

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

PLANNING AND DEVELOPMENT COMMITTEE MEETING

Wednesday, May 4, 2022
10:00 a.m. – 11:30 a.m.

Via Virtual Conference

Committee Members: [Committee Members Join Here](#)

General Public: [Guests/Public Join Here](#)

Audio Conference: Call the number below and enter the access code.
+1-408-418-9388 | Access code: 2481 091 9224 | Password: 2022

AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report *(10 minutes)*
3. Committee Action *(5 minutes)*
 - A. Minutes of the April 6, 2022, Committee Meeting -- *Corrections/Approval*
4. Committee Action *(20 minutes)*
 - A. Board Consent Agenda
 1. Connect Spokane Phase I Revisions (Resolution) *(Otterstrom)*
 2. Sprague Line Design & Engineering Services Work Order Approval *(Otterstrom)*
 3. City of Spokane Riverside Avenue Cooperative Improvement Project: Budget Adjustment and Project Order Authorization *(Otterstrom)*
 - B. Board Discussion Agenda *(no items being presented)*
5. Reports to Committee *(30 minutes)*
 - A. 2023-2028 Transit Development Plan: Identify Major Activities *(Otterstrom)*
 - B. 2023-2028 Transit Development Plan: 2023-2025 Service Improvement Program *(Otterstrom)*
 - C. 2023-2028 Transit Development Plan: 2023-2028 Capital Improvement Program *(Liard)*
 - D. I-90 Valley High Performance Transit: Public Outreach Summary and Evaluation Results *(Otterstrom)*
6. CEO Report *(E. Susan Meyer) (15 minutes)*
7. Committee Information
 - A. Unified Planning Work Program Update *(Otterstrom)*
8. Review June 1, 2022, Committee Meeting Agenda
9. New Business
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, June 1, 2022, at 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 4, 2022

AGENDA ITEM 2: COMMITTEE CHAIR REPORT

REFERRAL COMMITTEE: n/a

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

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 4, 2022

AGENDA ITEM 3A : MINUTES OF THE APRIL 6, 2022, COMMITTEE MEETING

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Vicki Clancy, Executive Assistant to the Chief Planning and Development Officer

SUMMARY: Draft Minutes of the April 6, 2022, 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 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 April 6, 2022, Board Meeting
Via Video Conference

MEMBERS PRESENT

Al French, Spokane County – *Chair*
Tim Hattenburg, City of Spokane Valley
Dan Sander, Small Cities Representative
(Millwood) *Ex Officio*
E. Susan Meyer, Chief Executive Officer
Ex Officio

MEMBERS ABSENT

Karen Stratton, City of Spokane
Betsy Wilkerson, City of Spokane
Dan Dunne, Small Cities Representative
(Liberty Lake), *Ex Officio*

STAFF PRESENT

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

PROVIDING LEGAL COUNSEL

Laura McAloon, McAloon Law PLLC

1. CALL TO ORDER AND ROLL CALL

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

2. COMMITTEE CHAIR REPORT

(No items being presented this month.)

3. COMMITTEE ACTION

A. MINUTES OF THE MARCH 2, 2022, COMMITTEE MEETING

Mr. Tim Hattenburg moved to approve the March 2, 2022, Planning and Development Committee meeting minutes. Chair French seconded, and the motion was approved unanimously.

4. COMMITTEE ACTION

A. BOARD CONSENT AGENDA

1. FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM ADJUSTMENTS

Mr. Karl Otterstrom reviewed proposed adjustments related to the Section 5310 Program to address funding awards approved by the STA Board of Directors in a way consistent with recent guidance from the Federal Transit Administration (FTA). STA is a designated recipient of FTA funding for the Section 5310 Program. The primary goal is to improve mobility for seniors and individuals with disabilities. STA is responsible for contracting and providing oversight for nonprofits selected through the annual Section 5310 Call for Projects. On June 25, 2021, the FY 2021 Call for Projects included \$683,500 in federal grants and STA local funds. In September 2021, seven projects were selected for funding, with revisions made in December 2021. FTA recently determined that the City of Spokane Valley's ADA Pedestrian

Hybrid Beacon Signal project does not meet the overall intent of the Section 5310 program and is ineligible for funding. This determination poses a risk to the overall Program of Projects as originally selected. It is STA's desire to ensure continuity of operations for non-profit agencies who are intended recipients of federal funds, and to identify an alternative funding source for the City of Spokane Valley's project. Mr. Otterstrom reviewed the proposed funding revisions and will require Board approval for an additional \$138,507 in STA local funds, among other adjustments. STA believes that there will be a better opportunity to solicit projects as the Coordinated Public Transit – Human Services Transportation Plan is prepared, and STA's strategic planning effort may inform opportunities to expand federal funding.

Mr. Tim Hattenburg moved to recommend the Board approve \$138,507 in additional STA local funds to provide additional funding for, and extend the terms of, eligible Section 5310 Program projects selected in September 2021. Chair French seconded, and the motion was approved unanimously.

B. BOARD DISCUSSION AGENDA

(No items being presented this month.)

Due to technical difficulties, Agenda Item 5B was presented prior to Agenda Item 5A.

5. REPORTS TO COMMITTEE

A. 2023-2028 TRANSIT DEVELOPMENT PLAN: PLANNING GUIDANCE

Mr. Otterstrom presented. A step in the annual preparation of STA's Transit Development Plan (TDP), is that the Committee prepares and recommends to the Board of Directors guidance statements that help frame priorities to be included in the plan. The Committee reviewed the proposed guiding statements for the 2023-2028 TDP that have been updated based on discussion from the March Planning & Development Committee meeting. The additional guidance statement provides heightened awareness of the need to consider diversity by ensuring that underrepresented individuals are included. The Committee reviewed the new draft text.

Mr. Hattenburg appreciated the opportunity to review the new language. Chair French asked if the growth in the Native American community in our region would impact this guidance statement. Mr. Otterstrom responded that staff addresses the variety of minority populations in our area through the continual updates to the STA Title VI plan. Next steps include a review with the Board of the new guidance statement at the April Board of Directors meeting. Guidance will be incorporated into a Draft Plan for public review and comment in June.

B. 2023-2028 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY REVENUE AND EXPENDITURE FORECAST ASSUMPTIONS

Ms. Monique Liard presented. As part of the preparation of the 2023-2028 Transit Development Plan (TDP), STA is required to incorporate financial projections for this 6-year period. The initial step in this preparation is to seek affirmation by the Committee of the financial assumptions used in deriving the 2023-2028 forecast. Staff is recommending that the financial assumptions generally remain in line with those reviewed and approved by the Board in 2021. Sales tax is forecasted at 3.5% growth per year based on 2022 budgeted sales tax revenue. Chair French agrees with the 3.5%.

Chair French requested that it be made abundantly clear that the Fare Revenue Assumption is a projection for financial modeling purposes only to avoid the public from assuming that the Board has approved a fare increase for 2026. Ms. Liard agreed to make edits accordingly.

Chair French inquired about the 1.0% growth rate on interest earnings income and if there is an opportunity to better that rate by managing internally as opposed to going through the county system or some other mechanism. Ms. Liard is in the process of analyzing the ability to lengthen the term and maturity of the investments.

Chair French asked if STA would be subjected to any impact from the carbon tax regarding fuel costs. Ms. Susan Meyer responded that there were no known impacts.

Ms. Liard reviewed next steps including a public hearing at the June 16, 2022, Board meeting and adoption at the July 21, 2022, Board meeting.

C. CONNECT SPOKANE: PHASE I DRAFT REVISION FOR PUBLIC COMMENT

Mr. Otterstrom presented. Connect Spokane is STA's Comprehensive Plan that sets forth a vision and policy framework to help guide decisions made by the Board of Directors, staff, and partnering agencies for at least the next 30 years. Highlights of the draft changes in the Phase I elements were presented which includes updating agency planning framework to formally recognize the placement of a multi-year strategic plan within the framework. Mr. Otterstrom reviewed the assumptions, integrated planning horizon, and updated high performance transit (HPT) vision map. A public hearing has been scheduled for the April 2022 Board meeting. Adoption will be proposed at the May 2022 board meeting.

Mr. Otterstrom reviewed the elements in detail with proposed revisions. In addition to providing the full redline draft sections that are included in this meeting's packet, Mr. Otterstrom reviewed additional revisions made since early March.

Mr. Hattenburg thanked staff for all of the efforts on this project and many others.

