

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

PLANNING & DEVELOPMENT COMMITTEE

Minutes of the July 9, 2014, Meeting
Southside Conference Room

MEMBERS PRESENT

Al French, Spokane County*
Candace Mumm, City of Spokane
Ed Pace, City of Spokane Valley
E. Susan Meyer, CEO, Ex-Officio

MEMBERS ABSENT

Shelly O'Quinn, Spokane County

STAFF PRESENT

Beth Bousley, Director of Communications & Customer Service
Steve Doolittle, Director of Human Resources
Karl Otterstrom, Director of Planning
Theresa Overhauser, Technology Projects Manager
Brandon Rapez-Betty, Senior Communications Specialist
Don Reimer, Vehicle Maintenance. & Facilities Manager
Don Skillingstad, Capital Projects Manager
Joel Soden, Transit Planner

GUESTS

Mary Lou Johnson, Citizen

* Chair

1. **CALL TO ORDER AND ROLL CALL**

Acting Chair Mumm called the meeting to order at 10:06 a.m. Introductions were made.

2. **PUBLIC EXPRESSIONS**

None.

Acting Chair Mumm requested to move Agenda Item 9 – Committee Members' Expressions, to the next item on the agenda. There were no objections.

9. **COMMITTEE MEMBERS' EXPRESSIONS**

Mr. Pace reported that he and Arne Woodard, deputy mayor of City of Spokane Valley, are working with a consortium of individuals from various organizations on an affordable housing effort in the City of Spokane Valley. Mr. Pace said that he and Mr. Woodard are interested in enabling residents of mobile home communities to form homeowner associations and to be able to pursue grants to raise funds to purchase, rather than lease, property. The other objective is to enable development of micro-home communities. Mr. Pace stressed the importance of public transit service to these developments since vehicle parking space is expected to be very limited in these communities. Many individuals living in these communities will not own a car. Mr. Pace asked STA staff to become involved in the discussions. Acting Chair Mumm mentioned several resources for research, such as "Smart Growth America" and potential housing authority monies that may be available to the city of Spokane Valley. Acting Chair Mumm also mentioned the Ridpath micro-unit project that the City of Spokane is collaborating on. Ms. Meyer said that Mr. Otterstrom or his designee will participate in the meetings Mr. Pace referenced. Mr. Pace will give the meeting details to Mr. Otterstrom. Acting Chair Mumm encouraged Mr. Pace to seek assistance from the City of Spokane Valley Planning Commission.

Acting Chair Mumm reported on her trip to Washington D.C. with a group of about 200 mayors and council people from around the country. The group is called "Local Leaders" and they met with top investors who are investing multiple millions of dollars in the most walkable MSAs (metropolitan statistical areas) in America. Acting Chair Mumm noted that half of the country's population lives in 30 cities. People are now more mobile with jobs and housing. Acting Chair Mumm said that government must also be more flexible and understand the flight to rural suburbs is shifting back to the vicinity of the city cores. In order to survive, Spokane will need to invest in strong public transit and city government will need to be supportive of public transit. At the meetings in D.C., Acting Chair Mumm said that she stressed what a great job STA is doing in Spokane. She reported that one of the investors would like to look at the other side of the pedestrian/bicycle bridge in the University District as an opportunity for investment.

Acting Chair Mumm reported that she met with Mayor Condon regarding forming a special transportation subcommittee and has invited STA to participate. Key players are STA, District 81, the state, SRTC and the city. A resolution will go to the city council on July 21 to create this group. The intent of this group will be to advise the city council regarding transportation needs and coordination efforts of the agencies and community. The subcommittee advisements will be used in the evaluation of the city's six year transportation plan. Acting Chair Mumm said that 94 million dollars are projected to be spent over the next six years. As a caveat, Acting Chair Mumm said that cities that have high walk scores increase office valuation by 75%, increase personal gross domestic product (GDP) by 38% , decrease pollution, increase overall physical health and thus create a healthier community. Acting Chair Mumm said that she is excited to invite STA to this opportunity to discuss the next year's iteration of the city's six year plan. This will create a better opportunity to understand what other agencies are doing and where funding is going.

3. COMMITTEE CHAIR REPORT

None.

4. COMMITTEE ACTION/DISCUSSION INFORMATION

A. MINUTES OF APRIL 2, 2014 COMMITTEE MEETINGS

Mr. Pace moved to recommend approval of the June 4, 2014 Planning & Development Committee meeting minutes. The motion was seconded by Acting Chair Mumm and passed unanimously.

