

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

BOARD OF DIRECTORS

Minutes of the December 15, 2010, Meeting
City Council Chambers
808 West Spokane Falls Blvd., Spokane, Washington

MEMBERS PRESENT

Wendy Van Orman, City of Liberty Lake, Chair
Amber Waldref, City of Spokane
Richard Rush, City of Spokane
Jon Snyder, City of Spokane
Mark Richard, Spokane County
Bonnie Mager, Spokane County
Gary Schimmels, City of Spokane Valley
Dean Grafos, City of Spokane Valley
Patrick Rushing, City of Airway Heights
Rhonda Bowers, Labor Representative

STAFF PRESENT

E. Susan Meyer, Chief Executive Officer
Jim Plaster, Director of Finance & Administration
Steve Blaska, Director of Operations
Karl Otterstrom, Director of Planning
Steve Doolittle, Human Resources Manager
Susan Millbank, Ombudsman & Accessibility Officer
Molly Myers, Communications Manager

MEMBERS ABSENT

None

PROVIDING LEGAL COUNSEL

Laura McAloon, K & L Gates LLP

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1. CALL TO ORDER AND ROLL CALL
Chair Wendy Van Orman called the meeting to order at 5:37 p.m. and conducted roll call.
 2. APPROVAL OF BOARD AGENDA
Ms. Van Orman called Board members' attention to a revised agenda with deleted item 6.A.ii. **Ms. Waldref moved to add the following item to 10. New Business: Appoint a Representative of the STA Board to the Spokane Regional Transportation Council (SRTC) Board, Mr. Schimmels seconded and the motion passed unanimously.**
 3. RECOGNITIONS AND PRESENTATIONS – None.
 4. PUBLIC EXPRESSIONS
Clifford Winger of 1529 West Providence presented a powerpoint of his ideas for the Garland District bus service; modifying existing routes #33, #23 and #27 to serve more customers and businesses.
 5. BOARD ACTION: CONSENT AGENDA
Mr. Rush requested the removal of item 5. D from the consent agenda and Ms. Waldref requested the removal of item 5.G. **Mr. Rushing moved to approve consent agenda items 5 A, B, C, E, F, and H. Mr. Rush seconded and the motion passed unanimously.**
 - A. Motion to approve minutes of the November 17, 2010 Board Meeting.
 - B. Motion to approve Accounts Payable Voucher and Warrant nos. 564458 through 564876, and Worker's Compensation Warrant nos. 205760 through 205939 totaling \$2,426,821.82 for the period November 1 through November 30, 2010.
 - C. Motion to approve Purchase of "Wilbert Vault" Property from Gary Mattox.
 - E. Motion to Re-appoint Two Current Citizen Members to Operations and Customer Service Committee.
 - F. Motion to Renew Police Department Contract.

H. Motion to Approve 2011 Committee and Board Meeting Calendar.

5. D. Award of Contract for Plaza Property Management

Mr. Blaska said this item was presented to the Operations and Customer Service Committee on December 1 and a contract with the incumbent, NAI Black, Inc., was recommended to the Board for approval. NAI Black has experience in the maintenance and upkeep of the Plaza and is competitive in cost.

Mr. Rush asked how the leases will be managed when the interior re-model of the Plaza begins.

Mr. Blaska said the lease agreements are flexible enough to accommodate any options for the Plaza. The timeframe of the remodel project allows for any changes to the leased space to occur and will not restrict potential future use of the space.

Mr. Rush said there appears to be a consistently high vacancy rate.

Mr. Blaska said it is a reflection of the high overall vacancy rate downtown especially on the skywalk level. The current vacant spaces were fast food outlets like the Crescent Food Court which did not succeed and is now closed. There will be a lot more public outreach on the interior Plaza remodel before any decisions are made.

Mr. Rush moved to approve an award of contract to NAI Black, Inc. to provide property management, the commercial and retail leasing expertise, and the administrative supervision to ensure the optimum operation and profitability of The Plaza during all hours and days of operation, including all holidays, for a period of five (5) years, effective January 1, 2011, through December 31, 2015, at a cost of \$33,600 per year, plus leasing commission fees of 6% on new leases and 1.5% on renewals. Mr. Richard seconded and the motion passed unanimously.

5. G. City Ticket Program - Resolution

Ms. Waldref asked if staff had negotiated with the Public Facilities District (PFD) on parking fees charged to City Ticket customers.

