

BOARD OF DIRECTORS

Minutes of the April 18, 2019, Board Meeting
Spokane Transit Boardroom
1230 West Boone Avenue, Spokane, Washington

MEMBERS PRESENT

Candace Mumm, City of Spokane, *Chair*
Al French, Spokane County
Chris Grover, Small Cities Representative (Cheney)
Lori Kinnear, City of Spokane
Josh Kerns, Spokane County
David Condon, City of Spokane
Pamela Haley, City of Spokane Valley
Sam Wood, City of Spokane Valley
Kate Burke, City of Spokane
Kevin Freeman, Small Cities Representative
(Millwood) *Ex Officio*
Mike Kennedy, Small Cities Representative
(Liberty Lake) *Ex Officio*
Veronica Messing, Small Cities Representative
(Airway Heights) *Ex Officio*
Rhonda Bowers, Labor Representative, *Non-Voting*

STAFF PRESENT

E. Susan Meyer, Chief Executive Officer
Roger Watkins, Chief Operations Officer
Karl Otterstrom, Director of Planning & Development
Nancy Williams, Director of Human Resources
Brandon Rapez-Betty, Director of Communications
& Customer Service
Lynda Warren, Director of Finance & Information Services

PROVIDING LEGAL COUNSEL

Laura McAloon, McAloon Law PLLC

MEMBERS ABSENT

None

1. CALL TO ORDER AND ROLL CALL -

Chair Mumm called the meeting to order at 1:32 p.m. and conducted roll call.

2. APPROVE BOARD AGENDA

Mr. French moved to approve the agenda, Mr. Grover seconded and the motion passed unanimously.

3. PUBLIC EXPRESSIONS

Chair Mumm advised there would be two opportunities for Public Expressions – the first during general expressions and the second to occur following Item 7, Sprague Bus Stops.

Daniel Kipp spoke about taking the bus and having concerns about mechanical issues of buses, health and safety of drivers. Mr. Kipp stated his concern that drivers appeared to be scared to express their opinions when he asked them to complete his survey.

Chair Mumm asked anyone who may not have signed up who wanted to speak. None were forthcoming.

Mr. Condon, Mr. Kerns, and Ms. Haley arrived at 1:36

4. RECOGNITIONS AND PRESENTATIONS

A. Ms. Karla Gibbons; Paratransit Eligibility Specialist - Mr. Watkins recognized Ms. Gibbons on the occasion of her retirement, noting she had over 34 years of dedicated service to the community. He advised that Ms. Gibbons helped guide STA through the implementation of ADA and presented her with a retirement plaque commemorating her years of service with STA.

B. First Quarter 2019 Years of Service Awards – Employees from all departments were acknowledged by Ms. Williams for achieving milestone years of employment with STA.

- C. First Quarter 2019 Employee Recognition Winners - Ms. Williams read the names of employees who won the employee recognition awards for the first quarter. This program was approved by the Board to acknowledge employees who go the extra mile in the course of their work.

5. PUBLIC HEARING

- A. Connect Spokane Update: Minor Update Draft Revisions. Mr. Otterstrom presented a review of the minor amendment being proposed to the Connect Spokane plan. Following his presentation, Mr. Otterstrom asked for comments from the Board. None were forthcoming.

Ms. Mumm opened the public hearing at 1:55 p.m.
 Ms. Mumm asked three times for comments from the public.
 Hearing none, she closed the public hearing at 1:56 pm.

The item was forwarded to the Planning and Development Committee for action in May.

6. BOARD ACTION – CONSENT AGENDA

Mr. French moved to approve Consent Agenda 4A through 4F. Mr. Grover seconded and the motion passed unanimously.

