

Amendment 1: Monitoring and Improvement (Page 80)

The proposed language for removal is identified by strikethrough and the language proposed for addition is underlined.

3.4 Update Schedule

Document	Horizon	Revision Schedule
Comprehensive Plan for Public Transportation	20-25 Years	Begin update no later than three years from last major update
Transit Development Plan	Six Years (current calendar year plus five years)	Adopt before April <u>September 1</u> of each year
Service Implementation Plan	Three Years	Publish draft by April of each year and adopt before July 1
Capital Improvement Program	Six Years	Publish draft by July of each year and adopt before October 1
Annual Strategic Plan/Budget	One Year	Publish draft by October of each year and adopt before January 1

Amendment 2: Energy and Environment (Page 87)

This proposed insertion of the Sustainability Element is the culmination of work that was ongoing during the original adoption date of Connect Spokane. The text proposed to be removed is identified by strikethrough and the language proposed for addition is underlined.

~~Energy and Environment~~

~~Following the completion of work accomplished by STA's Citizen Advisory Committee, this element will be amended to include a goal, principles and policies about energy and the environment.~~

Sustainability

Spokane Transit's definition of Sustainability is:

Sustainability at Spokane Transit is about providing services in ways that optimize our ability to meet the needs of present and future generations through actions that balance the region's economic, environmental, and social well-being.

STA does its part to safeguard the community's current and future quality of life by being socially responsible, preserving the natural environment, and maintaining economic viability. On a day-to-day

basis, these guiding principles are a way for STA to become more resource efficient, engage more with employees and customers and grow ridership, market share and funding support.

More than any other element of this comprehensive plan, Sustainability is not a program or activity that can stand alone. By definition, it involves everything the organization does. It is not only included in STA's programs, policies, and business practices; it is also a foundation for STA's role in our region.

Sustainability Principles

1. Framework

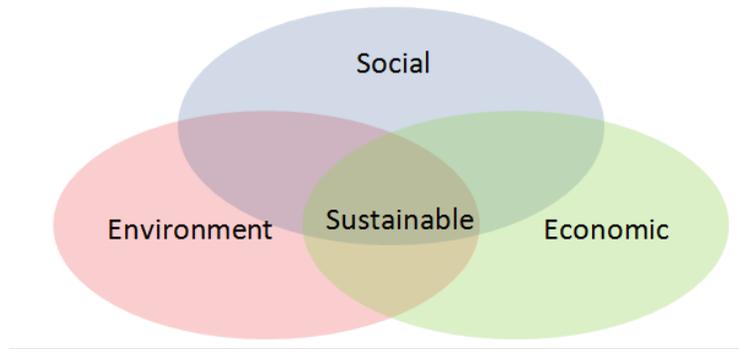
Research reveals several different frameworks that can be applied to the concept of sustainability. Some frameworks encompass broad concepts such as global warming or enabling national energy independence. Others are more narrowly focused on environmental management systems that address specific issues such as reducing an agency's carbon footprint or energy consumption.

Through the work of its Citizen Advisory Committee, STA chose a conceptual framework for sustainability that could relate general concepts to specific applications within an organization or community.

STA adopted the "Triple Bottom Line" framework.

The phrase was coined by John Elkington in 1994. It was later expanded and articulated in his 1998 book *Cannibals with Forks: the Triple Bottom Line of 21st Century Business*. Sustainability, itself, was first defined by the Brundtland Commission of the United Nations in 1987. The Triple Bottom Line is often abbreviated as "TBL" and referred to as the "3 E's" (economic, environmental, and social equity) or the "3 P's" (people, planet, and profit). More than some other sustainability frameworks, it captures the full spectrum of values and criteria for measuring organizational (and societal) success: economic, ecological and social.

This framework identifies sustainability as being about practices that make good environmental sense as well as good business sense. Sustainability is essentially responsible resource management: it draws on natural, human and financial resources to find strong, enduring solutions. It recognizes that environmental considerations are not an end in themselves. **True sustainability is the intersection of not only what is good for the environment, but also what is economically feasible and results in benefits to our citizens/taxpayers.**



Sustainability Policies

Based on the principle of a Triple Bottom Line Framework, this section articulates policy that guides decision-making.

