

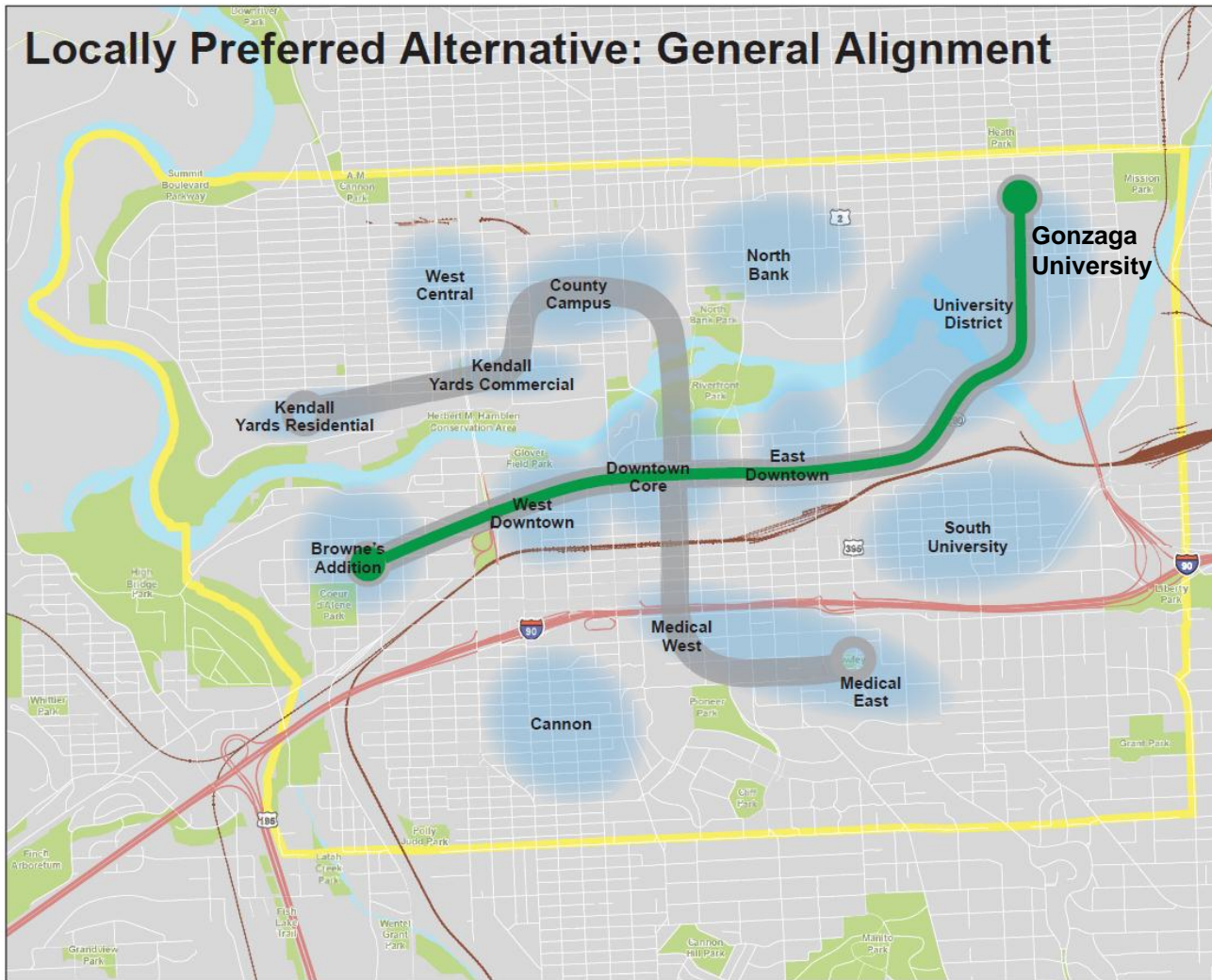


# Central City Project Overview

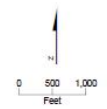
# What is the purpose of the Central City Line?

- Move more people without more cars
- Help grow the Central City economy
- Optimize financial investments in Central City infrastructure

# Locally Preferred Alternative: General Alignment



- LEGEND**
- Study Area Boundary
  - Park
  - Railroad
  - Circulator System Plan
  - First Investment



**Central City Circulator System Plan and Recommended General Alignment as of June 28, 2011**  
 Central City Transit Alternatives Analysis  
 Spokane Transit Authority