- A. Approve the minutes of the March 21, 2019, Board Meeting
- B. Approve the following vouchers and payroll for March 2019:

<u>DESCRIPTION</u>	<u>VOUCHER/ACH NUMBERS</u>	<u>AMOUNT</u>
Accounts Payable Vouchers (March)	Nos. 602220 – 602735	\$ 4,251,753.24
Workers Comp Vouchers (March)	ACH – 2286	\$ 79,749.42
Payroll 03/01/19	ACH – 03/01/19	\$ 1,255,013.12
Payroll 03/15/19	ACH – 03/15/19	\$ 1,769,680.58
Payroll 03/29/19	ACH – 03/29/19	2,074,537.28
WA State – DOR (Use Tax) (March)	ACH – 1767	\$ 6,834.62
MARCH TOTAL		\$ 9,437,568.26

- C. Approve the 2019 Transit Development Plan: Finalize Mid-Range Planning Guidance for inclusion in the 2019 Transit Development Plan.
- D. Approve an award of contract for the Spokane Falls Station to NNAC Construction for \$1,995,524.00, applicable Washington State sales tax, and allow the CEO to apply contingency funds, as necessary, within the project budget.
- E. Approve an award of contract for the Spokane Community College Transit Center to LaRiviere, Inc. for \$3,063,318, applicable Washington State sales tax, and allow the CEO to apply contingency funds, as necessary, within the project budget.
- F. Approve a Temporary Construction Easement and a Permanent Slope Easement between Spokane County and Spokane Transit for the construction of a fill slope on the north side of the Moran Station Park and Ride property and authorize the CEO to execute the easements on behalf of Spokane Transit.

7. BOARD ACTION – COMMITTEE RECOMMENDATIONS

- A. Sprague Bus Stops – Evaluation of Relocation Request – Mr. Grover noted that during the April Planning and Development (P&D) Committee meeting, a thoughtful discussion was held regarding the request for alternative bus stops on East Sprague. He said the committee decided they had insufficient data at the time to make changes. There was a unanimous vote to recommend to the Board to stay the course without changes. He requested Mr. Otterstrom provide a briefing.

Mr. Otterstrom provided an in depth overview and advised that this Route 90 represents a main connection between Spokane Valley and Spokane. He reminded that the funding had been approved in STA Moving Forward (STAMF) where the High Performance Transit (HPT) corridor was identified. He noted the April 3, 2019, P&D Committee recommendation was that the Board approve the following course of action: *Maintain existing bus stops; continue to invest in HPT elements at existing locations; and proceed with steps necessary to reimburse the City of Spokane for 2017 improvements.*

He offered background of the stops and service on Sprague, the history of community planning and public investment in the corridor, review of the City's January 2019 request specific to existing stops at Napa and Helena Streets, and the timeline & circumstances of the STA Board evaluation of the City's request.

Mr. Otterstrom provided slides to review the historical context of transit service along this corridor. He spoke about the STAMF plan for more and better transit and the HPT Passenger Elements. He then showed the Phase I Stop Modifications from the originally planned 4 pair to 2 pair of stops, with pictures to show before and after construction.

Mr. Otterstrom delivered detail on the transit project expenses prior to discussing the 2018 cumulative ridership numbers. He advised of the bus dwell time evaluation conducted in June 2018 and showed average dwell time of buses to be 13.5 seconds. He provided statistics for the average wheelchair ramp deployments from Division to Altamont along Sprague.

The Community Planning and Public Investment portion of this presentation covered the Sprague Avenue Planning background beginning in 2010 and continuing through 2012. The East Sprague Business Association (ESBA) Minutes of October 16, 2013, were shown to reflect ESBA involvement in the project. Additionally, 2014 activities on Sprague were reviewed.

Mr. Otterstrom then focused his presentation on the January 2019 request from Mr. Scott Simmons, Director, Public Works, City of Spokane as well as the ESBA's Stop proposal. He indicated the deficiencies in the recommendations as proposed by ESBA.