6. CEO REPORT

Ms. E. Susan Meyer presented the CEO Report:

March 2022 Voter-Approved Sales Tax Update – Revenue collected on January retail sales: 4.2% above March 2021 actual (\$0.3M), 12.1% YTD above 2021 actual (\$2.8M), and 8.8% YTD above budget (\$2.1M). March revenue over March budget is only \$89,000.

Transit Support Grant – The new Washington State Transit Support Grant is part of the 16 year, \$17 billion Move Ahead Washington package of transportation investments. This funding is available for operating or capital expenditures provide a transit agency establishes a zero-fare policy for youth ages 18 and under for all modes, and that sales tax rate will remain at voter approved levels (or increased). Ms. Meyer discussed the approach and considerations for a possible zero-fare policy.

Strategic Planning Workshop – scheduled for May 19, 2022, for the Board – in person, with virtual as an option.

Mask Mandate – Transit Security Administration (TSA) has extended the mask mandate on trains, planes, and buses and in stations through April 18.

Retention and Recruitment Plan – Ms. Meyer will provide a month-end report at the next Board meeting on the impact of the Retention and Recruitment Plan that the Board approved. STA has a new class of coach operators totaling 18 people.

Chair French asked Ms. Susan Meyer and Ms. Laura McAloon if consideration has been given to the impact of the legislature passage of new laws regarding the Open Public Meetings act that would require agencies to continue to allow for remote involvement in public meetings, especially for public comment. Ms. Meyer responded that STA's current process is compliant with the new law. When STA begins in-person meetings, a virtual option will be available for attending and for public comment. Ms. McAloon confirmed STA is consistent with state law.

7. COMMITTEE INFORMATION -- *None*
8. MAY 4, 2022, COMMITTEE MEETING DRAFT AGENDA REVIEW
9. NEW BUSINESS
10. COMMITTEE MEMBERS' EXPRESSIONS -- *None*
11. ADJOURN

With no further business to come before the Board, Chair French adjourned the meeting at 11:07 a.m.

NEXT COMMITTEE MEETING: WEDNESDAY, MAY 4, 2022, at 10:00 a.m. VIA WEBEX.

Respectfully submitted,

A handwritten signature in cursive script that reads "Vicki Clancy".

Vicki Clancy, Executive Assistant
Planning and Development Department

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 4A1: CONNECT SPOKANE PHASE I REVISIONS (RESOLUTION)

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Mike Tresidder, Associate Transit Planner

SUMMARY: Connect Spokane is STA's Comprehensive Plan that sets forth a vision and policy framework to help guide decisions made by the Board of Directors, staff, and partnering agencies for at least the next 30 years. Highlights of the draft changes in the Phase I elements were presented during the Committee's April meeting, with a public hearing held at the April 2022 Board meeting, and adoption proposed at the May 2022 board meeting.

BACKGROUND: Work that initially began in 2020 was put on pause due to the pandemic until February 2021, when the work program was again presented at the April 2021 Committee meeting, followed by updates on the process at the September 2021 Committee meeting, February 2022 Committee meeting, and April 2022 Committee meeting.

The proposed updates are attached and described briefly in the table below.

Phase I Elements (2022)	What Updating	Why?
Fixed Route	Streamlining classification system for clarity, update service span, headway policies	Inform and ensure that Strategic Plan recommendations are consistent with most current policy regarding span and service
High Performance Transit	Revised corridor configurations, formalizing corridor development plan process, new HPT implementation policies	Provide foundation for Strategic Plan to inform future vision
System Infrastructure	Expanded facility types and hierarchy, new technology policies, new maintenance and administrative section	Provide policy basis for new infrastructure development
Fare Revenue	Payment methods, new discounts	Incorporate anticipated revisions to support new fare collection system
Monitoring & Improvement	Hierarchy of plans	Introduce Strategic Plan into hierarchy of plans

A public hearing on the proposed revisions was held at the April 21, 2022, Board meeting, and no public comment was received.

The draft amendments, both in a redline version and a clean copy, of the May 2022 Update to *Connect Spokane* may be found at the following link:

<https://www.spokanetransit.com/projects-plans/comprehensive-plan>

RECOMMENDATION TO COMMITTEE: Recommend the Board approve, by resolution, the proposed amendments to *Connect Spokane: A Comprehensive Plan for Public Transportation*.

RESOLUTION NO. _____

A RESOLUTION FOR THE PURPOSE OF ADOPTING AMENDMENTS TO CONNECT SPOKANE: A
COMPREHENSIVE PLAN FOR PUBLIC TRANSPORTATION;

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and,

WHEREAS, it is to the benefit of STA to define the general direction for the delivery of public transportation service in the future; and,

WHEREAS, by Resolution No. 665-10, the STA Board of Directors first adopted Connect Spokane: A Comprehensive Plan for Public Transportation on July 21, 2010 (Comprehensive Plan); and,

WHEREAS, subsequent updates to the Comprehensive Plan were adopted by the STA Board of Directors pursuant to Resolution No. 669-10, adopted September 15, 2010; a motion approved January 13, 2012; Resolution No. 711-13, adopted December 19, 2013; Resolution 717-14, adopted May 22, 2014; Resolution No. 732-15, adopted June 18, 2015 and Resolution No. 760-17, adopted December 14, 2017; and,

WHEREAS, the STA Board of Directors recognizes the need to update specific sections - Fixed Route Service, High Performance Transit, System Infrastructure, Revenues and Fares, and Monitoring and Improvement - of the Comprehensive Plan to inform other ongoing planning efforts at the agency to ensure that recommendations are consistent with the most current policy, and,

WHEREAS, the STA Board of Directors recognizes the need to provide a foundation for ongoing planning efforts to inform the future direction and vision of the agency, and,

WHEREAS, the STA Board of Directors recognizes the need to provide a policy basis for new infrastructure development as STA continues to implement and expand the High Performance Transit (HPT) network, and,

WHEREAS, the STA Board of Directors recognizes the need to incorporate the recently adopted revisions to the Fare Policy into the Comprehensive Plan, and,

WHEREAS, a Washington State Environment Policy Act (SEPA) Checklist was completed for the proposed amendments and a determination of Non-Significance (DNS) was issued on April 19, 2022, and,

WHEREAS, on April 21, 2022, the STA Board of Directors held a duly noticed public hearing and heard no opposition to the proposed amendments; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. The STA Board of Directors hereby adopts the amendments to the following chapters – Fixed Route Service, High Performance Transit, System Infrastructure, Revenues and Fares, and Monitoring and Improvement - to be incorporated into Connect Spokane: A Comprehensive Plan for Public Transportation as shown in in Exhibit A (Comprehensive Plan).

Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to administer the Comprehensive Plan.

Section 3. This resolution shall take effect and be in force immediately upon passage.

ADOPTED by STA at a regular meeting thereof held on the 19th day of May 2022.

ATTEST:

SPOKANE TRANSIT AUTHORITY

Dana Infalt
Clerk of the Authority

Chris Grover
STA Board Chair

Approved as to form:

Laura McAloon
Attorney for Spokane Transit Authority

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 4A2 : SPRAGUE LINE DESIGN AND ENGINEERING WORK ORDER APPROVAL

REFERRAL COMMITTEE: N/A

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Ryan Brodwater, Capital Projects Manager

SUMMARY: The Sprague Line project will be the third High Performance Transit (HPT) Line in the region. Staff is seeking Board authority for the Chief Executive Officer (CEO) to execute a work order with IBI Group for design, agency coordination, and bid support under the existing, Board-approved, design and engineering services contract (17-STA-574).

BACKGROUND: The Sprague Line is an important element of the envisioned High Performance Transit Network and a commitment of the *STA Moving Forward* plan. This project will implement pedestrian and service improvements along the existing Route 90 corridor, to include HPT amenities at approximately 33 stop locations including the Valley Transit Center. Funding for Sprague HPT includes State Regional Mobility Grant (RMG) dollars with matching local *STA Moving Forward* funds. In December 2021, the STA Board of Directors approved the Sprague Line Corridor Development Plan (CDP), providing greater details for implementation of the Sprague Line in terms of the locations of stations and stops, supporting infrastructure investments, and planned service levels.