CH2MHILL

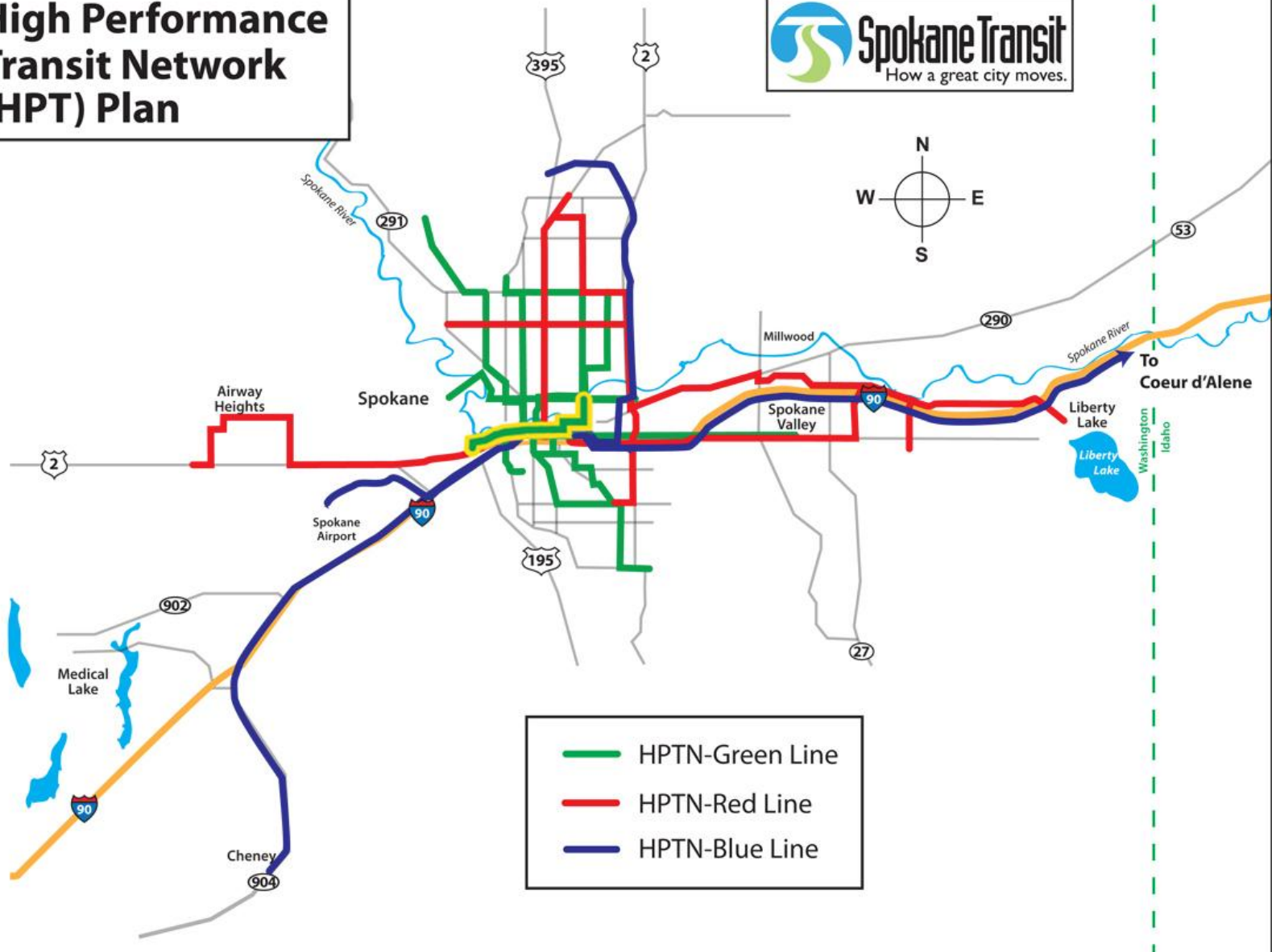
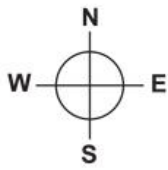