The STA Board evaluation provided a timeline of events, committee discussion, board and committee information requests to the City of Spokane and the City's responses. There were additional follow up notes from Mr. Simmons which were emailed on April 5, 2019, that were reviewed and then he advised of the Planning & Development Committee Recommendation:

- Board approve the following course of action for bus stops on Sprague Avenue near Helena and Napa streets:
 - Maintain existing bus stops
 - Continue to invest in HPT elements at the existing locations
 - Proceed with steps necessary to reimburse the City of Spokane for 2017 improvements

Chair Mumm reminded members to speak one at a time. Mr. French asked about peak hours of operations and number of passengers on each bus. Mr. Otterstrom advised between 10 am and 5pm, the typical bus has 20 passengers. It varies by hour. Mr. French asked about the hours between 4-6:30 pm. Mr. Otterstrom noted they taper off after 5:15 – peak of the peak there is also an express service going to Valley Transit Center that takes some of the load capacity off the other buses but there are typically 20-25 people on a bus in this section.

Mayor Condon clarified that the timeline had two other issues. He wants to make sure that as we look at the timeline and what happened. He noted that as part of the city's strategic plan, multi modal is a top priority, but so is a very robust citizen engagement process. As we look at making major investments in our corridors, we've literally gone back and looked at a matrix of who gets to decide with this right-of-way and how do we utilize that right-of-way as property owners, businesses, neighborhoods, those who are commuting, those using public transit, and now we weight it and who gets to help us decide what to do with this finite resource.

He continued to say that in the meeting on November 5th with STA, we went through all the parts of the HPT and his question was how quickly can we expedite this and make it full HPT. He said some of these initial investments were made so we could do that. If the additional issue is cost, he said these are not lost costs and these are not lost revenues.

He said his understanding is that STA does have the authority to take this vote today and ask that this be the service. As elected officials coming from our own corporations what is the precedent we set that now determines what happens in the right-of-way of our communities. Do others need to get approval from the City and then subsequently approval from the Board? He thinks that no matter what the decision is, the precedent we set as we go down this path throughout our service area in opening it up to other users of the right-of-way, is how do we address this? If STA has legally authority, how do you exercise that authority? The request from Scott and the administration was because we are having some of these issues occur. He asked if we could wait until we had the full implementation because we can't move some of these items up. He noted some have been moved up and as he was looking through his own analysis of the stats and analysis of the components put in compared to the components not put in yet, he proposed wait until the Board has all those components and fully implement the HPT.

Ms. Kinnear directed her comment to Ms. Meyer and asked her to address what the consequences would be if the stops were eliminated. Ms. Meyer said that transit agencies are required to provide service and amenities without regard to the demographics of the region it is being provided in, which means that anything STA does that creates a disparate impact (for example, in a low income neighborhood) that isn't equally applied in a higher income neighborhood could be subject to a challenge from the Federal Transit Administration (FTA). STA's obligation is to always provide service and amenities equitably. STA has these types of stops on Monroe and across the region and suspects STA would be subject to a challenge if they eliminated the accessibility and amenities at the stations on Sprague.

Ms. Haley asked Ms. Bowers what the drivers and coach operators thought. Ms. Haley said she asked 15-20 bus drivers at the Plaza over a period of a week and not one driver thought a pullout was a good idea. Every one of them said the bus is still going to be in the lane, it's going to cause more problems and more issues with the buses pulling back in and from that standpoint, they didn't feel like this was even viable.

Ms. Bowers also reached out to other drivers, too. She sought drivers with many years of experience driving on the route in question. The consensus of more than 75 years of driving experience was they all agreed the buses and stops are vastly safer now than they were before. They are faster getting through, have fewer mirror strikes, have less problems boarding handicapped passengers – it's much safer. In the winter-time, there is no berm problem. The drivers feel that overall it is vastly safer for the them, passengers, and the community to have the stops the way they currently are configured as opposed to the way they were. With the pull outs, there is still a problem getting the buses out of the lane.

Mr. Kerns noted this is a similar layout as the Monroe corridor and asked why it was decided to have a pullout on Monroe but nowhere else in this similar setup (street diet type of road). Mr. Otterstrom advised both projects are similar but the case of northbound Monroe where there is a pullout, the property owner is very supportive of transit users and the overall right-of-way is wider on North Monroe by five extra feet, so it doesn't have the same issues in terms of being able to fully pull out of traffic. Traffic counts are about 75% higher on North Monroe than on Sprague.