Mr. Blaska said the part of the City Ticket charge that is paid to the PFD for parking does not change in 2010 or 2011. He added that the City Ticket price increased with the fare changes in the tariff policy but this was not associated with parking fees.

Ms. Waldref moved to approve, by resolution, the execution of an interlocal agreement between Spokane Transit Authority, the Public Facilities District, and the Downtown Spokane Partnership in the form attached as Exhibit A. Mr. Rush seconded and the motion passed unanimously.

6. BOARD ACTION: OTHER ITEMS

A. 2011 Annual Strategic Plan/Proposed 2011 Operating and Capital Budgets – Resolution

Mr. Blaska introduced a two-part presentation which culminates in Board approval of the Strategic Plan and the budgets. The Strategic Plan reflects Board guidance and, along with the budget, drives other STA plans which include the Transit Development Plan, Comprehensive Plan, Service Implementation Plan and Capital Improvement Plan. The 2011 Strategic Plan and budgets were developed with a service reduction of 7% to be implemented in September 2011. The Strategic Plan includes: a goal to retain at least 85% of the record ridership achieved in 2009 even with the service cut in 2010 and the planned 2011 service reduction; modification of paratransit service with fixed route changes; addition of five vans to the special use vanpool program for a total of twelve; and, deployment of ten new state-funded vanpool vans.

Major projects for 2011 include:

- Publish Central City Transit Alternatives Analysis
- Continue Smart Bus Program (Phase 1: Cameras)
- Initiate Business System Upgrade Project

- Continue Plaza Improvement Program
- Initiate FCC Required Radio System Project
- Complete Facility Master Plan
- Implement Trapeze Operations (required for Smart Bus) and Customer Service Software modules
- Award of Contract for Vanpool Software
- Execute Temporary Extended Vehicle Replacement Schedule

Mr. Snyder said the grant request for funding for service to Medical Lake was the number one ranked project at SRTC. He asked if Small Starts funding would be requested for the Central City Alternatives Analysis (CCTAA) in 2011.

Mr. Blaska said the project first needs to reach a conclusion as to the preferred alternative and mode choice. Once that is complete, the CCTAA must also be considered in context with other HPT initiatives for a decision as to which project is the community's highest priority. Ms. Waldref said if the preferred alternative is chosen in 2011, it would make sense to apply for 2012 funding. Mr. Snyder said he would like to see an inclusion of funding requests for continued service to Medical Lake under the Service, Fixed Route, section of the Strategic Plan.

Mr. Blaska concluded his presentation on the 2011 Strategic Plan by outlining the following constraints:

- No New Employee Positions in 2011 (continuing to defer nine essential positions since 2009)
- Reduce the Scope of Phase 2 Facility Camera Project
- Reduce all Travel not Associated with Training by 20% from 2009 Levels
- Constrain Training to 2009 Levels.

Mr. Plaster continued with a presentation of the 2011 Operating and Capital Budgets. He said the November sales tax revenue showed a growth of 1%, bringing the year-to-date up from -2.7% to -2.3%. He also noted that the amount budgeted for the Cooperative Street and Roads projects has been increased by \$2.5 million since the last draft budget, not because there are new projects but billings from the jurisdictions have not yet been received for payment by STA. Several other changes have been made to the previous draft budget:

- An addition of \$67K in operating expenses to cover part-time and overtime work in retirement funding.
- An addition of \$3K for safety awards. Funding for the annual awards banquet had been removed, but staff believes it is important to recognize a commitment to safety in the organization.
- A further reduction in training and travel.

A 1% salary increase for management and administrative non-represented employees has been deleted for a savings of \$42K which means a freeze on those salaries for two years.

Mr. Richard said he thought there would be a further conversation on other benefits for those employees, for example, concessions have been made by the employees on health benefits.

Ms. Meyer said cost savings have been made in the retirement and health benefits. The management and administrative staff have been asked to contribute more to their retirement and health benefits and also accepted a wage freeze at the same time, resulting in lower take-home pay in 2010. The unions received an increase of 1.0% – 1.5% for 2010 and 2011.

Mr. Richard said non-represented employees at Spokane County received a cost of living adjustment of 2% in 2010.

Ms. Van Orman asked Mr. Plaster what the Consumer Price Index is currently.

