standards have been categorized based on Local service and Express Commuter service. The most recent standard being 150% of seating capacity during weekday peak/off-peak and 110% of seating capacity at all times for Express Commuter service. For example, a bus that has 40 seats would have no more than 20 standees for a total of 60 passengers.

Today, depending on the type of bus, STA will attempt to address any load where passenger loads exceed 150% of seating capacity or the legal weight limit of the bus during all periods of the day for local service. This translates into 20 standees for a total of 60 passengers. For Express Commuter service, STA will attempt to address any load where passenger loads exceed 125% of seating capacity. It would be lower compared to Local service due to high speed travel on I-90. This translates into 10 standees on a 40-foot coach and 16 standing on a 60-foot articulated coach. STA will need to develop load standards when double decker buses are put into service in 2023.

Conceptual 2024 Transit Network



SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM **6** : CEO REPORT - INFORMATION

REFERRAL COMMITTEE: N/A

SUBMITTED BY: N/A

SUMMARY: At this time, the CEO will have an opportunity to comment on various topics of interest regarding Spokane Transit.

RECOMMENDATION TO COMMITTEE: Information only.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 8 : JUNE 2, 2021 DRAFT COMMITTEE MEETING AGENDA

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Director of Planning and Development

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SUMMARY: At this time, members of the Planning and Development Committee will have an opportunity to review and discuss the items proposed to be included on the agenda for the meeting of June 2, 2021.

RECOMMENDATION TO COMMITTEE: For discussion.

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, June 2, 2021
10:00 a.m. – 11:30 a.m.

Via Video Conference

Committee Members: Click here to join the meeting
General Public: Click here to view the meeting
Audio Conference: Call the number below and enter the access code.
+1-408-418-9388 | Access code: XXX XXX XXXX

DRAFT AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report *(5 minutes)*
3. Committee Action *(10 minutes)*
   A. Minutes of the May 5, 2021 Committee Meeting -- *Corrections/Approval*
   B. Division BRT: Engineering Services Scope of Work Approval *(Otterstrom/Hajjafari)*
4. Committee Action
   A. Board Consent Agenda
      (No items being presented this month.)
   B. Board Discussion Agenda
      (No items being presented this month.)
5. Reports to Committee *(40 minutes)*
   A. 2022-2027 Transit Development Plan: Complete Draft Plan *(Otterstrom/Tresidder)*
   B. Connect Spokane Major Update: Document Review (*Otterstrom/Tresidder)*
   C. I-90 / Valley Corridor Update *(Otterstrom/Hajjafari)*
6. CEO Report *(15 minutes)*
7. Committee Information *(5 minutes)*
   A. FTA Section 5310 Funding Call for Projects Update *(Otterstrom/K. Williams/Arredondo)*
8. June 30, 2021 (July) Committee Meeting Draft Agenda Review *(5 minutes)*
9. New Business *(5 minutes)*
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, June 30, 2021 (July), 10:00 a.m. via Webex.

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: www.spokanetransit.com. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate.

Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 9 : NEW BUSINESS

REFERRAL COMMITTEE: N/A

SUBMITTED BY: N/A

SUMMARY: At this time, the Committee will have the opportunity to initiate discussion regarding new business relating to Planning and Development.

RECOMMENDATION TO COMMITTEE: N/A

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 5, 2021

AGENDA ITEM 10 : COMMITTEE MEMBER'S EXPRESSIONS

REFERRAL COMMITTEE: N/A

SUBMITTED BY: N/A

SUMMARY: At this time, members of the Planning and Development Committee will have an opportunity to express comments or opinions.

RECOMMENDATION TO COMMITTEE: N/A