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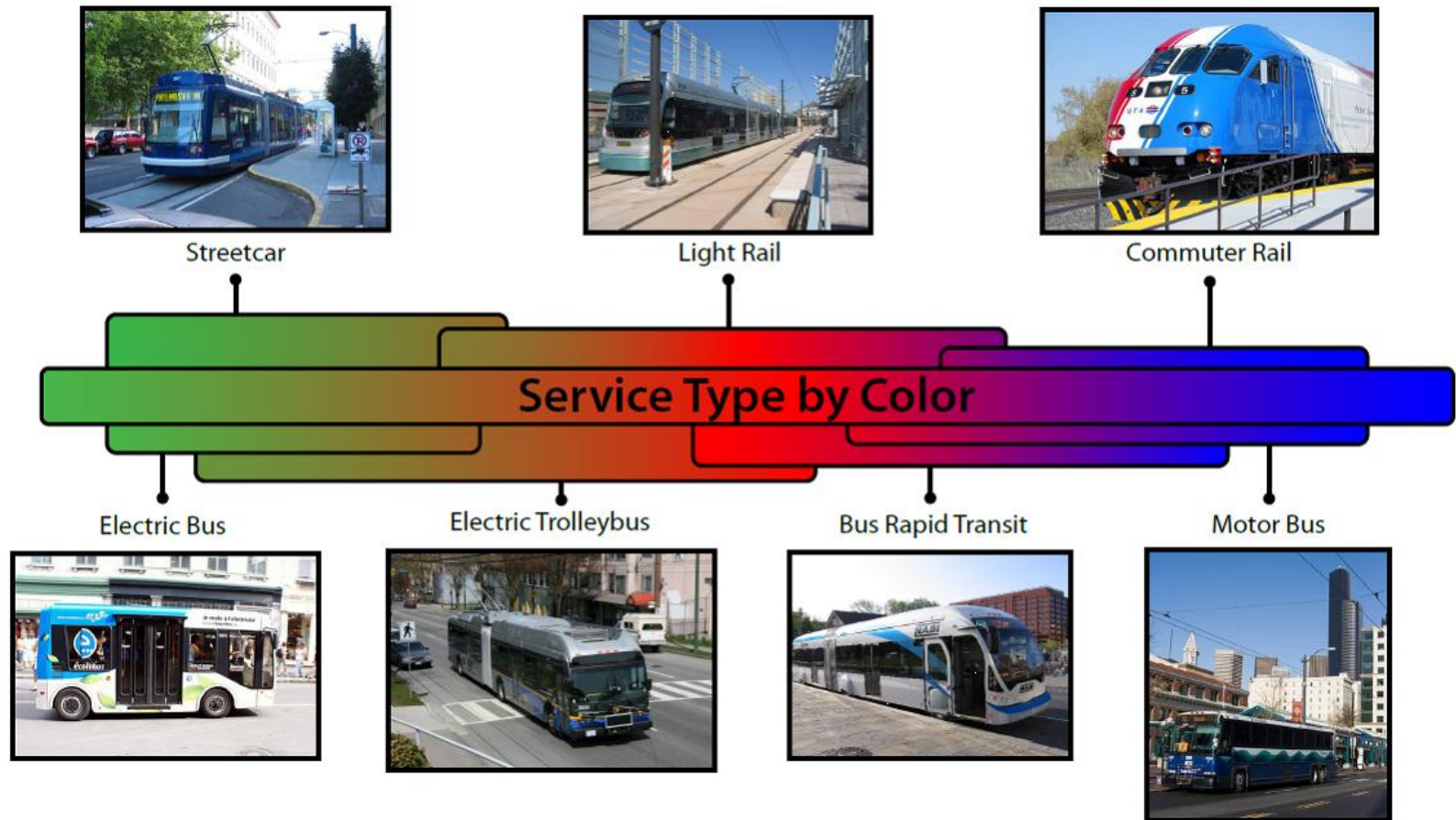
# Central City Alignment