S-1.0 – Sustainability should be incorporated into the Services, Activities, and Programs of STA.

1.1 Manage STA services (Fixed Route, Paratransit, Vanpool) to promote sustainability

Public transportation can play a significant role in achieving sustainability objectives for the region and each of the jurisdictions within the Public Transportation Benefit Area. However, the financial, natural and human resources dedicated to public transportation must be effectively employed and well used in order to achieve this objective.

- Maintain a high quality of service in order to attract maximum use by the public.
- Ensure basic bus service availability is balanced with emerging Paratransit eligibility requirements. The agency should not spread resources so thin so as to be overextended and unable to maintain quality service to neighborhoods and activity centers that have the highest potential for public transit use.
- Evaluate effectiveness of bus routes based on the social, environmental and financial impacts of STA’s services. Existing standards are: Total ridership; energy use compared to passenger miles; and farebox return (see Annex 1: Fixed Route Performance Standards to this Comprehensive Plan).
- Encourage growth of the Vanpool program. This adds flexibility and complements the fixed route system.
- Utilize long-range financial forecasts to continuously measure the level of service that can be maintained given anticipated revenue. The agency’s goal is to provide stability and reliability of service.

1.2 Build stewardship and service in STA operations

As a significant user of resources, stewardship must be an essential component of an organization that embraces sustainability. STA should strive to be a leader in conservation programs. The leadership of the organization should actively reinforce a culture that puts a high value on conservation of resources and service to the public. Stewardship also involves a respect for the people who serve and are served by STA.

- Make good use of tax dollars through most efficient use of resources.
- Establish practices that minimize fuel use and reduce greenhouse gas emissions.
- Review and/or reduce consumption of natural resources against current levels with a goal of continuous improvement.
- Include recycling capabilities as affordable and practical in all facilities.
- Evaluate opportunities presented by the development of alternate fuel sources.

1.3 Establish a sustainable purchasing policy

The agency should have a holistic decision-making process for purchasing equipment and services.

- Conduct cost/benefit that considers lifespan costs and replacement strategy. Lower initial capital outlays may not be the best value when operations, maintenance, and replacement cycles are also factored as costs of ownership.
- Establish procurement decision process that considers costs involved at each stage of the entire lifecycle of goods purchased; e.g., resource extraction, material processing, product design and manufacturing, transportation and distribution, purchase and use, and end of life disposal or recycling .
- Evaluate the impact of staff resources required to support equipment or new capabilities.

1.4 Integrate sustainability into facility design, construction, and demolition.

The physical plant that supports the agency has a long term effect on the agency's ability to operate efficiently and represents an opportunity to conserve natural and financial resources.

- Anticipate emerging requirements e.g., ADA.
- Integrate sustainable design criteria into facility design and construction decisions.
- Conform to Leadership in Energy and Environmental Design (LEED) Silver standard for facilities.
- Construct facilities to the highest defined energy conservation standard justified by net present value analysis of capital and forecast energy costs of at least 30 years.
- Maximize use of recycled building materials.
- Incorporate recycling (deconstruction practices) into the demolition of obsolete STA facilities.

S-2.0 –Strengthen connectivity of people and communities

2.1 Provide services that are an attractive transportation alternative compared to single occupant vehicles (SOVs).

Reliable and predictable service is perhaps the most important characteristic that defines a viable transportation alternative.

- Conduct route planning and scheduling to get people to destinations in a timely manner.

- Maximize convenience by enhancing route frequency as articulated in the Service Design Principles in this Comprehensive Plan (Part II: Services; Fixed -Route Service, Fixed-Route Service Design Principles).
- Pursue system enhancement technology that makes STA services easier for the public to understand and use.
- Provide transit services to community events to maximize access and use of its services (e.g., additional hours, special fee structure, special routing). This special event service effectively moves large numbers of participants with minimum use of energy resources.
- Take advantage of Washington State and Spokane County Commute Trip Reduction programs that incentivize use of STA services.