B. BOARD ACTION - CONSENT AGENDA

1. 2014 TRANSIT DEVELOPMENT PLAN & CAPITAL IMPROVEMENT PROJECTS REVIEW

Mr. Otterstrom reviewed the final 2014 Transit Development Plan (TDP) with the Committee. The TDP is required under state law, as well as by STA's comprehensive plan and is updated annually. Since the last review with the Committee, STA held a public hearing at the Board of Directors meeting, June 19. There were some comments from the public advocating the importance of Paratransit service. Mr. Otterstrom said that minor changes and typographical edits have been made to the TDP. These revisions are noted in the errata sheet that was included in the Committee packet. Staff is requesting a recommendation to the Board to adopt the TDP by resolution. Because Acting Chair Mumm was unable to attend the June Board of Directors meeting and she asked if there were any general concerns for the Board. Mr. Otterstrom said there were none expressed.

Mr. Pace moved to recommend the Board of Directors adopt by resolution, the 2014 Transit Development Plan and proposed forwarding to the Board agenda. The motion was seconded by Acting Chair Mumm and passed unanimously.

2. CENTRAL CITY LINE LOCALLY PREFERRED ALTERNATIVE AMENDMENT & ADVANCEMENT OF PRELIMINARY ENGINEERING

Mr. Otterstrom explained that this item is included as an action item on the agenda; however, staff is presenting the alternative to defer action to September so as not to vote on the same day that the public hearing occurs. Mr. Otterstrom referred to a memo that was sent to the Committee prior to the July meeting which explains how the recommendation was reached. Mr. Otterstrom said that the majority of the information has been presented to the Board previously. The only new information is the final cost estimate which would be reviewed later in the meeting. The information is also available on the STA website under the STA Moving Forward sub-site. Mr. Otterstrom explained that the Central City Line is a High Performance Transit project that will extend from Browne's Addition to Gonzaga University via downtown Spokane and the U District with the objective being to move more people without more cars, to support economic development of the Central City, and to create synergy among both public and private investments along the corridor. The 2011 general alignment map was reviewed. Originally eleven different corridors were evaluated. The green line was adopted by the Spokane City Council and the STA Board of Directors in 2011. The mode selected was Modern Electric Trolley (MET) which receives power from an overhead catenary

system. In 2012, the Board approved a contract with CH2M Hill for support in preparing the project for federal Small Starts funding and for design and engineering of the project. As part of initiation of 2012 work, the eastern terminal of the line and vehicle technology were identified as two major areas of refinement prior to a federal Small Starts Grant application. Ms. Meyer asked Mr. Otterstrom to clarify the LPA. Mr. Otterstrom explained that an alternatives analysis took place in 2010 – 2011 in which multiple open houses were held, as well as individual presentations to groups and robust discussion with the downtown community regarding alignment and mode. In the end, the outcome was an official resolution stating the choices made (mode and alignment) and the public deliberation process. The Federal Transit Administration looks for an LPA to show that the community is in support of the project for which funds are being sought. Ms. Meyer stated that the LPA has been adopted into the Metropolitan Transportation Plan and was supported by the Public Facilities District board and the GSI policy board. Discussion ensued regarding the map illustration.

Mr. Otterstrom stated that in May of 2014, Work Order #2 was authorized to refine the project definition and prepare cost estimates. Four meetings of a Core Stakeholders Group were held from July 2013 thru May 2014. Spokane Transit held a public open house in October 2013 to receive feedback on the potential extension. STA met with other major stakeholders. The major outcomes of the project refinement process include strong community and technical support for an extension of the corridor to Spokane Community College. The cost estimates have improved and parallel to that, advancing technology has created new options for electrification. An amendment to the 2011 LPA to include the extension to Spokane Community College would be one of the final steps before requesting entry into project development under the Small Starts program. Mr. Otterstrom explained the map depicting the general alignment. Preliminary engineering will further refine the streets the corridor will travel along. Acting Chair Mumm offered to assist in the city's release of parking spaces downtown to allow for buses to park. Mr. Otterstrom stated for the record that when the city council adopted the state uniform traffic code in 2008, they omitted the provision that cars could not park at bus stops. Mr. Otterstrom said that assistance on this matter would be important for this project.

Chair French arrived at 10:44.

Characteristics of the Modern Electric Trolley (MET) were discussed. Ms. Meyer explained that the MET style that the community selected is not currently manufactured in the U.S. The FTA informed STA that in order to receive federal funding for the project the MET would have to be manufactured in the United States (due to the Buy America policy). STA has been working for the past two years with two of the major bus manufacturers and both have made a verbal commitment to design a similar vehicle as the "next generation" bus. A concept vehicle is currently in the works. Chair French commended Ms. Meyer for her efforts to push manufacturers to build this vehicle.