The first phase of Sprague Line implementation is anticipated to consist of improvements that are within the public right-of-way with expected construction in 2023. The second phase will include all other improvements with expected construction in 2024. IBI Group is under contract to provide design and engineering services for the Sprague Line under contract no. 17-STA-574, executed July 27, 2017. Staff have worked with IBI Group to prepare a scope of work for design and engineering tasks in a pending work order that includes:

- **Project Management and Coordination** – Includes regular project team meetings, project communications, and agency/stakeholder coordination
- **Corridor Transit Operations Analysis** – Evaluate feasibility of additional pedestrian crossings, Business Access Transit (BAT) lanes, and Transit Signal Priority (TSP)
- **Design** – Concept, 50%, and 100% cost estimates and design with associated agency review and approval
- **Outreach Support** – Graphics and visualizations to assist with public outreach and approvals
- **Bid Period Support** – Technical support during the Invitations for Bid (IFB) period

As a work order within an established architectural and engineering services contract, the value is predicated on the actual hourly rates, overhead, and negotiated profit, in addition to appropriate travel expenses. Based on the level of estimated effort, the work order is proposed to have a not-to-exceed value of \$1,199,908. Staff performed a cost analysis by comparing proposed costs with an independently

prepared cost estimate and previously completed work. Based on the analysis, staff concluded that the proposal is fair and reasonable. Staff recommends a 5% contingency be authorized for unanticipated scope adjustments that may arise during this effort.

Sprague HPT currently has a Board-approved corridor budget of \$6.5 million, with an additional \$1.2 million for amenities for a total project budget of \$7.7 million. Staff has determined there is sufficient budget for this work order and recommend approval.

RECOMMENDATION TO COMMITTEE: Recommend the Board of Directors authorize the CEO to execute a work order with IBI Group for Sprague High Performance Transit design under existing contract #17-STA-574 for an amount not to exceed \$1,199,908 and to provide for 5% contingency for unforeseen additional requirements or services.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 4A3 : CITY OF SPOKANE RIVERSIDE AVENUE COOPERATIVE IMPROVEMENT
PROJECT: BUDGET ADJUSTMENT AND PROJECT ORDER AUTHORIZATION

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Tara Limon, Associate Transit Planner

SUMMARY: The City of Spokane is preparing for construction on Riverside Avenue, including two eastbound High Performance Transit stations incorporated into the design of the street improvement project through cooperative agreement. To proceed with construction, board approval is needed to a) adjust the project budget to reflect bid results, and b) authorize the CEO to execute the construction project order because it will now exceed \$1 million.

BACKGROUND: Starting in June 2022, the City of Spokane will undertake a grind and overlay and restripe of Riverside Avenue from Monroe to Division that is to be substantially completed this year. Coordinated with this project, Spokane Transit requested two eastbound bus stations be constructed, on Riverside at Bernard and Washington to serve high ridership areas in downtown. The station designs include foundations for future amenities such as, light poles, a ticket vending machine, bus shelter, marker, and conduit for electrical service. The stations include accessible boarding and alighting, railings and crosswalks across the adjacent bike lane for pedestrians to access the stations. The stations will be used by multiple bus routes, including planned High Performance Transit investments, including the Sprague Line and the I-90/Valley HPT Corridor. Integrating the improvements into the City's project avoids costly retrofits and allows current bus routes to utilize the new stations.

As authorized by the Board in December 2018, cooperative projects between the City of Spokane and STA are managed through the Master Design and Construction Agreement (contract no. 2018-10267) with an aggregate \$5 million in agreement authority. On December 17, 2020, the Board authorized the CEO to execute a project order to that agreement for the purpose of "Eastbound Bus Stop and Intersection Improvements – Riverside Avenue," with a not-to-exceed value of \$600,000, an amount aligned with the value provided for in the adopted 2021-2026 Capital Improvement Program to cover both design and construction of the transit improvements.

Spokane Transit and the City of Spokane executed a project order (no. 10267-0013) on July 9, 2021, for the design phase of the eastbound stations in the amount of \$63,250. This action anticipated a second project order for the construction phase of the project where the cumulative encumbrances (design and construction) would be applied against the \$600,000 in authorization provided by the Board in December 2020. The City of Spokane completed the design phase of the Riverside Avenue project in early 2022, including for the eastbound stations. The City advertised the project for bids in March 2022 and received construction bids on April 4, 2022. The bid items for the STA related two eastbound bus stations, including a proportionate share of common costs in the bid, totals \$877,428, representing an amount in excess of the approved budget and authority conveyed in December 2020. The increase over

the original estimate can be attributed to rapid cost escalations and unique site conditions at the eastbound station locations that were not fully determined in 2020 when the budget was originally established, and the project order approval was requested.

Providing for construction contingency and construction management and engineering costs as provided in the table below, along with committed design costs and bid results, the STA improvements embedded in the City's project require an additional \$530,000 in STA funding.

The table below outlines the projects expenditures relative to the proposed budget adjustment and to the project order authorization. As indicated above, Board approval is required to increase the project budget. Because the construction phase project order is over the initial \$600,000 request and is now estimated to be in excess of \$1 million, Board authorization is required pursuant to the STA Procurement Resolution governing third-party contracts.

Riverside Avenue Cooperative Improvement Project	
Board Authorized Project Order - December 2020	\$600,000
Design Phase Project Order (No. 10267-0013)	63,250
Remaining Authorized Project Order Funding	\$ 536,750
Additional Project Costs - Construction	
STA Construction Items - HPT Stops	\$877,428
Construction 10% Admin Reserve/Contingency	90,274
Construction Management, Inspection, Testing (10%)	99,048
<i>Construction Phase Costs Subtotal</i>	<i>\$1,066,750</i>
Additional Project Order Authority Needed	\$530,000
Revised Budget (Authorized + Additional Authority)	\$1,130,000

RECOMMENDATION TO COMMITTEE: Recommend the Board approve, by motion, authorization for the CEO to execute a project order for the Eastbound Bus Stop and Intersection Improvements – Riverside Avenue, with the City of Spokane for construction in the amount of \$1,066,750. Further recommend the Board approve by motion, an increase in the amount of \$530,000, for a revised total of \$1,130,000 for the overall budget of CIP #805, Eastbound Riverside Avenue High Performance Transit Improvements.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 5A : 2023-2028 TRANSIT DEVELOPMENT PLAN: IDENTIFY MAJOR ACTIVITIES

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Mike Tresidder, Associate Transit Planner

SUMMARY: As part of the annual preparation of the agency's transit development plan, the Committee reviews the planned major activities for the agency for inclusion in the 2023-2028 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 2022-2027 TDP may be viewed on STA's website at: <https://spokanetransit.com/projects-plans/transit-development-plan>.

The 2023-2028 TDP is expected to be adopted in July 2022 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 2023-2028 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 2023-2028 TDP in June for broader public input.

RECOMMENDATION TO COMMITTEE: Information only.

Major Activities 2023-2028

Draft 4/29/2022

Customer Technology & Communication

- Transition 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, including at stations and onboard buses
- Market the launch of the City Line in 2023 and communicate about BRT benefits
- Communicate with the public about STA's plans for fleet electrification

Service Development

- Launch City Line revenue service (2023)
 - Implement service changes and improvements concurrent with City Line launch
 - Implement final stages of STA Plaza Operational Analysis Phasing Plan
- Introduce added service in the I-90/Valley corridor, including pilot service to Post Falls and Coeur d'Alene (2026)
- Complete *STA Moving Forward* service improvements (2023-2026)
- Launch Division BRT and related network improvements (2027-2028)

Facilities and Fleet

- Conduct Fleet replacement (2023-2028)
 - Expand fleet composition with additional electric coaches and double-decker coaches
 - Implement Cheney Line: HPT stations, enhanced stops and other corridor improvements
 - Implement Sprague Line: HPT stations, enhanced stops and other corridor improvements
 - Implement I-90/Valley Line: Expand commuter parking capacity east of Sullivan Road, construct new transit center in the corridor
- Implement annual Transit Asset Management Plan updates

System Management

- Implement FTA Safety Management Systems (SMS)
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities
- Complete Public Transportation Improvement Conference (PTIC) quadrennial review (2022, 2026)

Planning

- Expand fleet transition plan to include fleet beyond fixed route (2022-2023)
- Update *Connect Spokane: A Comprehensive Plan for Public Transportation* (2021-2023)
- Develop Strategic Plan to identify new needs and planning beyond *STA Moving Forward* (2022-2023)
- Update Facilities Master Plan (2023-2024)
- Establish strategic project list to deliver through next planning horizon of 2035 (2023-2024)
- Conduct Five Mile Mobility Hub Study
- Division BRT
 - Complete Preliminary Engineering (2022-2023)
 - Complete Project Development Phase (2023-2025)
- Complete Title VI Program update (every three years)
- Develop Shared Mobility policies and strategies

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 5B : 2023-2028 TRANSIT DEVELOPMENT PLAN: 2023-2025 SERVICE IMPROVEMENT PROGRAM

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Matt Kenney, Senior Transit Planner

SUMMARY: The Service Improvement Program (SIP), updated annually as described in Connect Spokane policies MI 3.3.3 and MI 3.4, outlines the planned fixed-route service changes set to take place in 2023, 2024 and 2025. Developed in close coordination with the agency's financial projections, the SIP will become a section of the 2023-2028 Transit Development Plan (TDP). Staff will present an overview of the significant service changes to be included in the TDP. A full draft of the SIP will be included in the draft TDP presented to the committee in June 2022. STA will launch the City Line, introduce new routes, and complete investments in multiple High Performance Transit (HPT) corridors during this three-year span (2023-2025) as well as implement service improvements identified in the Near Term Investments plan. There are a number of improvements that are explicitly called out in the *STA Moving Forward* plan that are indicated as such with an asterisk (*). Near Term Investments improvements are indicated with a caret (^).