Mr. Plaster said it is 1.1%.

Ms. Waldref said City of Spokane non-represented employees did not get an increase in 2010 and will not receive one in 2011.

Ms. Meyer said the Spokane Police Department did not get a wage increase in 2010 but they did receive an extra 52 hours of vacation.

Ms. Bowers asked when the non-represented employees last received an increase.

Ms. Meyer said it was in January, 2009.

Mr. Richard said it is important to consider the fact that this group of STA employees did not receive an increase in 2010 but succeeded in saving the agency \$1.4 million in retirement and medical costs.

Ms. Meyer said two unions will have an increase of 1% in 2011 and the largest union, ATU 1015, will have an increase of 1.5% through March, 2011 when their contract expires.

Ms. Van Orman said there is an issue of fairness involved.

Ms. Mager agreed and moved to amend the budget to include a 1% wage increase for non-represented employees for 2011. Mr. Richard seconded and suggested amending the motion to provide this direction to staff and return the item to the January Board meeting. Mr. Plaster said staff can make an amendment to the budget publication with Board approval; this has been done in the past.

Ms. Mager withdrew her motion and said she would bring this up later at the appropriate budget adoption time.

Mr. Plaster continued his presentation. He said the Mission Statement has been changed to add the word "area" to Spokane neighborhoods. Ms. Van Orman asked that the word "regional" be included instead of "area." Ms. Meyer said staff would change it.

Mr. Plaster said the estimated decrease in forecasted sales tax revenue between 2007 and 2015 is \$97.3M. The estimated revenue for 2011 is \$60.1M with 65.9% in sales tax revenue. Operating expenses are projected to be \$57.9M; the largest expense is fixed route operations at 67.6%. Capital expenditures are projected to be \$13.4M. The budget requires the use of \$11M in cash to balance the budgets. The 2011 end-of-year projected cash balance is \$22.1M, after designated reserves.

Mr. Rushing said he is concerned about cutting service when the capital budget is over \$13M. He is particularly worried about a loss of service to Fairchild Air Force Base and their clinic.

Ms. Meyer said she and Mr. Otterstrom met with a representative from Fairchild. Transit service will continue to the gate at the base but not inside. An option would be a special use van to transport people from the gate to the clinic. She added that capital funding does not translate into permanent operating funding. Once the money is spent it is gone.

Ms. Van Orman said the primary goal of STA is to provide service and asked how much each route costs.

Ms. Meyer said there will be more discussion on service reductions in January. She added that capital projects such as the Boone Avenue roof replacement, technology infrastructure and a new bus washer are all instrumental to the provision of quality service.

Mr. Plaster added that staff has prioritized the capital program and there is a commitment to replacing and repairing aging vehicles and major building components. The agency would experience serious problems if these "behind the scenes" projects were not maintained.

Ms. Bowers asked why the financial projections do not go back further than three years. In order to see a true history of revenues it would be better to go back further.

Mr. Plaster said that history is available; 2007 was chosen to begin with since it was before the recession started.

Mr. Rushing suggested staff bring back a history of recessions and trends to the Board.

Ms. Meyer added that staff predicted a conservative growth of 3% as a baseline in the past.

Mr. Plaster concluded his presentation by asking the Board to approve the 2011 Strategic Plan and adopt, by resolution, the proposed 2011 Operating and Capital Budgets.

Ms. Waldref suggested changing the wording of paragraph two, sentence three of the Strategic Plan to read "By the end of 2011 . . . "instead of "At the end of 2011."

Mr. Richard moved to adopt the 2011 Strategic Plan with the amendment from Ms. Waldref as above, and under Service, Fixed Route, to add “pursue additional revenue to help minimize reductions throughout the service area including a request to the Washington State Department of Transportation to partially fund service to Medical Lake.” Ms. Mager seconded and the motion passed unanimously.

Ms. Mager moved to adopt, by resolution, the proposed 2011 Operating and Capital Budgets subject to an amendment to include a wage adjustment of 1% for non-represented staff for 2011. Mr. Richard seconded.

Further discussion followed about the proposed 1% wage adjustment.

The motion passed with Ms. Waldref, Mr. Grafos, and Mr. Snyder opposing.