Mr. Otterstrom reviewed the advantages and disadvantages of each of the alternatives for overhead wire with extended range battery as well as inductive charging. Other opportunities to enhance value and maximize permanence, such as stations and amenities, distinctive running way, roadway infrastructure improvements, and streetscape/bike/ped amenities were highlighted. The key opportunity areas are the downtown streetscape, University District/Gonzaga, and neighborhood centers. The Central City Line corridor length is approximately 5.75 miles. The Central City Line projected annual ridership for year of opening is 888,000 (subject to further refinement). The estimated cost is \$66,390,000 in 2014 dollars or \$72,000,000 year of expenditure. Colleges and universities served by the Central City Line include Eastern Washington University at Riverpoint, Gonzaga University, Spokane Community College, Washington State University Spokane, and Whitworth University Downtown. In addition to downtown, major neighborhoods and districts served include Browne's Addition, Riverside, University District, Logan, and Chief Garry. Mr. Otterstrom said that the economic impact study that STA is conducting with stakeholders downtown is in the throes of data crunching and draft review. There is significant opportunity for development in the alignment downtown, particularly from a market standpoint. More information on this will be shared with the Board in September and October. Discussion ensued regarding connecting students,

campuses, and programs. Mr. Otterstrom said that SCC is a transit center connected to five separate routes and is a key connectivity center. Gonzaga University is processing what it means to be in the middle of the alignment rather than at the end.

Mr. Otterstrom explained there are two options for the item recommendation: to defer a recommendation until September following the public hearing and subsequent to further input from major stakeholders, or recommend the STA Board of Directors adopt, by resolution, the Central City Line Locally Preferred Alternative Amendment after the duly noticed public hearing to be held on July 24, 2014.

Discussion ensued regarding rewording of the recommendation and consequences of delaying the recommendation until September. Mr. Pace asked what efforts have been made to notify the public of the public hearing. Mr. Otterstrom said that a notice was published in the newspaper, the message has been shared with the former sounding board and members were encouraged to attend the meeting and bring others. An email is being sent out to past open house participants who gave STA contact information. Chair French said that the public outreach process has been underway for the past 3 years. Mr. Pace said that he would like to see more proactive efforts for public outreach for public hearings on the part of cities and STA. Ms. Meyer stated that STA has been very aggressive in its public outreach efforts for this project but welcomes suggestions for new approaches. Acting Chair Mumm agreed that STA has been aggressive in its public outreach efforts.

Chair French moved to recommend the STA Board of Directors adopt, by resolution, the Central City Line Locally Preferred Alternative Amendment, subject to a duly noticed public hearing to be held on July 24, 2014 as part of the regular meeting of the STA Board of Directors and proposed forwarding to the Board consent agenda if no public comment is received at the public hearing. The motion was seconded by Mr. Pace and passed unanimously.

Mr. Pace requested that the public hearing be aggressively publicized. Mr. Otterstrom agreed that this will be done. Ms. Meyer reminded the Committee that the public hearing will not be a decision about whether the Central City Line will be built or how much it will cost, rather it is about whether to extend the CCL to Spokane Community College and about not using a catenary system.

C. BOARD ACTION - COMMITTEE RECOMMENDATIONS AGENDA
1. STA MOVING FORWARD – DRAFT PLAN FOR PUBLIC INPUT

The Draft Implementation Plan will continue to be refined but will form the basis for further public input throughout Fall 2014. The Board gave verbal guidance to staff to draft an STA Moving Forward Implementation Plan on June 11, 2014. The plan contents include Scenario A, as presented to the Board. The draft plan will be presented to public for comment and open to revision.

Mr. Otterstrom reviewed the plan contents, projects, and timeline.

Timeline:

- | | |
|----------|---|
| July 9 | Present Draft Implementation Plan to Planning and Development Committee |
| July 24 | Present Draft Implementation Plan to STA Board of Directors |
| August | Revise Draft Plan |
| Sept. 3 | Present Revised Draft Implementation Plan to Planning and Development Committee |
| Sept. 18 | Present Revised Draft Implementation to Board of Directors |

Chair French moved to recommend approval of the STA Moving Forward Draft Plan for Public Input and forward to the Board Action agenda. The motion was seconded by Mr. Pace and passed unanimously.

5. COMMITTEE REPORTS

A. REGIONAL MOBILITY GRANT UPDATE

In the interest of time, Mr. Otterstrom briefly touched upon the highlights of the Regional Mobility Grant update item. This grant is due in October. Spokane Transit intends to submit a grant application for the West Plains Transit Center in the amount of \$7.5 million and \$10 million over two biennia (total project cost \$12 million excluding right of way). The Central City Line project will be submitted for second biennium funding of \$1.7 million.

6. COMMITTEE INFORMATION

None.

7. CEO REPORT

None.

8. NEW BUSINESS

None.

9. COMMITTEE MEMBERS' EXPRESSIONS

10. REVIEW JULY 9, 2014 COMMITTEE MEETING AGENDA

Mr. Otterstrom reviewed the agenda for the September 3, 2014, Committee meeting.

11. NEXT MEETING – WEDNESDAY, SEPTEMBER 3, 2014, 9:30 A.M., STA SOUTHSIDE CONFERENCE ROOM, 1230 W BOONE AVENUE

12. ADJOURN

Acting Chair Mumm adjourned the meeting at 11:22 a.m.

Respectfully submitted,



Angela Stephens, Executive Assistant