

CENTRAL CITY LINE

The Spokane region's first installment of Bus Rapid Transit (BRT)

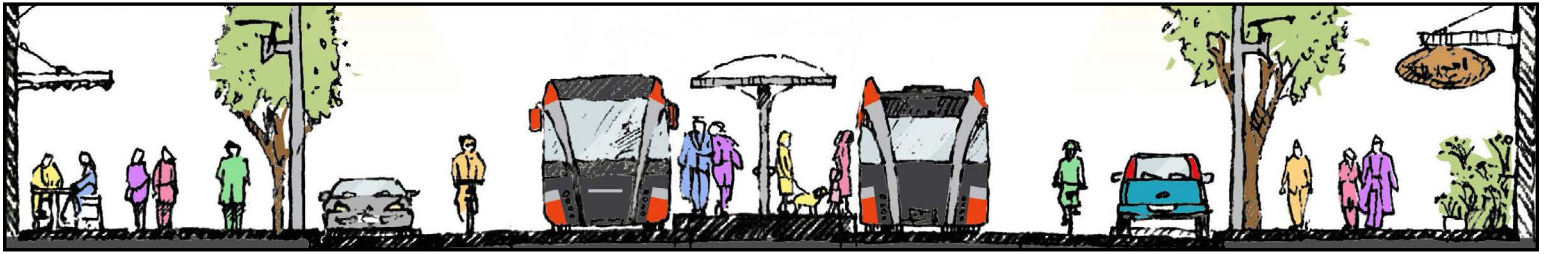


Image for illustrative purposes only

PROJECT DESCRIPTION

The Central City Line (CCL) will be a new six-mile bus route between Browne's Addition and Spokane Community College (SCC), connecting through Downtown Spokane, the University District and Gonzaga University (GU). The project is the Spokane community's response to its desire for a transit circulator in the urban core. CCL vehicles will be modern, rubber-tired, and battery electric with zero-emissions, rechargeable through inductive or conductive technology. It will combine speed and efficiency with the cost effectiveness and flexibility of environmentally responsible buses.

ECONOMIC IMPACT

The CCL will be scaled appropriately to meet the needs of Spokane's regional population which is projected to grow by approximately 120,000 by 2040. Nearly 55,000 new jobs are expected for the region in the same time frame.*

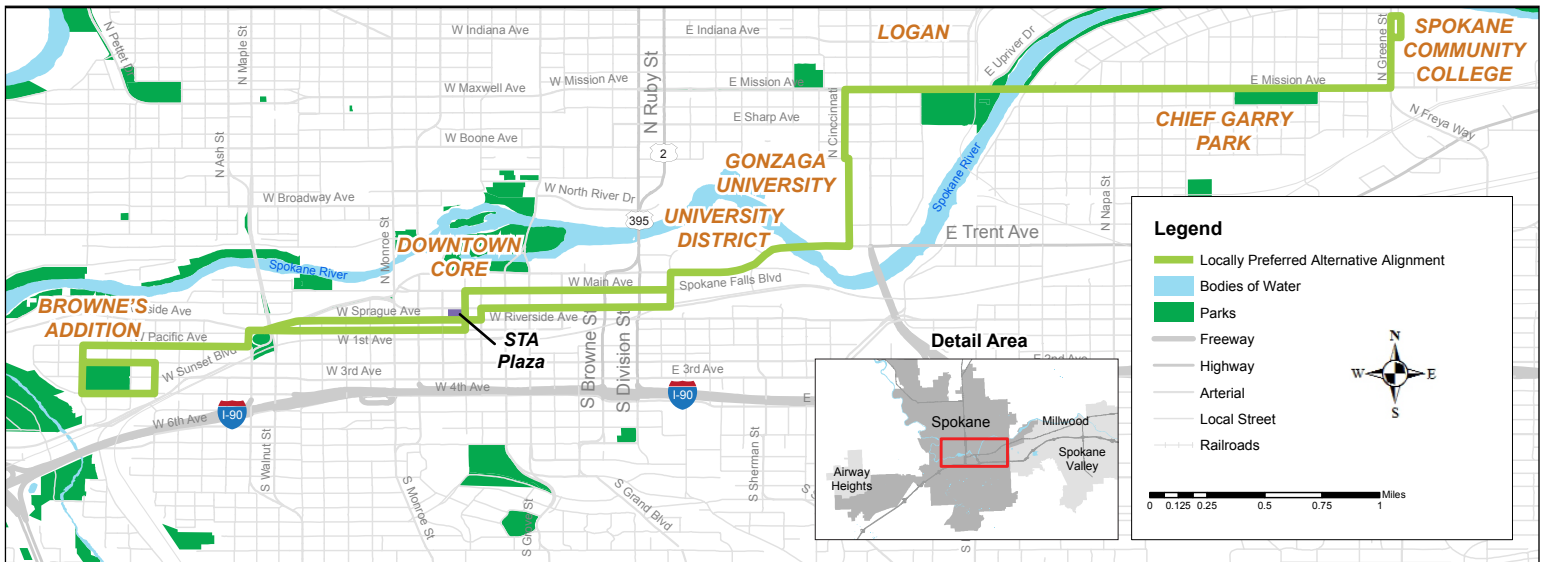


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The CCL will improve mobility by connecting urban neighborhoods to major destinations and moving more people without more cars. It will serve as a model for transit service quality, frequency and ease of use in the region's busiest corridors.