Mr. Kerns posed a follow up question. If the average stop in lane is 13.5 seconds, why was it appropriate to have a pull out on Monroe? Mr. Otterstrom reiterated that it was a collaborative effort between the City and STA to find the best approach for that section. Something else to note is that Monroe is a longer section of roadway than the two stops at Helena and Napa. As a rider himself, he prefers in-lane stops because of the overall functionality of that – both balancing the multi-modal demands on that corridor and keeping in mind that stops, on average, have different load factors.

Mr. Kerns then asked Mr. Otterstrom in his opinion, which is more conducive for the free flow of the overall traffic system – in lane stops or the bus leaving the lane. Mr. Otterstrom noted that as a transportation planner, his overall objective is to move people. Generally speaking, guidance from the National Association of Transportation Officials, in a corridor where you are seeking a better pedestrian environment, the car is not the primary function of the corridor. Integrating that with pedestrian environments for buses to stay in the lane of traffic is the recommended best practice and has been implemented successfully elsewhere in our community and throughout the country.

Mr. French noted there was a statistic recently put out that said basically 98% of the people travel in single occupant vehicles and credited that to the Spokane Regional Transit Council (SRTC) which he chairs. He stated he called the Executive Director and asked if that statistic was accurate and she said the metric is 78% of folks travel in single occupant vehicles and the rest are either in vanpool, carpool, or public transportation. Just to set the record straight.

With no further comments from the Board, Chair Mumm opened the Public Expressions. She reminded speakers they had a three minute time limit:

Bruce Wisor – Quality Floors & Interiors, corner of Sprague and Hatch. He said his was a family business in location for about 22 years. He feels these changes and the situation with buses is extremely difficult to deal with on daily basis. He said he disagreed with the statistics being thrown around. He provided personal support of removing the stops and pulling out of the lane. Based on the congestion he has seen, he doesn't know how that could be 13.5 seconds.

Art Coffey – He has no business on Sprague but is a member of ESBA. He was not here to advocate any one solution but did want to highlight that there are many businesses in that area. This is their entire livelihood; entire life savings; very important for them to have a free flow of traffic to get to them to feel like they are welcome to be there. Also, he doesn't quite believe 13.5 second dwell time. He offered his experience on the roadway and feels that it is more than 13.5 seconds. He encouraged the board not to be entrenched and listen to the people.

Randy McGlenn – His comments were directed to this Board and policy makers who sit on it. The item missed regarding the issue is we have two policies that are working against each other instead of working together. Key to effective multi-modal is synergy between. He addressed the policy of the road diet through corridor. He talked about commuters and the effects on businesses. He thought we should keep HPT with platforms and suggested going back to the drawing board on how to incorporate and have traffic flow around buses.

Laverne Biel – She brought pictures and passed around a copy of a letter from January 2017. She noted she has been talking with STA and City of Spokane from 2010 and 2013 about these issues. Not something new and extravagant we've come up with. The letter was signed by 17 local business owners. There is increased revenue in area, primarily due to buildings being resurrected. Revenue is important and so is public safety.

James Hanley – Owner Tin Roof Furniture store. East Central Steering Committee Vice-Chair, a businessman, and attached to community since late 90's. He addressed the lack of traffic, effect it has on his and other small businesses. He spends a lot of money on advertising and facility – 100' of glass 10' tall. If we have traffic fall off, it affects business. People don't stop if they aren't driving through. He thought that we should shift things around and use the parking there now that is not utilized, places are not used as active parking. With those things in mind, it's an evolving situation, pilot project, ESBA pushed this three lane configuration, ESBA paid for paint, East Central paid for paint. He is asking you to consider a change to a slightly different configuration.