B. Award of Contract for General Counsel Legal Services

Ms. Meyer said two responsive proposals were received from K & L Gates (the incumbent) and Evans, Craven & Lackie. Both firms were interviewed by an Evaluation Committee comprised of Amber Waldref, Mark Richard, Susan Meyer, Karl Otterstrom, Steve Doolittle, Jacque Tjards and Jan Watson. Staff recommends approval of a five-year contract to K & L Gates despite their higher rates. The firm has agreed to reduce its rates from \$265 to \$249 per hour since the interview. Ms. McAloon has served STA since 2003 and has great experience and knowledge of transit issues. Her firm also represents transit agencies nationwide which is invaluable to STA to be able to benefit from that knowledge. Ms. Meyer added that Evans, Craven & Lackie is primarily a litigation practice and represents STA on workers compensation issues.

Mr. Rushing moved to approve an award of contract to K & L Gates for general counsel legal services for a five-year period beginning January 1, 2011. Mr. Schimmels seconded and the motion passed unanimously.

Ms. Meyer said she intends to create a formal process for including the Board in evaluating legal services in 2011.

C. 2011 Federal Advocacy Agenda

Ms. Millbank said staff will monitor Federal legislative initiatives with the assistance of Van Scoyoc Associates, STA’s contracted government relations firm in Washington, DC. A priority will be to demonstrate to legislators that public transportation is part of the solution to the increased need for transportation options, the ability to reduce dependency on foreign oil, the need to create jobs, and more. Annually formula funds through the Federal Transit Administration (FTA) provide approximately 13% of STA’s operating revenue and past discretionary appropriations have purchased hybrid buses, bus hybridization, and video cameras on buses and vans. Currently Senator Patty Murray is supporting a request for funding paratransit vans, however since Congress passed a continuing resolution to keep the government funded, the project is still pending and the conclusion is unknown at this time. In 2011, staff anticipates recommending approval by the Board of a request for \$1.5 million in 2012 for preliminary engineering on high performance transit in Spokane’s Central City.

Mr. Richard moved to approve the 2011 Federal Advocacy Agenda as presented and grant authority to the CEO to determine STA’s interest on various issues and specific pieces of legislation and convey those interests to legislators and others, and report back to the Board in a timely manner. Ms. Mager seconded and the motion passed unanimously.

7. BOARD INFORMATION

- A. Committee Minutes
- B. Miscellaneous Correspondence

- C. STA Holiday Service and Office Hours
- D. October 2010 Financial Results Summary
- E. October 2010 Operating Indicators
- F. Third Quarter 2010 Performance Measures
- G. Draft 2011-2016 Transit Development Plan Timeline
- H. Browne's Addition Service Change: One Year Review
- I. 2011 Service Reduction Preliminary Proposal: Public Input Summary No. 2.

8. CEO REPORT

31-Day Rolling Pass

Ms. Meyer said the pass is now available for purchase online and other outlets. The pass begins when first activated at the farebox. It will be very convenient both for customers and staff since there will not be long first of the month queues to purchase monthly passes.

Online Store

Customers can pay for passes with a debit or credit card and will have the option of establishing a PayPal account. Orders and reporting will be automated which is time-saving for customer service staff.

New Fares Beginning January 1, 2011

Ms. Meyer listed the following new fares:

	<u>2010</u>	<u>2011</u>
Adult pass	\$40	\$45
Paratransit pass	\$25	\$35
Youth pass	\$28	\$30
Reduced fare pass	\$20	\$22.50
Student pass	\$32	\$37
City Ticket	\$25	\$30
Summer Youth Pass	\$40	\$45
Day pass	\$3.00	\$3.50
Two-hour pass	\$1.25	\$1.50

Videos on the Web

As part of the public outreach process, STA is showing videos on www.howagreatcitymoves.com about how STA is funded and why service reductions are necessary. Public service-type announcements are also being shown on television.

Participation in Downtown Spokane Partnership (DSP) Snow Plan

Downtown businesses want to augment the City of Spokane's capabilities in extreme snow events. STA will participate in this effort and share the cost of this service within the CEO's authority.

Public Employment Benefits Board (PEBB) Appeal

Following a decision by PEBB to deny STA's inclusion in the healthcare plan for public employees, STA appealed based on two arguments: the underwriting criteria did not go through the required rulemaking process; and, the criteria were applied inconsistently. The PEBB Appeals Committee affirmed their denial. The next step is to appeal to the Hearings Officer.

