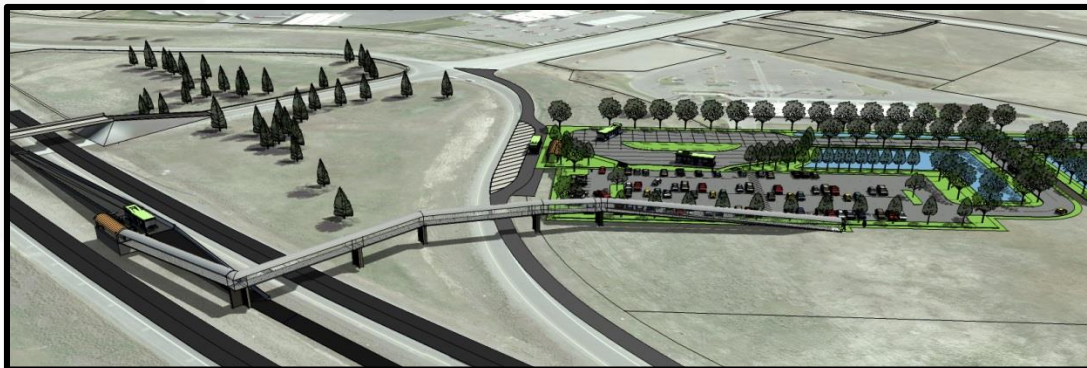


# West Plains Transit Center

Core Stakeholder Group Meeting #2  
February 11, 2015



# Meeting Outline

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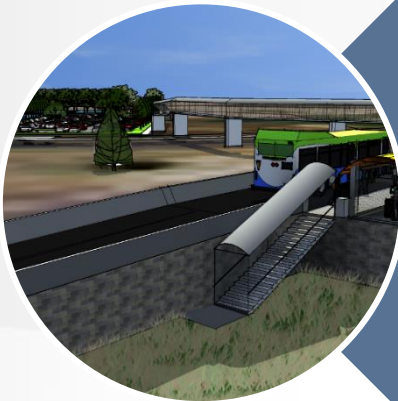
- Review of the Agenda
- Review & Approval of November 6<sup>th</sup> Meeting Notes
- Quick Review of Project Purpose and Process
- Project Status Update
- Preferred Alternative Selection
- Funding Status
- Public Involvement
- Finalizing the Management Documents/Signing
- Next Steps
- Adjourn

# Transit Center Benefits



## Park and Ride only

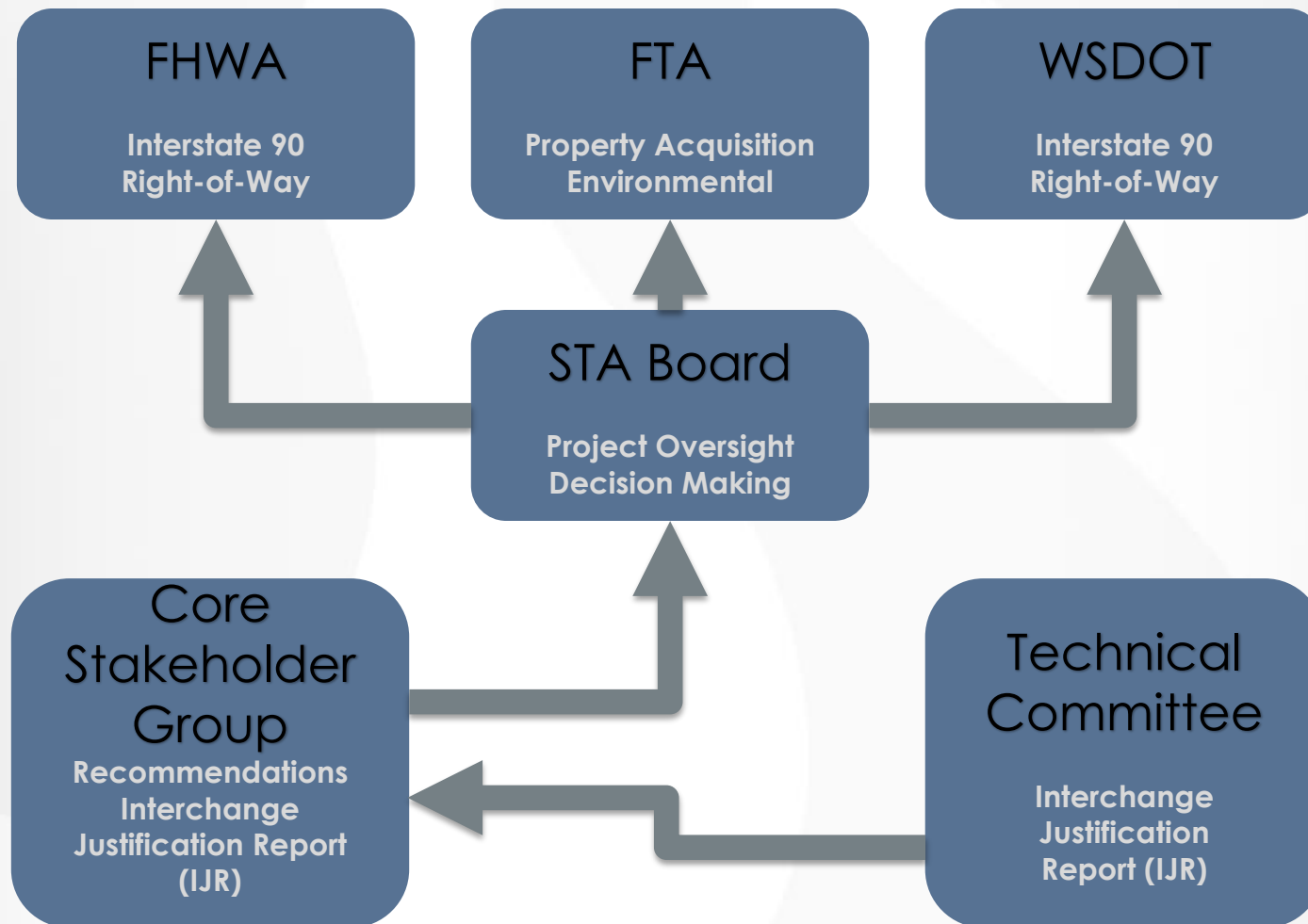
- Provide transit access to the south side of Exit 272
- Provide peak express service from buses currently returning from Cheney