- 142,000 Total daily trips within walking distance of the alignment
- 26,600 Existing jobs (2030 forecast: 35,800)
- 5,100 Existing housing units (2030 forecast: 8,100)
- 1,600 Daily bus boardings along alignment today on multiple routes
- 12-15 Minutes in travel time from end to end (3 miles)
- Consistent with: Spokane's Downtown Plan, U District Master Plan, City Comprehensive Plan, STA Comprehensive Plan

# High Performance Transit Network (HPT) Plan



Different modes may be selected for each service type.



# Preferred Mode: Modern Electric Trolley



# Modern Electric Trolley

## The MET

- Total cost: \$36 Million (planning-level estimate)
- Rubber-tired high capacity vehicle (50-90 passengers/vehicle)
- Electric power drawn from overhead trolley wire with off-wire capability
- Reflects strong preference by stakeholder groups and open house attendees for electric-propulsion and permanent infrastructure at approximately one-third the cost of modern streetcar



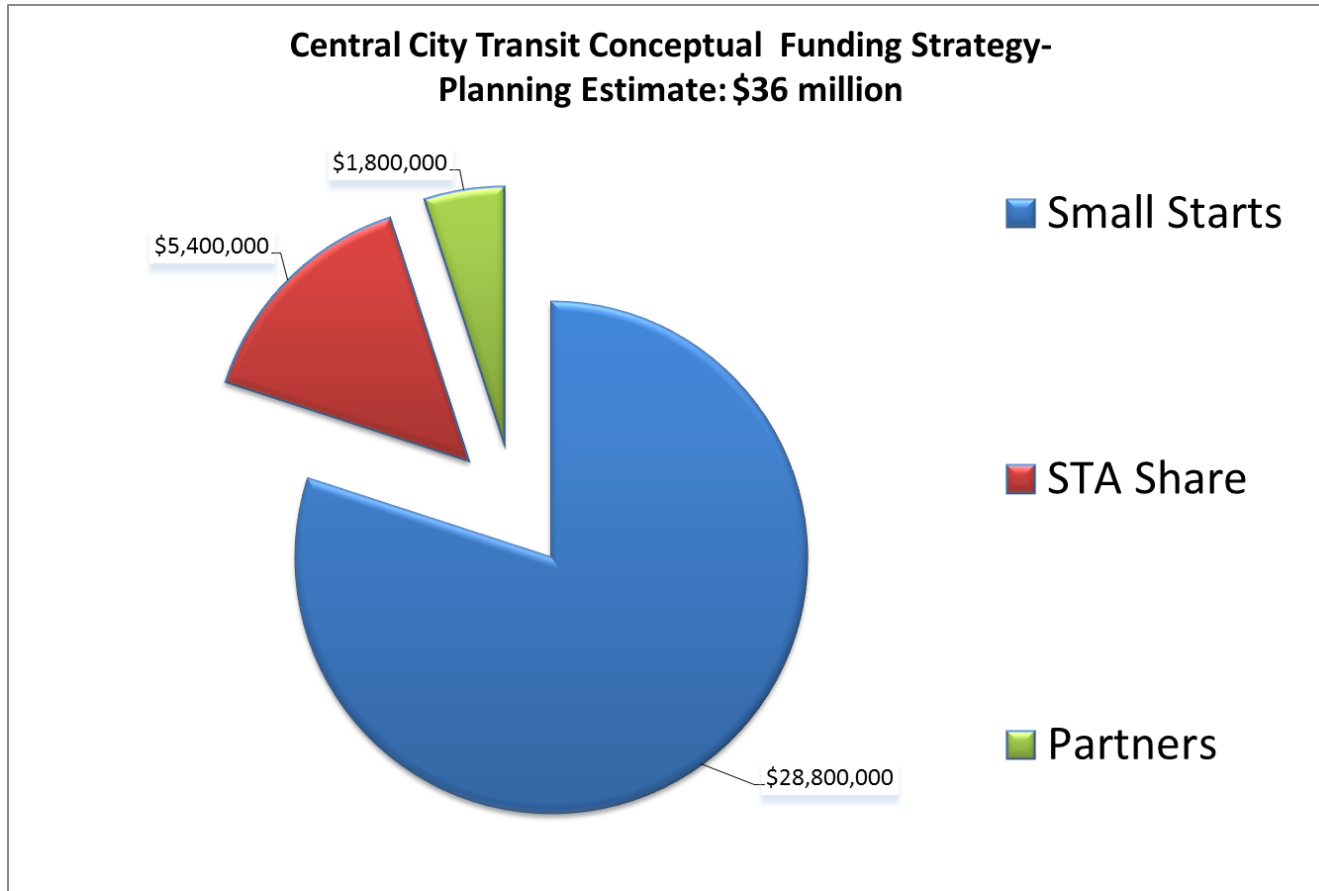
# Locally Preferred Alternative

- Followed federally-sanctioned process to arrive at the local decision
- Supported by:
  - **Core Stakeholders Recommended**
    - Dr. Brian Pitcher, WSU
    - Kevin Twohig, PFD
    - Elaine Couture, Sacred Heart
    - Bill Gilbert, Deaconess
    - Judy Cole – Latisha Hill, Avista
    - Marty Dickinson, then DSP
    - SRTC
    - City of Spokane
    - STA
  - **STA Board**
  - **Public Facilities District**
  - **Spokane City Council**
  - **Downtown Spokane Partnership**
  - **Downtown Business Improvement District**
  - **University District Development Association**
  - **Strong support from Gonzaga University & WSU Spokane**
  - **Spokane Regional Transportation Council (SRTC) Board Approved in Regional Priority Projects List and is incorporated in Metropolitan Transportation Plan**

# Conceptual Funding Strategy

- Estimated \$36 million capital cost
- Capital Costs
  - Seek Federal (FTA Small Starts) Grant to pay at least 80% of capital cost
  - Local Match (capital cost)
    - Potential Local Improvement District (requires approval of property owners)
    - STA local option sales tax (requires future voter approval)
    - Other contributions from City, adjoining institutions and partners
- Operating Costs
  - Spokane Transit
  - Fares
  - Other Partners

# Conceptual Funding Strategy



# Small Starts Process

Alternatives Analysis (Completed 2011)

Small Starts Application (Fall 2012)

Project Development (18-24 Months)

Project Construction Grant Agreement

Construction (18-24 months)