2023-2025 Service Improvements

2023 Overview: The most significant changes are planned to take place in 2023 with the start of the City Line and were approved by the Board in 2021.
<ul style="list-style-type: none">Implement the City Line* from Browne's Addition to Spokane Community College via Downtown Spokane, the University District, Gonzaga University and E. Mission Avenue.
<ul style="list-style-type: none">Adjust Plaza zone assignments consistent with the Board-adopted Plaza Operations Study roadmap.
<ul style="list-style-type: none">Upgrade Route 11 Plaza/Arena Shuttle^ service to include weeknight and weekend service.
<ul style="list-style-type: none">Implement a new route that operates between S. Madison Street and 14th Avenue (current Route 42 end-of-line) and E. Mission Avenue and N. Napa Street via Shriners Hospital, Deaconess Hospital, the STA Plaza, University District, E. Martin Luther King Jr. Way and E. Trent Avenue. This new route replaces portions of the existing Routes 29 S.C.C. and 42 South Adams.
<ul style="list-style-type: none">Increase Route 27 Crestline (renamed from "Hillyard" August 2022) weekday peak frequency to every 15 minutes*.

<ul style="list-style-type: none"> Implement a new route between Spokane Community College and the Valley Transit Center via Upriver Drive 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 Mission due to the City Line providing service on Mission Avenue.
<ul style="list-style-type: none"> Extend Route 94 east from Argonne and Mullan Roads to provide new service on E. Broadway Avenue between Argonne/Mullan and University Roads as well as absorb the current Route 95 August 2022 pattern and end at the Amazon warehouse on Garland Avenue north of the Spokane River in Spokane Valley[^]. Discontinue Route 95 as a result.
<ul style="list-style-type: none"> Implement a new shuttle route that would provide service to the new Amazon warehouse in Airway Heights near S. Hayford Road on W. McFarlane Road[^].
<ul style="list-style-type: none"> Modify Routes 60 Airport and 61 Hwy to operate on Sunset Blvd instead of in Browne's Addition due to the City Line serving the Browne's Addition neighborhood. Route 60 will also be extended from the Spokane International Airport to serve the Amazon warehouse along Geiger Blvd. This will allow Route 63 Airway Heights to be modified to provide a more direct trip on Hayford Road.
<p>2024 Overview: Route 90 is set to transition to "The Sprague Line" and renumbered to Route 9*. Double Decker coaches are also set to operate on the Cheney HPT corridor.</p>
<p>2025 Overview: Several more <i>STA Moving Forward</i> improvements are set for implementation including upgrading service levels on the I-90/Valley Corridor. Changes will be predicated on the final Corridor Development Plan for the I-90/Valley Corridor and additional public feedback leading up to 2025.</p>
<ul style="list-style-type: none"> Implement a new route connecting the Logan and Lincoln Heights neighborhoods*.
<ul style="list-style-type: none"> Improve Route 61 Hwy 2 weekday peak frequency to every 15 minutes. Improve weekend frequency to every 30 minutes *.
<ul style="list-style-type: none"> Update Route 74 Mirabeau/Liberty Lake to include weeknight and weekend service*.
<ul style="list-style-type: none"> Provide more weekday peak oriented trips on Routes 172 Liberty Lake Express and Route 773 Meadowwood Express (new route beginning service August 2022) *.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 5C : 2023-2028 TRANSIT DEVELOPMENT PLAN: 2023-2028 CAPITAL IMPROVEMENT PROGRAM

REFERRAL COMMITTEE: n/a

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

SUMMARY: Staff will provide an overview of the proposed programs and projects to be included in the draft Transit Development Plan: 2023-2028.

BACKGROUND: 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:

SI-5.1 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 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 TDP 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 2023 – 2028 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, to be incorporated into the draft TDP, 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 proposed capital expenditures by program category. The draft CIP will be compiled and presented at the June committee meeting within the draft TDP.