The CCL will have many of the economic development benefits associated with rail, but at a significantly lower cost. Over a 20-year period, it is projected to increase surrounding land and improvement value by \$175 million.**

CENTRAL CITY LINE ROUTE



*Source: Spokane Regional Transportation Council

**Source: Economic and Land Use Impacts of the Spokane Central City Line, ECONorthwest, 2014

ADDITIONAL BENEFITS

In addition to the growth in ridership and a positive economic impact, the CCL will include other benefits like significant streetscape and road improvements, distinctly branded stations, and innovative electric charging infrastructure. Combined, these elements provide a sense of permanence that indicates a long-term commitment to mobility and economic development along the corridor. Additionally, the CCL's zero emissions propulsion system will provide an ongoing environmental benefit through cleaner air and quieter buses.

Conceptual Central City Line Station

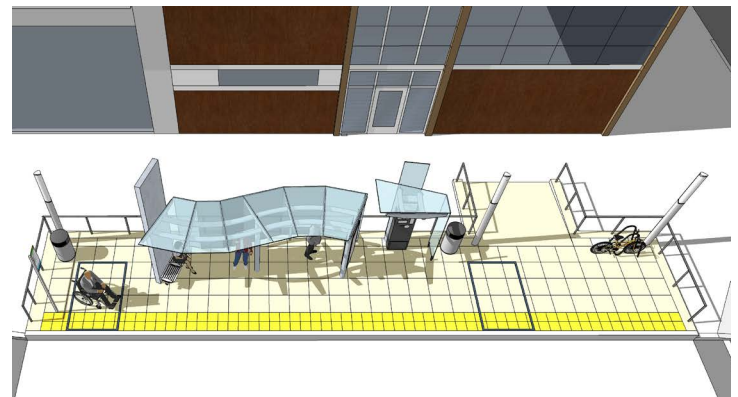


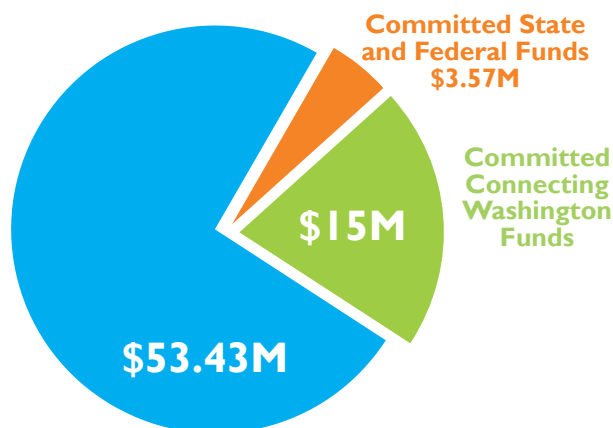
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PROJECT PHASES AND FUNDING RECEIVED

| Downtown Plan | Streetcar Feasibility Study | Alternatives Analysis | Locally Preferred Alternative | Project Definition Refinement | Route Extension | Economic Impact Study | Project Development | FTA Small Starts Grant | 2021 |
|--|---|--|---|--|---|--|---|---|---|
| 1999 | 2005 | March 2010 - June 2011 | 2011 | July 2012 - Present | 2014 | 2014 | 2015 | As early as 2018 | |
| Identified the need for a streetcar circulator | Study indicated the need for an alternatives analysis | \$369,000 in state and federal funding | Approved by: STA Board Spokane City Council SRTC GSI DSP PFD | \$575,000 in local funding for: • Extension analysis • Electrification alternatives • Cost estimation | The Board approved extending the route from GU to SCC to total 6 miles. | ECONorthwest projected an increase of surrounding land and improvement value by \$175M | \$3.57M in state and federal funding for: • Preliminary engineering • Environmental Review • Alignment | Grant application as early as spring 2017 | Service Begins Construction to begin as early as 2019 |

BUDGET/FUNDING STRATEGY

\$72M
ESTIMATED CAPITAL COST



Anticipated FTA Small Starts Grant

FTA'S SMALL STARTS GRANT PROGRAM

STA will apply for about 75% (\$53.43M) funding through the FTA's Small Starts grant program for capital projects.

- Small Starts is a competitive grant program for major transit projects
- Eligibility includes corridor-based Bus Rapid Transit systems like the CCL
- The CCL will demonstrate a substantial corridor investment, and will include well-defined stations, frequent service and convenient pre-board ticketing

Annual operating costs will be provided through fares and a voter approved local sales tax rate increase.