Karen Sutula – Writer and illustrator of children's books. Chair of ESBA during construction in 2017; current chair of District 1 Leadership committee and a resident in the area. She knows neighbors and they all use the bus, love the stops and the walkability – going to eat, etc. Before the change, she never saw them out on the street. She felt their voice was missing from these studies and statistics. She asked the Board to think about the residents and people using the buses in that area. She noted having heard a lot complaints about cars and backing up into the intersection and suggested that the solution would be to get traffic enforcement involved – they are breaking traffic laws when they do that. We love what's down there. Talk to my neighbors, Walk it, drive it.

Doug Trudeau – small business owner on Sprague 70+ years. He suggested to narrow the center lanes and thought buses could get out of lane and cars could get by. His concern is Sprague and Sherman. Talking about it today – not six months ago. Solutions to pull out of lane. Property owner would trade property to get buses out of traffic – the grass strip could be used. Regarding the effect on businesses with parking – nobody parks from Sherman to Becker Buick so it's not affecting business. When we design this, get the bus out of lane. Putting the bus stop in lane past the light, it doesn't work well. I would not recommend this anywhere else in the city. Frustrating.

Thomas Leighty – ATU 1015 President / Labor representing STA employees. He noted that he has spoken to STA operators and from their perspective, they would like to see stops stay the way they are from a safety point of view. Merging back from pullouts increases opportunities for accidents. There needs to be better traffic enforcement. Being in transit industry, those that make these decisions use sound practice and efficiency. New stops allow customers to board easily and quickly. Increased by 50% - attracting new riders. Level boarding for passengers with wheelchairs. Takes more time but have compassion for ADA passengers for using most cost effective mode of travel. As roads become more congested, buses are easy, convenient, and affordable.

Larry Stone – These businesses are facing disaster. One of you said, we'd be setting a precedent by changing our mind. When we make a mistake, we change our mind. Also, one of you said – if we change what's been done, it's a mistake in government and a waste money. What we are doing by keeping this is creating a disaster for hard working, small business. Working for several generations because we don't want to admit we made a mistake. 15K people per day for a mere \$200K. City of Spokane made a change; the Mayor and staff made a decision. He urged the Board to reconsider.

Josh Heiler – Local resident. Offering his opinion as a bus rider. Uses only buses for his transportation purposes. Putting emphasis on cars and cars going through roads is getting out of date. Serious issues with climate change. He advocates using the bus. Shelters to keep you out of rain and snow are a significant improvement. To business community, get customers to business. People on the bus can come to your business, too.

Ted Tesky - Via Email – Chair Mumm read the email, “Please pass this message on to the STA Board for their meeting today. *‘I opened the paper today and saw three full-page ads decrying the state of transit on East Sprague. I want to encourage you to stand firm and not give into the hyperbolic, anecdotal accounts of the ESBA. You are transit professionals and the experts on this. The only way to reduce the “congestion” they claim occurs is to get more people on the bus, which requires making the bus more convenient than personal autos. I have been amazed with the great vision shown by the STA and its board over the past few years. Don’t let this group’s regressive vision set the tone for Spokane transit’s future. Stick to your vision, the people of Spokane voted to support you.’*”

A robust discussion among the Board members followed the public expressions.

Ms. Burke made a motion to accept the recommendation from the Planning and Development Committee. Mr. Grover seconded the motion. Chair Mumm noted the recommendation came from the Planning & Development committee with a vote of 3 to zero.

In response to Mr. French’s suggestion for research into Transit Signal Priority (TSP), at Chair Mumm’s request, Ms. Meyer explained that TSP is part of the Central City Line Project so that the technology on the bus and the signal light speak to each other. Under certain conditions, the bus will trigger an early green or a transit only green, depending on the way the rules are agreed upon; i.e., does the bus have to be full, or late, or is it a far side stop – all those items come into consideration of the agreement between the jurisdiction and the transit agency.

Mayor Condon said Spokane has the technology in place and commented about the irony of it having to be agreed upon by the jurisdiction that has authority over the right of way.