New Projects
Near-Term Investments
Excludes Unfunded Projects

Excludes Unfunded Projects								2023 by Funding Source											
Program Category	Program Name	ID/Req #	Project Name	Project Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028	
Vehicles	Fixed Route Fleet - Expansion	533	Fixed Route Fleet Expansion-2023-Signature Coaches - MF	Not Started	8,240,000	-	8,240,000	7	2,099,488	3,190,512	2,950,000	8,240,000	-	-	-	-	-	8,240,000	
		904	Fixed Route Fleet Expansion-2025	Not Started	7,274,635	-	7,274,635	12	-	-	-	-	-	7,274,635	-	-	-	7,274,635	
		905	Fixed Route Fleet Expansion-2026	Not Started	1,873,220	-	1,873,220	3	-	-	-	-	-	-	1,873,220	-	-	1,873,220	
	Fixed Route Fleet - Expansion Total				17,387,855	-	17,387,855	22	2,099,488	3,190,512	2,950,000	8,240,000	-	7,274,635	1,873,220	-	-	17,387,855	
	Fixed Route Fleet - Replacement	361	Fixed Route Fleet Replacement BEB-2023	Preliminary	3,093,000	-	3,093,000	3	3,093,000	-	-	-	3,093,000	-	-	-	-	-	3,093,000
		486	Fixed Route Fleet Replacement (BEB)-2023	Not Started	12,100,000	-	12,100,000	10	5,979,500	-	6,120,500	12,100,000	-	-	-	-	-	-	12,100,000
		492	Fixed Route Fleet Replacement-2026	Not Started	7,492,879	-	7,492,879	12	-	-	-	-	-	-	7,492,879	-	-	-	7,492,879
		493	Fixed Route Fleet Replacement-2024	Not Started	10,005,569	-	10,005,569	17	-	-	-	-	10,005,569	-	-	-	-	-	10,005,569
		494	Fixed Route Fleet Replacement-2025	Not Started	8,814,887	-	8,814,887	12	-	-	-	-	-	8,814,887	-	-	-	-	8,814,887
		568	Fixed Route Fleet Replacement (BEB)-2021/2023	Work in progress	10,691,768	3,754,367	6,937,401	6	4,442,227	900,000	1,595,174	6,937,401	-	-	-	-	-	-	6,937,401
		570	Fixed Route Fleet Replacement (BEB)-2025-MF	Not Started	5,022,172	-	5,022,172	4	-	-	-	-	-	5,022,172	-	-	-	-	5,022,172
		836	Fixed Route Fleet Replacement (BEB)-2023	Not Started	4,204,359	-	4,204,359	3	2,165,416	-	2,038,943	4,204,359	-	-	-	-	-	-	4,204,359
		877	Fixed Route Fleet Replacement-2027	Not Started	3,858,834	-	3,858,834	6	-	-	-	-	-	-	-	-	3,858,834	-	3,858,834
		962	Fixed Route Fleet Replacement (BEB)-2023	Not Started	3,447,000	-	3,447,000	3	3,447,000	-	-	-	3,447,000	-	-	-	-	-	3,447,000
	Fixed Route Fleet - Replacement Total				68,730,468	3,754,367	64,976,101	76	19,127,143	900,000	9,754,617	29,781,760	10,005,569	13,837,059	7,492,879	3,858,834	-	-	64,976,101
	Non-Revenue Vehicles	760	F/R Supervisor Vehicles	Not Started	75,000	-	75,000	2	-	-	-	-	-	75,000	-	-	-	-	75,000
		776	Security Vehicles	Not Started	80,000	-	80,000	2	-	-	-	-	-	-	80,000	-	-	-	80,000
		778	F/R Service Vehicles	Not Started	90,000	-	90,000	2	-	-	-	-	-	-	90,000	-	-	-	90,000
		818	Supervisor Support Vehicles	Not Started	90,000	-	90,000	2	-	-	-	-	-	-	-	90,000	-	-	90,000
		879	Security Patrol Vehicles	Not Started	90,000	-	90,000	5	-	-	-	-	-	-	-	-	90,000	-	90,000
		880	Supervisor Support Vehicles	Not Started	300,000	-	300,000	5	-	-	-	-	-	-	-	-	300,000	-	300,000
		932	Shelter Response Truck	Not Started	52,000	-	52,000	1	-	-	-	-	-	-	-	52,000	-	-	52,000
		944	Security Support Vehicle	Not Started	50,000	-	50,000	1	-	-	-	-	-	-	-	-	-	50,000	50,000
	Non-Revenue Vehicles Total				827,000	-	827,000	20	-	-	-	-	75,000	170,000	142,000	390,000	50,000	-	827,000
	Paratransit Vans	487	Paratransit Fleet Replacement-2023	Not Started	1,313,293	-	1,313,293	15	322,293	-	991,000	1,313,293	-	-	-	-	-	-	1,313,293
		489	Paratransit Fleet Replacement-2024	Not Started	1,352,691	-	1,352,691	15	-	-	-	-	1,352,691	-	-	-	-	-	1,352,691
		491	Paratransit Fleet Replacement-2025	Not Started	1,393,272	-	1,393,272	15	-	-	-	-	-	1,393,272	-	-	-	-	1,393,272
		837	Paratransit Fleet Replacement-2026	Not Started	1,435,070	-	1,435,070	15	-	-	-	-	-	-	-	1,435,070	-	-	1,435,070
		878	Paratransit Fleet Replacement-2027	Not Started	1,478,122	-	1,478,122	15	-	-	-	-	-	-	-	-	1,478,122	-	1,478,122
		961	Paratransit Fleet Replacement-2028	Not Started	1,522,466	-	1,522,466	15	-	-	-	-	-	-	-	-	-	1,522,466	1,522,466
	Paratransit Vans Total				8,494,914	-	8,494,914	90	322,293	-	991,000	1,313,293	1,352,691	1,393,272	1,435,070	1,478,122	1,522,466	-	8,494,914
	Vanpool Vans	595	Vanpool Replacement 2023	Not Started	550,000	-	550,000	11	550,000	-	-	550,000	-	-	-	-	-	-	550,000
		761	VanPool Replacement 2024	Not Started	575,000	-	575,000	11	-	-	-	-	575,000	-	-	-	-	-	575,000
		826	Vanpool Replacement 2025	Not Started	605,000	-	605,000	11	-	-	-	-	-	605,000	-	-	-	-	605,000
		827	Vanpool Replacement 2026	Not Started	635,000	-	635,000	11	-	-	-	-	-	-	635,000	-	-	-	635,000
		881	Vanpool Replacement 2027	Not Started	665,000	-	665,000	11	-	-	-	-	-	-	-	-	665,000	-	665,000
		947	Vanpool New/ Replacement 2028	Not Started	700,000	-	700,000	11	-	-	-	-	-	-	-	-	-	700,000	700,000
	Vanpool Vans Total				3,730,000	-	3,730,000	66	550,000	-	-	550,000	575,000	605,000	635,000	665,000	700,000	-	3,730,000
Vehicles Total				99,170,237	3,754,367	95,415,870	274	22,098,924	4,090,512	13,695,617	39,885,053	12,008,260	23,279,966	11,578,169	6,391,956	2,272,466	-	95,415,870	
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	207	Diesel Underground Storage Tank (UST) Replacement and Groun	Work in progress	8,008,000	352,237	7,655,763	0	1,500,000	-	-	1,500,000	-	-	-	-	-	-	1,500,000
		324	Boone Facility Fire Alarm Upgrade	Not Started	350,000	-	350,000	0	175,000	-	-	175,000	-	-	-	-	-	-	175,000
		745	West Boone Avenue Crosswalk	Not Started	150,000	-	150,000	0	-	-	-	-	150,000	-	-	-	-	-	150,000
		779	Capital Replacement of BEB Electric Charging-2023-2027	Not Started	530,914	-	530,914	0	100,000	-	-	100,000	103,000	106,090	109,273	112,551	-	-	530,914
		829	Sun Room Removal	Not Started	750,000	-	750,000	0	730,000	-	-	730,000	-	-	-	-	-	-	730,000
		876	Steam Pit Lift	Not Started	150,500	-	150,500	0	-	-	-	-	-	-	-	150,500	-	-	150,500
		908	Boone NWG Battery Electric Bus (BEB) Charging Infrastructure A	Not Started	2,800,000	-	2,800,000	0	10,000	-	2,000	12,000	2,188,000	600,000	-	-	-	-	2,800,000
		917	Audit, Electrical System for N&S Boone	Not Started	300,000	-	300,000	0	-	-	-	-	300,000	-	-	-	-	-	300,000
		918	Electrical System Upgrade N/S Boone 2026	Not Started	2,890,000	-	2,890,000	0	-	-	-	-	-	1,390,000	1,500,000	-	-	-	2,890,000
		920	HVAC, Capital Replacement M&A Facilities 2023-2027	Not Started	177,350	-	177,350	0	25,000	-	-	25,000	26,250	40,000	42,000	44,100	-	-	177,350
		921	HVAC, Capital Replacement M&A Facilities 2028-2032	Not Started	365,520	-	365,520	0	-	-	-	-	-	-	-	-	-	66,150	66,150
		926	Overhead Garage Door Replacement 2023-27	Not Started	345,093	-	345,093	0	65,000	-	-	65,000	66,950	68,958	71,027	73,158	-	-	345,093
		927	Overhead Garage Door Replacement 2028 -32	Not Started	400,058	-	400,058	0	-	-	-	-	-	-	-	-	-	75,353	75,353
		963	Capital Replacement of BEB Electric Charging-2028-2032	Not Started	615,474	-	615,474	0	-	-	-	-	-	-	-	-	-	115,927	115,927
	Boone - Preservation and Enhancements Total				17,832,909	352,237	17,480,672	0	2,605,000	-	2,000	2,607,000	2,834,200	2,205,048	1,722,300	380,309	257,430	-	10,006,287
	Fleck Center - Preservation and Improvements																		
		787	Fleck Center Drain/Slab UST	Not Started	240,000	-	240,000	0	-	-	-	-	-	240,000	-	-	-	-	240,000
		862	Fleck Bus/Van Wash Replacement	Not Started	700,000	-	700,000	0	-	-	-	-	-	700,000	-	-	-	-	700,000