## Park and Ride with “Flyer” Stations

- Provide transit access to the south side of Exit 272
- Connect Medical Lake and Airway Heights with no transfers
- Reinstitute bus service to SIA Business Park
- Connect Cheney to the rest of the West Plains
- Allows for the implementation of Cheney Regional Express HPT Corridor
- Eliminate duplicative bus routes to Spokane traveling along I-90

# Agency Roles and Responsibilities



# Project Oversight Roles

## Spokane Transit Board of Directors

IJR

Property  
Acquisition

Preliminary  
Engineering

Final Design  
Entitlements

Construction

### Core Stakeholder Group

IJR

Preliminary  
Engineering

Final Design  
Entitlements

### Technical Committee

IJR





# Core Stakeholder Group Roles and Responsibilities

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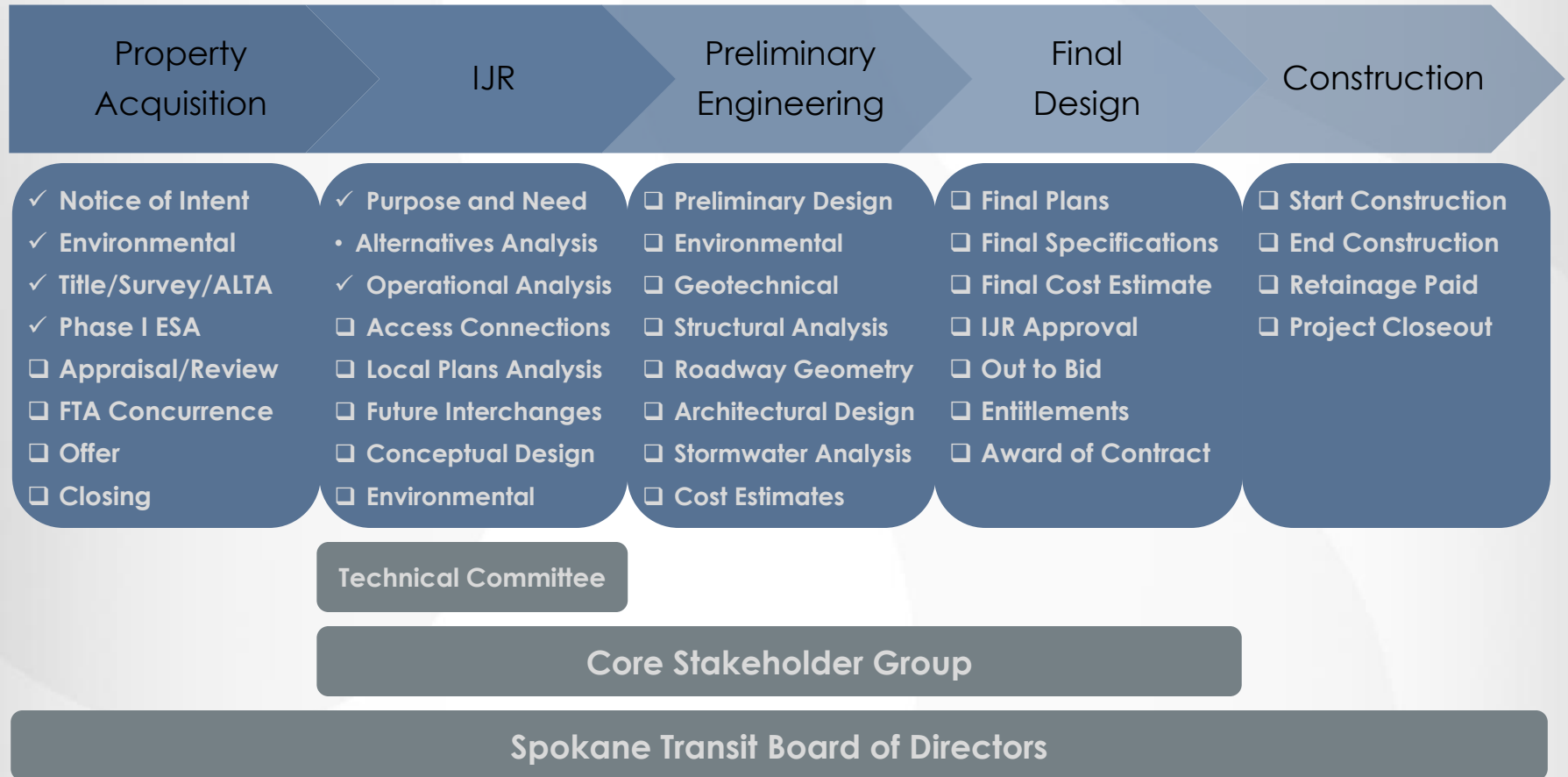
## **West Plains Transit Center Charter Agreement:**

The Core Stakeholder Group will:

- Meet periodically for project briefings.
- Serve as a sounding board for management of emerging issues and opportunities.
- Provide overall policy input and insight regarding issues affecting the project.
- Identify opportunities for partnerships between WSDOT and local, state, tribal and federal jurisdictions that result in an improved project.
- Assist in conflict resolution within the Technical Committee, if needed.
- Review preferred alternatives identified by project team members with input from the Technical Committee.
- Confirm recommendations for priority project implementation following preparation of IJR.



# Process to Date



# Preferred Alternative Selection

## Alternatives Considered



**Alternative 1 – Transit Center Only**



**Alternative 2 – Median Flyer**



# Preferred Alternative Selection

## Alternatives Considered (Cont.)



**Alternative 3A – Ramp Flyer Stop**



**Alternative 3B – Shoulder Flyer Stop**

# Preferred Alternative Selection

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## Alternatives Considered (Cont.)

- Technical Committee alternatives evaluation results:
  - Method 1 – STA/Lochner Scoring Analysis