Governor's Transportation Budget 2011-2013

Due to the recession, \$272 million has been cut from the transportation budget including a reduction of 50% from the Regional Mobility Grant Program to \$20 million. STA has requested \$1.3 million toward the renovation of the Plaza. However, Mr. Otterstrom said that two projects from Sound Transit have been funded and it is unlikely that Spokane Transit will be successful.

Google Transit Trip Planning

Google now features a free transit planning function that links to the STA website. The launch party is set for December 31 at the Plaza at 4:30 pm.

9. STAFF REPORTS

A. Central City Transit Alternatives Analysis

Mr. Otterstrom advised that the preliminary evaluation results will be presented to the Sounding Board next week. These include an overview of High Performance Transit (HPT) service including corridors and modes. A federal appropriations request of \$1.5 million for engineering and environmental work has been submitted to Greater Spokane Inc. to be included in the upcoming Federal Agenda. A final decision on the locally preferred alternative was to be reached in March 2011; however it is likely that will be delayed by one or two months. The result will bring an HPT Green Line to the Central City area of Spokane. The Green Line will have high frequency and access with low speeds; it will support spontaneous trips and provide quick access to other service types. The HPT distinctive identity has shown to account for up to 33% of ridership increases on Bus Rapid Transit. Mr. Otterstrom showed photos of HPT vehicles in other areas, noting that the platform at stations is the same height as the vehicle floor. All door boarding is allowed with fares paid off the vehicle, allowing for less dwell time at the station. HPT service has real-time information, transit signal priority and the development of business around stations.

Four corridors are shortlisted for the Central City:

Blue: Browne's Addition to University District
Orange: Spokane County Campus to Medical District
Pink: Spokane County Campus to University District
Plum: University District to Medical District.

The Spokane County Campus also includes the new Kendall Yards commercial development.

The Blue line contains the highest number of low income people and is highly compatible with existing land use plans. However, there is a smaller reduction in travel times than other lines.

The Orange line has the highest presence of pedestrian-friendly features but is not as reliable in snow due to steep hills.

The Pink line shows the highest reduction in travel times and a high percentage of low income residents but it contains the least number of residential units and serves fewer activity areas.

The Plum line has a high reduction in travel time and serves a high number of existing and forecasted jobs. However it is less reliable due to hills and the travel time is much higher than driving.

Mr. Snyder asked why a loop line was not considered.

Mr. Otterstrom said it was included in a large list of alternatives that was filtered down to these four. It was not chosen because of the infeasibility of crossing the freeway and river multiple times from a cost standpoint. Also, a one-way loop does not reduce travel time.

Ms. Waldref asked if passengers could transfer at the Plaza.

Mr. Otterstrom said yes, the Plaza would be an integral part of an HPT system.

Mr. Rush asked what the cost per line would be.

Mr. Otterstrom said there are costs available per mode but not per line. Some are more expensive than others. He added that the Pink and Orange corridors could require building a new bridge.

Mr. Snyder asked if the vehicles would share an existing street or have a separate right-of-way.

Ms. Meyer said all would share the street with other vehicles. Other modes under consideration include enhanced bus and electric trolleybus. The cost of an enhanced bus is the lowest at \$3 million to

\$4.5 million per mile. Electric trolleybus is about \$6 million to \$9 million per mile and a streetcar the most expensive at \$34 million to \$51 million per mile. The latter involves opening up the street and moving utilities.

Ms. Bowers said these are just capital costs and asked how much would operating costs be.

Mr. Otterstrom said a consultant is currently working on that. Streetcar operating costs are about 50% more per hour than a trolley and a trolley would cost more than an enhanced bus.

Mr. Snyder asked if the trolleybus has a single track. Mr. Otterstrom said there is one company in the world that manufactures trolleybuses with a single track in the ground and they do not want to move into the U.S. market at this time and there are challenges to that technology. Other types of trolleybuses are used in the U.S. There is one manufacturer of streetcars in the U.S. and their vehicles are in Portland, Oregon and planned for delivery to Tucson, Arizona.

Mr. Otterstrom concluded by saying he will bring this back to the Board in January with additional information on modes, feedback from Spokane City Council, and preliminary recommendation for a corridor. There will be a public Open House in February.