New Projects
Near-Term Investments
Excludes Unfunded Projects

Excludes Unfunded Projects									2023 by Funding Source														
Program Category	Program Name	ID/Req #	Project Name	Project Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028					
Facilities - Maintenance & Administration	Fleck Center - Preservation and Improvements Total				940,000	-	940,000	0	-	-	-	-	-	940,000	-	-	-	940,000					
	Miscellaneous Equipment and	858	Mobile Aerial Work Platform		17,000	-	17,000	0	17,000	-	-	17,000	-	-	-	-	-	17,000					
		861	Big Fan Install	Not Started	85,000	-	85,000	0	-	-	-	-	85,000	-	-	-	-	85,000					
		867	Drill Press Replacements	Not Started	30,000	-	30,000	0	-	-	-	-	-	-	30,000	-	-	30,000					
		875	Walk-behind Scrubber	Not Started	15,500	-	15,500	1	15,500	-	-	15,500	-	-	-	-	-	15,500					
		913	Bandsaw, Industrial	Not Started	10,000	-	10,000	0	-	-	-	-	10,000	-	-	-	-	10,000					
		915	Main Boone TI Projects 2023-2027	Not Started	530,914	-	530,914	0	100,000			100,000	103,000	106,090	109,273	112,551	-	530,914					
		916	Main Boone TI Projects 2028-2032	Not Started	615,477	-	615,477	0	-	-	-	-	-	-	-	-	115,928	115,928					
		919	Hunter Front End Alignment System	Not Started	47,000	-	47,000	0	47,000			47,000	-	-	-	-	-	47,000					
		922	Lift, six post replacement	Not Started	87,500	-	87,500	0	-	-	-	-	-	-	-	87,500	-	87,500					
		923	Milling Machine, Industrial Variable Speed	Not Started	20,000	-	20,000	0	20,000			20,000	-	-	-	-	-	20,000					
		924	Miscellaneous Equipment and Fixtures 2023-2027	Not Started	214,980	-	214,980	0	40,000			40,000	41,200	42,436	44,558	46,786	-	214,980					
		925	Miscellaneous Equipment and Fixtures 2028-2032	Not Started	255,844	-	255,844	0	-	-	-	-	-	-	-	-	48,189	48,189					
		930	Press	Not Started	25,000	-	25,000	0	-	-	-	-	25,000	-	-	-	-	25,000					
		931	Shear, Metal Power	Not Started	30,000	-	30,000	0	30,000			30,000	-	-	-	-	-	30,000					
		Miscellaneous Equipment and Fixtures Total				1,984,215	-	1,984,215	1	269,500	-	-	269,500	239,200	173,526	183,831	246,837	164,117	1,277,011				
	Facility Master Plan Program	549	Mission & Green Acquisition	Work in progress				0	400,000	-	-	400,000	-	-	-	-	-	400,000					
		828	Facilities Master Plan Update	Not Started	600,000	-	600,000	0	500,000	-	-	500,000	-	-	-	-	-	500,000					
	Facility Master Plan Program Total				1,600,000	47,800	1,552,200	0	900,000	-	-	900,000	-	-	-	-	-	900,000					
	Facilities - Maintenance & Administration Total									22,357,124	400,037	21,957,087	1	3,774,500	-	2,000	3,776,500	3,073,400	3,318,574	1,906,131	627,146	421,547	13,123,298
	Facilities - Passenger & Operational	Park and Ride Upgrades	754	Five Mile Mobility Hub Preliminary Design	Not Started	235,000	9,221	225,779	0	19,400	-	35,600	55,000	-	-	-	-	-	55,000				
900			South Hill P&R Improvements	Not Started	700,000	-	700,000	0	575,000	-	-	575,000	50,000	-	-	-	-	625,000					
902			West Plains Transit Center Retrofit & Layover	Not Started	208,811	-	208,811	0	158,811	-	-	158,811	-	-	-	-	-	158,811					
928			Park and Ride Major Preservation 2023-2027	Not Started	106,182	-	106,182	0	20,000			20,000	20,600	21,218	21,854	22,510	-	106,182					
929			Park and Ride Major Preservation 2028-2032	Not Started	123,091	-	123,091	0	-	-	-	-	-	-	-	-	23,185	23,185					
Park and Ride Upgrades Total				1,373,084	9,221	1,363,863	0	773,211	-	35,600	808,811	70,600	21,218	21,854	22,510	23,185	968,178						
Plaza Preservation and Improvements		765	STA Plaza Loudspeaker System Replacement	Not Started	45,000	-	45,000	0	-	-	-	-	45,000	-	-	-	-	45,000					
		845	Plaza Preservation and Improvements 2023-2027	Not Started	273,420	-	273,420	0	51,500	-	-	51,500	53,045	54,636	56,275	57,964	-	273,420					
		958	Plaza Preservation & Improvements 2028-2032	Not Started	316,971	-	316,971	0	-	-	-	-	-	-	-	-	59,703	59,703					
		959	Plaza Building and Systems Assessment	Not Started	300,000	-	300,000	0	300,000	-	-	300,000	-	-	-	-	-	300,000					
Plaza Preservation and Improvements Total				935,391	-	935,391	0	351,500	-	-	351,500	98,045	54,636	56,275	57,964	59,703	678,123						
Route & Stop Facility Improvements		464	Rural Highway Stop Improvements 2022-2025	Not Started	700,000	-	700,000	0	100,000	-	-	100,000	175,000	250,000	-	-	-	525,000					
		743	Service Change Bus Stops 2021-2023	Work in progress	1,850,940	301,546	1,549,394	0	249,394	-	-	249,394	-	-	-	-	-	249,394					
		753	Transit Shelter Lighting Retrofits 2020-2024	Not Started	175,000	-	175,000	0	35,000	-	-	35,000	35,000	-	-	-	-	70,000					
		791	MF: 2024 Service Change Operational Requirements	Not Started	215,000	-	215,000	0	-	-	-	-	10,000	205,000	-	-	-	215,000					
		822	Bus Stop Improvements - 2026	Not Started	100,000	-	100,000	0	-	-	-	-	-	-	100,000	-	-	100,000					
		823	Operational Improvements - 2026	Not Started	200,000	-	200,000	0	-	-	-	-	-	-	200,000	-	-	200,000					
		824	Transit Shelter Replacement - 2022-2026	Not Started	207,500	-	207,500	0	40,000	-	-	40,000	41,500	43,000	44,500	-	-	169,000					
		887	2023 Bus Stop Accessibility Improvement Project	Not Started	205,250	-	205,250	0	128,750	-	-	128,750	26,500	-	-	-	-	155,250					
		888	Bus Stop Accessibility Improvement Project 2024-2028	Not Started	1,116,250	-	1,116,250	0	51,500	-	-	51,500	185,500	218,000	224,000	230,000	177,000	1,086,000					
		894	Cooperative Projects 2022-2027	Not Started	3,000,000	-	3,000,000	0	500,000	-	-	500,000	500,000	500,000	500,000	500,000	-	2,500,000					
	896	Indian Trail Layover Improvement Project	Not Started	225,000	-	225,000	0	75,000	-	-	75,000	125,000	25,000	-	-	-	225,000						
	898	Route Segment Investment Projects	Not Started	1,767,500	-	1,767,500	0	309,000	-	-	309,000	344,500	354,250	364,000	395,750	-	1,767,500						
	899	Shelters & Lighting Program	Not Started	991,200	-	991,200	0	216,300	-	-	216,300	233,200	239,800	190,400	61,500	-	941,200						
	903	Whitworth University Comfort Station	Not Started	354,257	-	354,257	0	284,172	-	-	284,172	25,000	-	-	-	-	309,172						
	957	Mead & East Hillyard	Not Started	436,500	-	436,500	0	-	-	-	-	21,825	65,475	261,900	87,300	-	436,500						
Route & Stop Facility Improvements Total				11,544,397	301,546	11,242,851	0	1,989,116	-	-	1,989,116	1,701,200	1,856,875	1,688,375	1,449,150	264,300	8,949,016						
Near Term	948	Bus Stops for Hayford & McFarlane (West Plains)	Not Started	600,000	-	600,000	0	359,000	-	-	359,000	198,000	23,000	-	-	-	580,000						
	949	New Bus Stops & Comfort Stn -Spokane Valley	Not Started	794,000	-	794,000	0	479,400	-	-	479,400	256,000	38,000	-	-	-	773,400						
	950	East Fifth Avenue Bus Stop Accessibility & Improvements	Not Started	348,000	-	348,000	0	211,700	-	-	211,700	92,220	29,580	-	-	-	333,500						
	951	Implement Capital Improvements for Plaza/Arena Service	Not Started	2,246,000	-	2,246,000	0	1,147,190	-	-	1,147,190	681,180	309,430	-	-	-	2,137,800						
Near Term Investments Total				3,988,000	-	3,988,000	0	2,197,290	-	-	2,197,290	1,227,400	400,010	-	-	-	3,824,700						
Facilities - Passenger & Operational Total									17,840,872	310,768	17,530,104	0	5,311,117	-	35,600	5,346,717	3,097,245	2,332,739	1,766,504	1,529,624	347,188	14,420,017	
Technology	Business Systems Replacement		841	Enterprise Asset Management System Implementation	Not Started			0	-	-	-	-	750,000	350,000	-	-	-	1,100,000					
	Business Systems Replacement Total				1,100,000	-	1,100,000	0	-	-	-	-	750,000	350,000	-	-	-	1,100,000					