  - Method 2 – Tiered Scoring Analysis
  - Method 3 – Criteria weighting Analysis
- Process is documented in the Alternatives Scoring Memo dated January 12, 2015 (Lochner)

**Questions or concerns about the scoring process?**



# Preferred Alternative Selection

## Results of the Scoring Analysis:

Method 1 – STA/Lochner

Ranking	Score	Alternative
2	123.0	No Build
1	139.0	Alt 2
2	123.0	Alt 3A
3	107.0	Alt 3B

Method 2 – Tiered Scoring

Ranking	Score	Alternative
2	122.0	No Build
1	136.0	Alt 2
3	120.0	Alt 3A
4	105.0	Alt 3B

Method 3 Tech Committee

Ranking	Score	Alternative
2	117.0	No Build
1	139.5	Alt 2
3	115.0	Alt 3A
4	102.5	Alt 3B

- All three methods yielded similar results and the same preferred alternative: **Alternative 2 – Median Flyer Stop**

**Question: Do you support the Technical Committee recommendation?**

# Funding Status Update

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- Regional Mobility Grant
  - Application submitted on October 6, 2014
  - Total grant request was \$8.7 million of the estimated project cost of \$16 million
  - Funding would be provided between two (2) biennia, 2015-2017 and 2017-2019
  - Funding decision by Legislature in April/May 2015

# Public Involvement

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- Managing project website
  - [www.stamovingforward.com](http://www.stamovingforward.com)
  - Project information available for download
  - Information updated as it becomes available
- STA Moving Forward
  - Extensive communications efforts that include open houses, print materials, radio, TV, telephone town halls
- Inter-City Transit Agencies
- West Plains Chamber
- West Plains Chamber, Economic Development Committee
- Upcoming Open House – March /April



# Charter Agreement

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- Establishes stakeholder groups/committees
- Defines roles and responsibilities
- Outlines the decision making process
- Establishes communication protocol
- **Signing of this document does not constitute approval of the IJR or the project**

# Next Steps

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- Final Questions/Comments?