Mr. Richard said research must be made for new sources of funding for a local match for this project. The public will want to know the pluses for HPT versus the excellent existing bus service since the costs are significantly higher. He mentioned an FTA Small Starts grant as a possibility for federal funding but added that funding for a light rail project was not successful due to Spokane's relatively low congestion rate.

Mr. Snyder said this concept is different from light rail in that it creates new opportunities for growth and development inside the central core.

Ms. Waldref said this has been a good, detailed update and asked where to find information on the web.

Mr. Otterstrom said the website is www.connectspokane.org and there is a link from STA's website.

In the interests of time, Chair Van Orman told Board members that there would be no presentation on items 9. B. November 2010 Ridership Highlights and C. September 2010 Financial Highlights. Information on these items is included in Board members' packets.

10. NEW BUSINESS

A. Appointment of one STA Board member to the Spokane Regional Transportation Council (SRTC) Board of Directors

Ms. Mager nominated Mr. Rush and Mr. Rushing seconded. Mr. Rush accepted the nomination and the motion passed unanimously.

11. BOARD MEMBERS' EXPRESSIONS

A. Presentation of Commendation to Bonnie Mager (Retiring Board Member)

Ms. Van Orman presented Ms. Mager with a plaque and thanked her for her leadership and dedication to public transportation while on the STA Board, and Operations and Customer Service Committee since 2007. Ms. Mager commented on the quality of STA employees and said she was pleased to have a coach operator on the STA Board.

B. Presentation of Commendation to Patrick Rushing (Retiring Board Member)

Ms. Van Orman presented Mr. Rushing with a plaque and thanked him for his service and commitment to public transportation while serving on the STA Board, and Operations and Customer Service Committee in 2010. Mr. Rushing remembers STA in the early 2000's when he served as an alternate for Airway Heights and commented that a lot has changed for the better since then.

Ms. Waldref thanked them both.

Ms. Meyer thanked them on behalf of staff for their support and advocacy.

12. EXECUTIVE SESSION

At 8:50 p.m., Ms. McAloon announced that the Board would adjourn for an Executive Session for the purpose of:

1. Considering the selection of a site, the acquisition of real estate by lease or purchase, or the sale of real estate when public knowledge regarding such consideration would cause a likelihood of increased or decreased price.
2. Discussing planning or adopting the strategy or position to be taken by the STA Board of Directors during the course of ongoing collective bargaining.
3. Discussion with legal counsel representing STA in litigation or potential litigation to which STA, the STA Board of Directors, or STA employees are, or are likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to STA. The STA Board of Directors will reconvene in open session at approximately 9:00 p.m. If it becomes necessary to extend the executive session, a member of the staff will return to announce the time at which the STA Board will reconvene. If any action is to be taken as a result of discussions in the executive session, that action will occur in open public session.

At 9:00 p.m., Ms. McAloon returned to announce the Board would reconvene at 9:10 p.m.

At 9:10 p.m., Ms. McAloon returned to announce the Board would reconvene at 9:15 p.m.

At 9:15 p.m., the Board of Directors reconvened and Chair Van Orman declared the meeting back in open public session.

Mr. Rushing moved to approve the purchase of the “Wilbert Vault” vacated Adams Street property from Spokane County for the appraised and agreed upon price of \$52,725.00, subject to existing easements, etc., of record, and authorize the CEO to sign all closing documents. Mr. Schimmels seconded and the motion passed with Commissioners Richard and Mager abstaining.

13. CABLE 5 BROADCAST DATES AND TIMES OF THE DECEMBER 15, 2010 BOARD MEETING:

Saturday, December 18, 2010	4:00 p.m.
Monday, December 20, 2010	10:00 a.m.
Tuesday, December 21, 2010	8:00 p.m.

14. NEXT COMMITTEE MEETINGS (STA Southside Conference Room, 1229 West Boone Avenue, Spokane, Washington):

Operations & Customer Service	January 5, 2011, 1:30 p.m.
Citizen Advisory Committee	January 12, 2011, 5:00 p.m.

15. NEXT BOARD MEETING: Wednesday, January 19, 2011, 5:30 p.m., City Hall Council Chambers, 808 West Spokane Falls Blvd, Spokane, Washington.

16. ADJOURNED

With no further business to come before the Board, Chair Van Orman adjourned the meeting at 9:20 p.m.

Respectfully submitted,

Jan Watson
Executive Assistant to the CEO
& Clerk of the Authority