Following additional discussion, Chair Mumm called for the question and restated the motion: Recommend the Board approve the selection of STA’s Alternative 4: Maintain existing stops, continue to invest in HPT elements (e.g. TVMs, real time info.) which includes reimbursing the City of Spokane for 2017 improvements and continuing STA investment at existing locations and forwarded to Board agenda.

A vote was taken and the motion failed with 4 in favor and 5 opposed.

Chair Mumm asked for another motion.

Mr. French made a motion to direct staff and the Planning & Development Committee (P&D) to explore the implementation of Transit Signal Priority system in the Sprague Corridor that would allow for integration of movement of traffic as well as in lane bus stops as currently anticipated and that the P&D committee come back within 60 days with a recommendation as to what is involved with the implementation of that kind of a system. Ms. Burke seconded the motion. After brief discussion, the motion passed 7 in favor and 2 opposed.

Mayor Condon asked for a point of clarification of what was the response to the request of the City of Spokane administration? Chair Mumm advised there were not enough votes to make a determination at this time. Mayor Condon asked if it was remitted to the P&D Committee. Chair Mumm checked with legal counsel.

Ms. McAloon advised that the recommendation of the P&D Committee was to choose Alternative 4, which was essentially to leave it as is with no change. That motion failed, but she didn’t believe that answers the Mayor’s question about what STA’s response is to the City’s request. She also pointed out the CEO has the authority to respond to that and has asked for Board input because this was such an issue of public discussion. It is still within her authority.

Mr. Kerns point of clarification – he advised he was looking forward to seeing the results of the motion. He noted that there was a request from the community and the City to address the in-lane stops. He didn’t think this addressed the issue fully and wondered if there was any way STA could bring forward an idea of how that could be safely accomplished. Whether accepted or not, he expressed interest in how it could be accomplished. If the answer is there is no way it can be accomplished, then that is the answer, but he thought it would be valuable information to see if there is a better way to address the request from the community.

Chair Mumm advised it was addressed by staff in the presentation but noted that Mr. French had a comment. Mr. French agreed that it was addressed. He noted an additional part is the difference in right of way between Monroe and Sprague. There is not enough room for the buses to get out of the lane on Sprague. He expressed concern that it could not be accomplished and his understanding that it had been addressed.

Mayor Freeman said he thought Mr. Kern's interest was more along the lines of widening widths and if that was of interest to the City, the City Engineering Department could undertake that and make those measurements in consultation with STA, making sure the bus can get fully out of the lane of travel.

Additional discussion ensued.

Mayor Condon left the meeting at 3:44

8. BOARD ACTION – OTHER

None

9. BOARD OPERATIONS COMMITTEE:

A. Chair's Report

Chair Mumm reported the discussion of the easement piece on the consent agenda and celebrated the Central City Line announcement of a funding allocation by the FTA of \$53.4M. Mr. Otterstrom had a great presentation on Kendall Yards. The PowerPoint is included in the packet and there is an article in Spokesman Review that goes through all the detail. Chair Mumm may bring it back at a later meeting.

10. PLANNING & DEVELOPMENT COMMITTEE:

A. Chair's Report

Mr. Grover reported most of the discussion in the last meeting surrounded the East Sprague alternatives. He noted they also approved a Scope of Work for the Design and Engineering Services for the I-90 Valley Route which will allow STA to submit a request for qualifications for that project. With minor changes, the committee recommended approval of the 2019 Transit Development Plan, mid-range guidance, reviewed activities for the TDP and received a briefing from Mr. Watkins on Zero Emissions Bus transition analysis.

11. PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE:

A. Chair's Report

Ms. Kinnear advised PMER Committee approved the Scope of Work for the Paratransit purchased transportation, appointed a new member to the Citizen Advisory Committee, and approved an Award of Contract for Spokane Falls Station and Award of Contract for Spokane Community College Transit Center. There was a presentation of the Fixed Route 2018 Passenger Survey Results and a Legislative Report.

