

**CITIZEN ADVISORY COMMITTEE MEETING**  
Meeting Minutes for September 10, 2014  
Northside Conference Room  
**DRAFT MINUTES**

**MEMBERS PRESENT**

Victor Frazier, Chairman  
Resa Hayes  
Fran Papenleur  
Charles Hansen  
Margaret Jones  
Dean Lynch  
Brenda Smits  
Fyrne Bemiller

**STAFF PRESENT**

Beth Bousley, Director of Communications & Customer Service  
Karl Otterstrom, Director of Planning  
Lynda Warren, Director of Finance, Information Systems & Purchasing

**MEMBERS ABSENT**

Ann Campeau  
David Driscoll  
Mike Brewer  
Philip Rudy

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

Chairman Frazier called the meeting to order at 5:05 p.m. and conducted roll call.

**2. MINUTES OF THE CITIZEN ADVISORY COMMITTEE - Corrections or Approval**

Mr. Frazier asked the Committee to address the meeting minutes of June 9, 2014.

*Ms. Jones moved to approve the minutes, Ms. Papenleur seconded and the minutes were approved unanimously.*

**3. MEMBER EXPRESSIONS**

There were no expressions at this time.

**4. Update on STA Moving Forward**

Mr. Otterstrom updated the committee on STA Moving Forward. Earlier in the year staff shared the draft scenarios for STA Moving Forward, the STA Board preferred scenario A, and approved this to go out for public outreach this fall. Last week was the first presentation to the Council of Governments. There will be plenty of opportunity for feedback in the coming months with a Telephone Town Hall, Community event displays and Open houses. Mr. Otterstrom presented the STA Prezi to the committee, a brief outline of the Prezi is provided at the end of this packet.

**5. General Business**

No general business was discussed.

**6. ADJOURN**

With there being no further business to come before the Committee, Chairman Frazier adjourned the meeting at 6:29 p.m.

Respectfully submitted,

Terri Putney  
Communications Assistant

*Upon request, alternative formats of this information will be produced for people with disabilities.  
The meeting facility is accessible for people who use wheelchairs.  
For other accommodations, please call 325-6094 or [TTY WA Relay 711) or email [smillbank@spokanetransit.com](mailto:smillbank@spokanetransit.com)  
at least forty-eight(48) hours in advance.*

## **Prezi Cover Page**

### STA MOVING FORWARD

A ten year plan for more and better bus service

More options.

More often.

Better transit.

## **Page 1**

### **Introduction**

STA provides nearly 12 million rides each year throughout the Spokane region in a service district called the Spokane Public Transportation Benefit Area (PTBA). Over 405,000 people live within the PTBA and 96% of all jobs within Spokane County are within the district.

STA Moving Forward is Spokane Transit's draft long range plan to provide more and better bus service throughout the region and sustain existing level of service.

Fixed route service is the most popular STA transit service, with 34 bus routes connecting people to jobs, school and regional attractions. Surveys indicate 82% of the PTBA's population has ridden STA's bus routes. Tourists and commuters from outside the district, along with nearly 70,000 PTBA residents, take an average of 924,000 rides each month on STA's fixed route bus system.

Paratransit services provide more than 430,000 shared rides each year for individuals who are disabled or elderly. Additionally, STA's commuter vanpool vans provide more than 240,000 passenger trips each year on long distance daily commutes of 20, 40 or even 100 plus miles.

## **Page 2**

### **Supporting Future Growth**

The Spokane region is expected to increase by more than 165,000 residents and 68,000 jobs over the next 25 years. The region's growth plans call for an expansion of transit services to meet this growth. More transit gives people more choices where to live, work and play without contributing to traffic congestion. Better transit can stimulate development and revitalize existing neighborhoods and destinations. STA Moving Forward is an implementation plan that details how transit service can be sustained and expanded over the next ten years in support of these long-term regional plans.

The draft STA Moving Forward plan proposes to invest in each of STA's existing services in order to serve more people and more places. It also proposes to create a new fixed-route service called High Performance Transit (HPT).

HPT will feature frequent, reliable connections with distinct stations and easier fare payment. Two travel corridors will feature complete HPT investments with four more corridors becoming HPT "Lite" as a cost-effective way to increase ridership within anticipated resources.

### **Page 3**

#### **Proposed Plan Timeline of Projects**

STA Moving Forward is proposed to be implemented over ten years. Some projects would be finished in a specific sequence as shown below. Other projects will take place throughout the ten years. Check out the center map and table for all proposed projects.