New Projects			Near-Term Investments					Excludes Unfunded Projects											
									2023 by Funding Source										
Program Category	Program Name	ID/Req #	Project Name	Project Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028	
Technology	Capital Program Management	763	Project Management Software	Not Started	306,000	-	306,000	0	206,000	-	-	206,000	-	-	-	-	-	206,000	
	Capital Program Management Software Total				306,000	-	306,000	0	206,000	-	-	206,000	-	-	-	-	-	206,000	
	Communications Technology Upgrades	796	Digital Monitors for Customer Information	Not Started	745,000	1,897	743,103	0	433,103	-	-	433,103	-	-	-	-	-	433,103	
		946	MDC Replacement	Not Started	360,000	-	360,000	0	-	-	-	-	360,000	-	-	-	-	360,000	
	Communications Technology Upgrades Total				1,105,000	1,897	1,103,103	0	433,103	-	-	433,103	360,000	-	-	-	-	793,103	
	Fare Collection and Sales Technology	431	Fixed Route Fare Collection System Update	Work in progress	5,890,000	1,322,631	4,567,369	0	2,436,359	-	-	2,436,359	-	-	-	-	-	2,436,359	
		907	Genfare Farebox Upgrade	Not Started	2,500,000	-	2,500,000	0	2,500,000	-	-	2,500,000	-	-	-	-	-	2,500,000	
	Fare Collection and Sales Technology Total				8,390,000	1,322,631	7,067,369	0	4,936,359	-	-	4,936,359	-	-	-	-	-	4,936,359	
	Security and Access Technology	608	Park and Ride Camera System - Hastings	Not Started	71,500	-	71,500	0	-	-	-	-	71,500	-	-	-	-	71,500	
		609	Park and Ride Camera System - Liberty Lake	Not Started	85,900	-	85,900	0	-	-	-	-	85,900	-	-	-	-	85,900	
		610	Park and Ride Camera System - South Hill	Not Started	74,600	-	74,600	0	-	-	-	-	74,600	-	-	-	-	74,600	
	Security and Access Technology Total				232,000	-	232,000	0	-	-	-	-	232,000	-	-	-	-	232,000	
	IS Network Equipment	835	STA Campus Network Equipment - 2023	Not Started	40,000	-	40,000	0	40,000	-	-	40,000	-	-	-	-	-	40,000	
		883	Interior Firewalls	Not Started	300,000	-	300,000	0	300,000	-	-	300,000	-	-	-	-	-	300,000	
		886	Wi-Fi Controllers	Not Started	20,000	-	20,000	0	20,000	-	-	20,000	-	-	-	-	-	20,000	
		934	Network Switch Replacement	Not Started	720,000	-	720,000	0	-	-	-	-	-	-	720,000	-	-	720,000	
		938	Plaza Network Additions	Not Started	260,000	-	260,000	0	260,000	-	-	260,000	-	-	-	-	-	260,000	
	IS Network Equipment Total				1,340,000	-	1,340,000	0	620,000	-	-	620,000	-	-	-	720,000	-	-	1,340,000
	IS Datacenter Equipment				140,000	-	140,000	0					140,000	-	-	-	-	140,000	
		935	Storage Appliance Update	Not Started															
		940	Plaza Data Center Build Out	Not Started	190,000	-	190,000	0	190,000	-	-	190,000	-	-	-	-	-	190,000	
	IS Datacenter Equipment Total				330,000	-	330,000	0	190,000	-	-	190,000	140,000	-	-	-	-	-	330,000
	IS Cyber Security Enhancements				270,000	-	270,000	0	120,000	-	-	120,000	75,000	75,000	-	-	-	270,000	
		936	Cyber Security Technologies	Not Started															
	IS Cyber Security Enhancements Total				270,000	-	270,000	0	120,000	-	-	120,000	75,000	75,000	-	-	-	-	270,000
	IS Infrastructure Equipment				1,282,838	516,538	766,300	0	103,000	-	-	103,000	106,100	109,300	112,600	115,900	119,400	666,300	
		336	Fiber Communications	Work in progress															
		939	Plaza Infrastructure Upgrades	Not Started	90,000	-	90,000	0	90,000	-	-	90,000	-	-	-	-	-	90,000	
	IS Infrastructure Equipment Total				1,372,838	516,538	856,300	0	193,000	-	-	193,000	106,100	109,300	112,600	115,900	119,400	756,300	
	IS End User Equipment				580,000	-	580,000	0	380,000	-	-	380,000	200,000	-	-	-	-	580,000	
		941	Desktop and Laptop Refresh	Not Started	653,000	-	653,000	0	-	-	-	-	-	-	428,000	225,000	-	653,000	
	IS End User Equipment Total				1,233,000	-	1,233,000	0	380,000	-	-	380,000	200,000	-	428,000	225,000	-	1,233,000	
Technology Total				15,678,838	1,841,065	13,837,773	0	7,078,462	-	-	7,078,462	1,863,100	534,300	1,260,600	340,900	119,400	11,196,762		
High Performance Transit Implementation	Central City Line																		
		347	Design and Construction	Work in progress	85,410,407	40,435,112	44,975,295	0	3,277,036	-	7,736,959	11,013,995	8,000,000	-	-	-	-	19,013,995	
	Central City Line Total				85,410,407	40,435,112	44,975,295	0	3,277,036	-	7,736,959	11,013,995	8,000,000	-	-	-	-	19,013,995	
	Cheney Line	764	Cheney Corridor Improvements	Work in progress	4,490,000	1,046,677	3,443,323	0	1,887,618	945,705	-	2,833,323	-	-	-	-	-	2,833,323	
	Cheney Line Total				4,490,000	1,046,677	3,443,323	0	1,887,618	945,705	-	2,833,323	-	-	-	-	-	2,833,323	
	Division Line	830	Division Line - PE and NEPA Scoping	Not Started	3,500,000	16,688	3,483,312	0	1,483,312	-	-	1,483,312	-	-	-	-	-	1,483,312	
		895	Division Line BRT: Project Development	Not Started	12,000,000	-	12,000,000	0	1,800,000	-	-	1,800,000	4,600,000	4,600,000	1,000,000	-	-	12,000,000	
		956	Division BRT Construction and Implementation	Not Started	182,000,000	-	182,000,000	0	-	-	-	-	-	9,100,000	45,500,000	72,800,000	54,600,000	182,000,000	
	Division Line Total				197,500,000	16,688	197,483,312	0	3,283,312	-	-	3,283,312	4,600,000	13,700,000	46,500,000	72,800,000	54,600,000	195,483,312	
	I-90/Valley Line	469	Mirabeau Transit Center Improvements	Not Started	8,488,000	-	8,488,000	0	870,600	996,800	-	1,867,400	3,395,200	2,970,800	-	-	-	8,233,400	
		477	Park & Ride Expansion East of Sullivan (formerly LL Park and Ride	Not Started	5,562,000	-	5,562,000	0	570,400	653,200	-	1,223,600	2,224,800	1,946,200	-	-	-	5,394,600	
		545	Preliminary Engineering I-90 HPT Corridor Facilities	Work in progress	812,500	304,044	508,456	0	10,000	-	40,000	50,000	-	-	-	-	-	50,000	
		955	Argonne Station Park and Ride	Not Started	11,000,000	-	11,000,000	0	-	-	-	-	550,000	2,750,000	5,500,000	2,200,000	-	11,000,000	
	I-90/Valley Line Total				25,862,500	304,044	25,558,456	0	1,451,000	1,650,000	40,000	3,141,000	6,170,000	7,667,000	5,500,000	2,200,000	-	24,678,000	
	Incremental HPT Investments																		
		470	Plaza HPT Platforms	Work in progress	2,317,217	974,059	1,343,158	0	75,000	-	-	75,000	-	-	-	-	-	75,000	
		805	MF: Eastbound Riverside Avenue HPT Improvements	Work in progress	1,000,000	2,931	997,070	0	400,000	-	-	400,000	-	-	-	-	-	400,000	
	Incremental HPT Investments Total				3,317,217	976,989	2,340,228	0	475,000	-	-	475,000	-	-	-	-	-	-	475,000
	Monroe-Regal Line	479	Monroe-Regal Shelter and Stop Enhancements	Work in progress	5,810,798	2,458,592	3,352,206	0	2,710,071	-	-	2,710,071	142,635	-	-	-	-	2,852,706	
		542	Moran Prairie Park and Ride Construction	Work in progress	4,752,718	4,792,913	(40,195)	0	19	-	-	19	-	-	-	-	-	19	
		897	Monroe-Regal Line HPT Branding	Not Started	688,937	-	688,937	0	618,000	-	-	618,000	20,937	-	-	-	-	638,937	
	Monroe-Regal Line Total				11,252,453	7,251,505	4,000,948	0	3,328,090	-	-	3,328,090	163,572	-	-	-	-	-	3,491,662
	Sprague Line	540	Sprague HPT Improvements	Work in progress	6,556,000	833,871	5,722,129	0	2,032,807	2,017,900	-	4,050,707	500,000	171,422	-	-	-	4,722,129	
		901	Sprague Line HPT Branding	Not Started	1,207,607	-	1,207,607	0	51,500	-	-	51,500	530,000	545,000	81,107	-	-	1,207,607	