2.2 Serve as regional connection to neighborhoods/jurisdictions, places of employment, and community events and public services in a way that does not promote urban sprawl.

STA is a major regional asset. Staff should be actively engaged in supporting and informing the land use planning and growth-management activities of the jurisdictions it supports.

- Educate the region’s planners, developers, and decision makers on the characteristics of urban design that can best be supported by public transportation.
Examples include:
 - Use the HPTN concept to communicate a vision of corridors where public transportation services will be consistent and prioritized for further investments (e.g. East Sprague Avenue and Division Street).
 - The role of the “built environment” such as streetcars, electrified trolleys, or high quality passenger shelters in helping shape development.
 - The impact of residential and employment density on transit effectiveness.
- Maintain close relationship with the Metropolitan Planning Organizations to ensure transit plans are integrated into overall long-range transportation plans.
- Coordinate with Washington State Department of Transportation to facilitate the integration of public transportation into project planning and design.

2.3 Maximize public input and stakeholder engagement in STA’s sustainability initiatives.

The success of STA’s sustainability initiatives depends on authentic and transparent efforts to engage all stakeholders. This element reinforces the public process policies as outlined in Part III: Activities and Programs; Communications and Public Input of this Comprehensive Plan.

- Define a stakeholder as anyone with an interest in STA; e.g., employees, riders, regulators, tax payers, neighborhood residents, activity center tenants and local governments, as well as those who provide services to STA such as suppliers, contractors, and professional services like banking and insurance.
- Strive at all times to balance the long-term perspective of sustainability-related issues against the more short-term needs that arise within our community.

2.4 Increase interest in multi-modal connections.

The ability to seamlessly transition between various modes of transportation helps expand the public’s use of alternative transportation.

- Maintain strong connections to the airport and the intermodal center.
- Create accommodations for bicycle and pedestrian interfaces to STA services. These accommodations should be incorporated in bus stop design and locations as well as the design and capabilities of its vehicles.
- Strategically locate and serve park and ride facilities.

S-3.0 – Foster community resilience and socio-economic health

3.1 Position transit to mitigate the effect of rising fuel costs on the increasingly large segment of population that is unable to afford other travel options.

- Keep fares affordable in accordance with the fare policies as outlined in *Part III: Activities and Programs, Revenues and Fares* of this Comprehensive Plan.
- Regularly review opportunities presented by the development of alternate fuel sources.
- Improve the cost competitiveness of STA services compared with the use of Single Occupant Vehicles (both in terms of an individual’s time and energy expended).

3.2 Attend to the social and transportation challenges faced by groups within the community.

- Include investments in plans and projects for passenger amenities and reduction of barriers that inhibit access to transit stops. The accessibility and utility of public transportation resources will become increasingly important in the future as our population ages.
- Support community efforts to develop a comprehensive set of alternatives to traditional Paratransit service delivery. Paratransit service will face increasing demands in the future as it competes for resources required by other modes.
- Participate in jurisdictions’ land use planning and inform supporting transportation infrastructure plans to adapt to meet the changing demographics of our community.
- Make Vanpools available to a variety of groups to meet multiple needs.

S-4.0 –Connect Strategies

The status of these strategies will be reported by July 2012 with an objective to be completed by the end of 2012.

4.1 Conduct comprehensive energy, water and waste audits for all facilities in order to establish a baseline.

- Based on this audit, the agency can assess its posture and develop a plan for improvement.

4.2 Assess the agency’s current carbon footprint using the methodology outlined in The Climate Registry. Update annually.

- Use this process, without subjecting the agency to formal audit requirements, to prepare for potential future reporting requirements.

4.3 Measure the fleet carbon dioxide equivalent posture to evaluate STA’s status against the Governor’s greenhouse gas reduction goals for Washington State.

4.4 Formally assign a point of contact with the responsibility to monitor the agency's sustainability posture.

4.5 Integrate supporting language in STA's procurement policies that standardizes compliance with the Sustainability Policy.

4.6 Integrate supporting language in STA's personnel policies that encourages compliance with the Sustainability Policy.