##### *Year 1*

- Extend Saturday night service past 11 pm
- Add new Sunday service on North Nevada
- Add better weekend service on Wellesley Avenue in North Spokane
- Add new night and weekend service to Indian Trail
- Build the Moran Prairie Park & Ride for bus layover and passengers from South Spokane County

##### *Year 2*

- Create a frequent HPT "Lite" bus line from North Monroe to South Regal with more sheltered stops
- Create a new south commuter express from the Moran Prairie Park & Ride
- Improve reliability for bus service on Division and Sprague
- Add service between Spokane Valley Mall and Greenacres

##### *Year 4*

- Construct the West Plains Transit Center and provide a park & ride for commuters
- Implement Cheney HPT service to expand capacity, quality and reliability
- Add direct service between Airway Heights and Medical Lake
- Use larger buses, provide more sheltered stops and sidewalks as part of HPT "Lite" on North Division

### **Page 4**

##### *Year 5*

- Construct an expanded Upriver Transit Center at Spokane Community College to allow for additional service growth in Spokane
- Add more trips and buses to Airway Heights during busy travel times

##### *Year 6*

- Implement frequent and convenient HPT service on the Central City Line and change how bus loading occurs at the STA Plaza
- Improve routes and frequency to Hillyard / Northeast Spokane
- Add direct service between the Logan and Lincoln Heights neighborhoods
- Add and improve service in West Central Spokane

#### *Year 7*

- Construct a new Mirabeau Transit Center with expanded passenger and vehicle capacity to allow for continued service growth in Spokane Valley

#### *Year 8*

- Construct a new Liberty Lake Park & Ride with over 300 parking stalls for commuters
- Upgrade to HPT “Lite” service along I-90 between Spokane and Liberty Lake via Spokane Valley including new night and weekend service
- Provide improved amenities and infrastructure for a reliable HPT “Lite” bus line on East Sprague Avenue
- Reinstate Liberty Lake Express with intermediate stops

#### *Year 10*

- Create an extension of HPT “Lite” service on I-90 East to Post Falls and Coeur d’Alene on a pilot basis

### **Page 5**

#### **Central City Line**

The centerpiece of the future High Performance Transit Network is the Central City Line (CCL). Moving people through downtown, from historic Browne’s Addition to the University District and on to Spokane Community College, the CCL is designed to move more people without more cars, support economic development and contribute to an integrated investment in improving the Central City. Implementing the CCL will also allow STA to modify operations at the STA Plaza to eliminate fixed route bus loading activity in front of neighboring buildings on Sprague and Riverside.

#### *Benefits*

- Expected to provide nearly 900,000 rides in the first year of operation
- Allows more customers to connect between bus routes outside downtown Spokane
- Provides more travel options
- Creates a permanent transit investment to support economic development and urban redevelopment
- Provides greater environmental sustainability featuring zero-emission vehicles

“Improving the connectivity of the campus to areas where students live is essential. The Central City Line will not only reduce single car commutes and improve convenience for Central City Line users, it will reduce the need to spend public dollars on parking infrastructure.”

Lisa Brown, Chancellor  
WSU Spokane

### **Page 6**

#### **West Plains Transit Center**

Planned for construction near Exit 272 on I-90, the new West Plains Transit Center will be a major regional improvement to the transit system. Streamlined transfers between Medical Lake, Airway Heights and Cheney would improve transit for thousands of students, employees and residents.

#### *Benefits*

- Increased transit access
- New Park & Ride capacity
- Increased efficiency of existing services
- Eliminates unnecessary trips downtown
- Minor impact to current service costs

The West Plains Transit Center will be designed to accommodate HPT vehicles.

#### **Page 7**

#### **Spokane Valley & Beyond**

New apartment, office and medical developments along Indiana, east of Sullivan Road, would see new service as a result of numerous requests from Valley residents and employees. Adding this service will allow existing routes to provide more and better service to the area southwest of Liberty Lake.

The creation of an express transit service to downtown Spokane would provide all-day freeway service between Liberty Lake, the City of Spokane Valley and downtown Spokane. For one of the most requested service additions in the Spokane region, the line would serve an improved Mirabeau Transit Center and an expanded/relocated Liberty Lake Park & Ride.

To fulfill another popular request, the plan proposes to test the ridership case for long-term investments in a Spokane-Coeur d'Alene corridor.

#### **Additional System Improvements**

- Optimize fixed route service in response to continuing customer feedback
- Expand Paratransit service as demand and service area grow
- Improve waiting areas and provide an additional 75 sheltered stops and stations
- Install short-term rentable bike lockers
- Expand and upgrade maintenance facilities to meet existing and projected growth requirements
- Expand and replace the existing bus fleet in line with growth and life-cycle requirements

#### **Page 8**

#### **Funding**

#### *Fares & Revenues*

Spokane Transit gets revenue from passenger fares and from bus advertising. This revenue is expected to total more than \$200 million from 2015-2026.

#### *Grants*

Spokane Transit expects approximately \$75 million in state and federal grant money to be awarded and brought into the local economy.

#### *Sales Tax*

To implement this plan, the local sales tax collection rate would grow 0.3%. That is equal to one-third of one penny on one dollar. The estimated \$300,000,000 in revenue generated from the increase would be used to help win state and federal grant funds over the next decade.

#### *What a 0.3% sales tax increase means for you*

Purchasing a men's shirt for \$17.97?

The current sales tax on this purchase is \$1.56.

An additional 0.3% would increase your sales tax by 5 cents

Need groceries?

The 0.3% sales tax increase won't affect most food purchases.

Your added cost? Zero cents

#### **Page 9**

#### **Summary**

STA proposes to sustain and improve the regional transit system by enhancing fixed route bus, paratransit and vanpool services. These proposed investments will result in increased ridership and economic vitality for the region and positively impact nearly every resident and visitor.