New Projects			Near-Term Investments															Excludes Unfunded Projects		
								2023 by Funding Source												
Program Category	Program Name	ID/Req #	Project Name	Project Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028		
High Performance Transit	Sprague Line Total				7,763,607	833,871	6,929,736	0	2,084,307	2,017,900	-	4,102,207	1,030,000	716,422	81,107	-	-	5,929,736		
	West Broadway Line	952	West Broadway Line Improvements	Not Started	1,880,000	-	1,880,000	0	564,000	-	-	564,000	940,000	376,000	-	-	-	1,880,000		
		953	Broadway Cooperative Reconstruction Infrastructure	Not Started	400,000	-	400,000	0	40,000	-	-	40,000	240,000	120,000	-	-	-	400,000		
		954	Broadway Supporting Amenities	Not Started	200,000	-	200,000	0	-	-	-	-	60,000	100,000	40,000	-	-	200,000		
	West Broadway Line Total				2,480,000	-	2,480,000	0	604,000	-	-	604,000	1,240,000	596,000	40,000	-	-	2,480,000		
High Performance Transit Implementation Total					338,076,184	50,864,887	287,211,297	0	16,390,363	4,613,605	7,776,959	28,780,927	21,203,572	22,679,422	52,121,107	75,000,000	54,600,000	254,385,028		
Grand Total					493,123,255	57,171,123	435,952,131	275	54,653,367	8,704,117	21,510,176	84,867,659	41,245,577	52,145,001	68,632,511	83,889,626	57,760,601	388,540,975		

Allocation by Funding Source																		
Local												54,653,367	30,165,648	36,005,059	27,962,661	24,700,466	15,461,981	188,949,181
State												8,704,117	3,624,600	7,324,770	16,898,850	21,758,160	14,998,620	73,309,117
Federal												21,510,176	7,455,329	8,815,172	23,771,000	37,431,000	27,300,000	126,282,677
Total												84,867,659	41,245,577	52,145,001	68,632,511	83,889,626	57,760,601	388,540,975

Allocation by Financial Status																		
Status Quo												50,617,150	25,162,942	28,217,582	14,867,036	8,315,226	296,400	127,476,336
Moving Forward												32,813,509	14,447,635	10,565,594	-	-	-	57,826,738
New Projects												1,437,000	1,635,000	13,361,825	53,765,475	75,574,400	57,464,201	203,237,901
Total												84,867,659	41,245,577	52,145,001	68,632,511	83,889,626	57,760,601	388,540,975

Allocation by Procured/Managed																		
Procured												40,809,553	15,073,960	23,990,402	12,845,227	6,751,242	2,436,582	101,906,966
Managed												44,058,106	26,171,617	28,154,599	55,787,284	77,138,384	55,324,019	286,634,009
Total												84,867,659	41,245,577	52,145,001	68,632,511	83,889,626	57,760,601	388,540,975

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 5D : I-90 VALLEY HIGH PERFORMANCE TRANSIT: PUBLIC OUTREACH
SUMMARY AND EVALUATION RESULTS

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Hamid Hajjafari, Senior Transit Planner

SUMMARY: STA recently conducted public outreach to garner input on potential alternatives and a preferred architecture for High Performance Transit in the I-90/Valley Corridor. Staff will share key takeaways from this outreach, along with preliminary findings from an alternatives evaluation process in conjunction with the planning process.

BACKGROUND: As part of the *STA Moving Forward* plan, Spokane Transit is preparing to deliver new services and infrastructure to provide residents with expanded mobility choices. The I-90/Valley High Performance Transit (HPT) project extends from Spokane to Liberty Lake with a planned pilot extension of service into Idaho subject to a cross-state partnership.

During February and March 2022, STA made presentations on the study to multiple city councils and to the Kiwanis Club of Spokane. An online open house was held on March 2. STA also conducted an online survey in which over 450 respondents participated. The results show significant support for the project and provided key input for elements that should be prioritized.

STA is currently wrapping up an evaluation of project scenarios. Along with the public and technical stakeholder input received to date, the evaluation will inform efforts to prepare a draft corridor development plan. The primary findings of alternatives evaluation demonstrate a strong ridership response based on service and infrastructure investments in the corridor.

RECOMMENDATION TO COMMITTEE: Information only.

SPOKANE TRANSIT AUTHORITY
PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 6: CEO REPORT - INFORMATION

REFERRAL COMMITTEE: n/a

SUBMITTED BY: E. Susan Meyer, Chief Executive Officer

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

RECOMMENDATION TO COMMITTEE: Information discussion.

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4, 2022

AGENDA ITEM 7A : UNIFIED PLANNING WORK PROGRAM UPDATE

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer
Mike Tresidder, Associate Transit Planner

SUMMARY: The Spokane Regional Transportation Council (SRTC) is the lead agency for coordinating transportation planning activities in the Spokane region. SRTC prepares a Unified Planning Work Program (UPWP) to define and coordinate all planning activities that will be conducted in the metropolitan planning area. These activities include their core responsibilities as the Metropolitan Planning Organization and the Regional Transportation Planning Organization, including planning projects and activities. The UPWP is completed in coordination with WSDOT and STA. Each cycle, STA submits a description of the planning activities it will engage in over the identified State Fiscal Years.

The current UPWP was approved by the SRTC Board of Directors on June 10, 2021, and covers the Fiscal Years July 1, 2021 – June 30, 2023.

On January 20, 2022, STA received a \$405,000 grant awarded under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning. The grant will be administered by Spokane Transit to fund planning activities undertaken by the City of Spokane and Spokane County. Federal regulations require that all federally funded transportation planning activities to be conducted in a metropolitan area be included in the UPWP. This requirement applies to the TOD planning grant. There is no action required by the STA Board, but the amendment will require SRTC approval.

RECOMMENDATION TO COMMITTEE: Information only.

**SRTC July 1, 2021 - June 30, 2023, Unified Planning Work Program;
Transportation Planning Projects to Be Conducted by Spokane Transit Authority**

New Planning Project:

Division Street Bus Rapid Transit (BRT) Corridor Land Use and Infrastructure Plan

STA, in conjunction with the City of Spokane and Spokane County applied for a Federal Transit Administration (FTA) Transit Oriented Development (TOD) grant to build on the collaborative work started with the DivisionConnects project, which provided the basis for the Locally Preferred Alternative (LPA) for the BRT alignment, as well as began initial land use analysis.

Expected Outcomes/Products

Spokane County and the City of Spokane propose to jointly develop a Division Street BRT Transit-oriented Development (TOD) Corridor Land Use and Infrastructure Plan. As jurisdictions responsible for land use planning and regulation, the City and the County are positioning the Division Street Corridor for greater inclusion, housing and transportation equity, and improved economic vitality. The plan will help the County and City successfully meet the needs of each station and maintain continuity of the Division Street corridor, while celebrating the unique character of each neighborhood. Effectively, the resulting plan will be a sub-area plan to the City's comprehensive plan, with an emphasis on how fixed guideway transit, including Business Access and Transit (BAT) lanes, can improve the community. The plan will include corridor development policies and station development plans for the full corridor and will include both a proposed timeline and recommended financing strategies and will set the stage for revised TOD-focused zoning codes and resolutions.

Schedule

Q4 2022 – Q4 2024

Funding

Federal

SPOKANE TRANSIT AUTHORITY

PLANNING AND DEVELOPMENT COMMITTEE MEETING

May 4 2022

AGENDA ITEM 8: JUNE 1, 2022, COMMITTEE MEETING DRAFT AGENDA REVIEW

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Planning and Development Officer

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 1, 2022.

RECOMMENDATION TO COMMITTEE: Information discussion.

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

PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, June 1, 2022
10:00 a.m. – 11:30 a.m.

Via Virtual Conference

Committee Members: [Insert Link here](#)

General Public: [Insert Link here](#)

Audio Conference: Call the number below and enter the access code.
+1-408-418-9388 | Access code: **xx** | Password: 2022

DRAFT AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report (5 minutes)
3. Committee Action (5 minutes)
 - A. Minutes of the May 4, 2022, Committee Meeting -- *Corrections/Approval*
4. Committee Action (10 minutes)
 - A. Board Consent Agenda
 1. 2022 Regional Mobility Grant Application Approval (*Otterstrom*)
 - B. Board Discussion Agenda – *none*
5. Reports to Committee (40 minutes)
 - A. 2023-2028 Transit Development Plan: Complete Draft Plan (*Otterstrom*)
 - B. I-90 Valley High Performance Transit: Draft Corridor Development Plan (*Otterstrom*)
 - C. Division Bus Rapid Transit: Decision-Making Framework (*Otterstrom*)
6. CEO Report (*E. Susan Meyer*) (15 minutes)
7. Committee Information (5 minutes)
8. Review July 6, 2022, Committee Meeting Agenda
9. New Business
10. Committee Members' Expressions (5 minutes)
11. Adjourn

Next Committee Meeting: Wednesday, July 6, 2022, at 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 4, 2022

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 4, 2022

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