12. CEO REPORT

- Ms. Meyer reported on ridership for March which had one less weekday than March 2018
 - Fixed Route ridership was down 3.5% year to date and provided 868,574 rides
 - On-time performance of 94%, above the goal of 93%
 - Paratransit ridership was down 9.1% and provided 38,078 rides
 - On-time performance was 88% which is below the goal of 93%
 - Vanpool ridership increased 1.8% and provided 13,934 rides. The goal for 2019 is 1% increase over 2018 ridership.
 - There were 2 fewer vans in service year over year, but the same as last month.
- Sales Tax Revenue – 3.4% increase over March 2018
 - 6.2% above year to date
 - 7.3% year to date above budget
- Operating Expenditures through February 2019 (16.7% of the year) \$11.2M
- A legislative update included:
 - 2019-2021 Transportation budget is being negotiated by House and Senate
 - Includes Regional Mobility Grants for Cheney High Performance Transit and Re-appropriations of previously awarded grants.
 - Central City Line project funding (Connecting Washington grant)
 - \$1M moved from 2021-2023 (total \$15M)

- Federal Update:
 - Federal Transit Administration announced the allocation of \$53.4M for the Central City Line (BRT) project.
 - Requires signed Small Starts Grant Agreement which is expected by year end

Chair Mumm congratulated Ms. Meyer and staff on the grant, acknowledging the phenomenal job they did in bringing home the project that has been well over a decade in the making. Ms. Meyer noted that the Board leadership was essential to the success of the project.

13. BOARD INFORMATION

- A. Committee Minutes
- B. March 2019 Sales Tax Summary (*Lynda Warren*)
- C. February 2019 Financial Results Summary (*Lynda Warren*)
- D. February 2019 Operating Indicators (*Roger Watkins*)
- E. 2019 Transit Development Plan: Major Activities (2020-2025) - (*Karl Otterstrom*)
- F. STA Section 5310 Funding Call for Projects Timeline (*Karl Otterstrom*)
- G. Review FTA Annual Report on Capital Investment Grant Projects (*Karl Otterstrom*)
- H. May 2019 Service Change Summary (*Karl Otterstrom*)
- I. 4th Quarter Safety & Loss Summary Report (*Nancy Williams*)

14. NEW BUSINESS

None.

15. BOARD MEMBERS' EXPRESSIONS

Rhonda Bowers thanked Board members that did extra work (Ms. Burke, Ms. Haley and Mr. French). She noted her appreciation for their contact with community members and people who didn't get to speak here. Drivers and people who take the bus. Thank you.

Mr. Kerns – Highlighted one of the things Ms. Kinnear mentioned about the PMER meeting was the results from STA survey. He recommended the results be sent to whole board as it was very valuable information of demographics of riders. Ms. Meyer advised it was in the packet.

Mayor Grover spent quite some time on East Sprague and he advised he drove up and down the street for 45 minutes to an hour and counted time behind the bus at 13 or 14 seconds. Ms. Kinnear reported she did the same thing

Chair Mumm thanked the board for their wonderful engagement.

16. ADJOURNED

With no further business to come before the Board, Chair Mumm adjourned the meeting at 4:05 p.m.

Respectfully submitted,



Dana Infalt

Clerk of the Authority

Cable 5 Broadcast Dates and Times of April 18, 2019 Board Meeting:

Saturday, April 20, 2019	4:00 p.m.
Monday, April 22, 2019	10:00 a.m.
Tuesday, April 23, 2019	8:00 p.m.

Next Committee Meetings (STA Conference Rooms, West Boone Avenue, Spokane, Washington):

Planning & Development	May 1, 2019, 10:00 a.m. (Southside) 1230 West Boone
Performance Monitoring & External Relations	May 1, 2019, 1:30 p.m. (Southside) 1230 West Boone
Board Operations	May 8, 2019, 1:30 p.m. (Northside) 1230 West Boone

Next Board Meeting: Thursday, May 16, 2019, 1:30 p.m., STA Boardroom, 1230 West Boone Avenue, Spokane, Washington.