**Thank you for your participation**

# Scoring Analysis – Method I

METHOD 1 - STA/LOCHNER SCORING		BASE SCALE				WEIGHTED SCALE						
MEASURE	WEIGHT	NB	2	3A	3B	NB	2	3A	3B	Ranking	Score	Alternative
Travel Time	9	1	4	3	4	9	36	27	36	2	123.0	No Build
Safety	8	2	2	2	2	16	16	16	16	1	139.0	alternative 2
Pedestrian Travel Distance	7	4	2	1	1	28	14	7	7	2	123.0	alternative 3A
Deviations	6	4	3	4	2	24	18	24	12	3	107.0	alternative 3B
Environmental Impacts	5	4	4	4	1	20	20	20	5			
Compatibility with Local Plans	4	2	4	4	4	8	16	16	16			
Operations and Maintenance Cost	3	4	3	2	2	12	9	6	6			
Systems Operations Cost	2	1	4	3	4	2	8	6	8			
Construction Cost	1	4	2	1	1	4	2	1	1			
TOTAL		26	28	24	21	123	139	123	107			

# Scoring Analysis – Method 2

METHOD 2 - TIERED SCORING		BASE SCALE				WEIGHTED SCALE						
MEASURE	WEIGHT	NB	2	3A	3B	NB	2	3A	3B	Ranking	Score	Alternative
Travel Time	9	1	4	3	4	9	36	27	36	2	122.0	No Build
Safety	9	2	2	2	2	18	18	18	18	1	136.0	alternative 2
Pedestrian Travel Distance	9	4	2	1	1	36	18	9	9	3	120.0	alternative 3A
Deviations	5	4	3	4	2	20	15	20	10	4	105.0	alternative 3B
Environmental Impacts	5	4	4	4	1	20	20	20	5			
Compatibility with Local Plans	5	2	4	4	4	10	20	20	20			
Operations and Maintenance Cost	1	4	3	2	2	4	3	2	2			
Systems Operations Cost	1	1	4	3	4	1	4	3	4			
Construction Cost	1	4	2	1	1	4	2	1	1			
TOTAL		26	28	24	21	122	136	120	105			

# Scoring Analysis – Method 3

## METHOD 3 - TECHNICAL COMMITTEE SCORING

CRITERIA WEIGHTING											
	Travel Time	Safety	Pedestrian Travel Distance	Deviations	Environmental Impacts	Compatibility with Local Plans	Operations and Maintenance Cost	Systems Operations Cost	Construction Cost	TOTAL	Percentage of Total
	a	b	c	d	e	f	g	h	i	j	k
a Travel Time	x	b	a	a	a	a	a	a/h	a	7.5	16.67%
b Safety		x	b	b	b	b	b	b	b	9	20.00%
c Pedestrian Travel Distance			x	c/d	c/e	c	g	h	c/i	3.5	7.78%
d Deviations				x	e	d/f	g	h	i	2	4.44%
e Environmental Impacts					x	e	e/g	e	e	6	13.33%
f Compatibility with Local Plans						x	g	h	i	1.5	3.33%
g Operations and Maintenance Cost							x	h	i	4.5	10.00%
h Systems Operations Cost								x	h	6.5	14.44%
i Construction Cost									x	4.5	10.00%
TOTAL										45	100.00%

## SCREENING OF ALTERNATIVES (4=Best, 3=Good, 2=Neutral, 1=Poor)

Alternative:	Travel Time	Safety	Pedestrian Travel Distance	Deviations	Environmental Impacts	Compatibility with Local Plans	Operations and Maintenance Cost	Systems Operations Cost	Construction Cost	SCORE
No Build	1	2	4	4	4	2	4	1	4	117
alternative 2	4	2	2	3	4	4	3	4	2	139.5
alternative 3A	3	2	1	4	4	4	2	3	1	115
alternative 3B	4	2	1	2	1	4	1	4	1	102.5

Ranking	Score	Alternative
2	117.0	No Build
1	139.5	alternative 2
3	115.0	alternative 3A
4	102.5	alternative 3B