



Central City Line

Steering Committee Meeting #10
Thursday, March 30, 2017 | 1:00 – 2:30PM
SRTC, Paulsen Building
421 W. Riverside Ave., Suite 500



Meeting Purpose:

Review the small starts grant submittal timeline, final review of preliminary grant submittal components, recommend application submittal, review process and timelines for key next steps.

Meeting Agenda:

	Item	Lead
5 min	Welcome, Introductions, and Agenda Review	Amber Waldref, Chair
5 min	Public Expressions	Amber Waldref, Chair
5 min	Administrative Tasks <ul style="list-style-type: none">• Approval of February Meeting Minutes	Amber Waldref, Chair
5 min	Small Starts Grant Submittal Timeline Update <ul style="list-style-type: none">• Review Schedule• Submittal Process and Timeline	Karl Otterstrom, STA
30 min	Finance Update <ul style="list-style-type: none">• Core Infrastructure Review• Capital Costs and Assumptions• Service Planning and O&M Costs	Mark Brower, CH2M
15 min	Small Starts Scoring Update <ul style="list-style-type: none">• Project Justification Criteria• Local Financial Commitment Criteria• Overall Rating	Catherine Ciarlo, CH2M
10 min	ACTION: Recommendation To The Board To Authorize Submitting The Small Starts Application (For Evaluation And Rating)	Amber Waldref, Chair
10 min	Timeline and Process for Key Next Steps <ul style="list-style-type: none">• NEPA Environmental Determination• Intermediate and Final Design• Outreach	Catherine Ciarlo, CH2M Mark Brower, CH2M
5 min	Next Steps	Karl Otterstrom, STA

Documents/Files Distributed

Date	Method	File/Document Name
3/23/17	Email	CCL – SC Mtg 10 Packet.pdf

CENTRAL CITY LINE STEERING COMMITTEE
MEETING 1:00 P.M.

DRAFT Minutes of February 28, 2017 Meeting
SRTC, Paulsen Building
421 W. Riverside Ave., Suite 500

MEMBERS/ALTERNATES PRESENT

Anne Marie Axworthy, Greater Spokane Inc.
Lisa Brown, Washington State Univ. - Spokane
Collen Gardner, Chief Garry Park Neighborhood
Cheryl Kilday, Visit Spokane
John Lemus, People First
E. Susan Meyer, Spokane Transit Authority
Gary Pollard, Riverside Neighborhood Council
Mark Richard, Downtown Spokane Partnership
Harlan Shellabarger, Cheney Free Press
Scott Simmons, City of Spokane
Steve Trabun, Avista Corporation
Amber Waldref, City of Spokane (Chair)

STAFF PRESENT

Karl Otterstrom, Director of Planning (Secretary)
Don Skillingstad, Capital Projects Manager
Brandon Rapez-Betty, Communications
Kathleen Weinand, Transit Planner

CONSULTANTS/GUESTS

Mark Brower, CH2M
Ryan Farncomb, CH2M
Randy Knapick, IBI Group
Katherine Miller, City of Spokane
Paul Kropp, Citizen, SRTC Advisory Committee

MEMBERS ABSENT

Ryan Carstens, Spokane Community College
Kathy Fritchie, Browne's Addn. Neighborhood
Karen Byrd, Logan Neighborhood Council
John Sklut, Gonzaga University
Kevin Twohig, Spokane Public Facilities Dist.

1. WELCOME, INTRODUCTIONS, AND AGENDA REVIEW

Chair Waldref called the meeting to order at 1:02 p.m. Chair Waldref welcomed the group to the meeting. Meeting attendees introduced themselves.

2. PUBLIC EXPRESSIONS

Chair Waldref asked if any attendee wanted to speak. No one requested to speak.

3. ADMINISTRATIVE TASKS

Chair Waldref asked if there were any comments on the December and January minutes. Chair Waldref called for a motion. **John Lemus made a motion to approve both meeting minutes. Gary Pollard seconded the motion. Chair called for a discussion. There was none. Chair called for a vote. The vote was unanimous.**

4. SMALL STARTS GRANT SUBMITTAL TIMELINE UPDATE

Chair Waldref asked Karl Otterstrom for an update on the grant application status. Mr. Otterstrom reviewed the project schedule and identified the major milestone upcoming is the preliminary ratings package submittal in April. Mr. Otterstrom briefed the committee on a recent meeting with FTA and

discussions about the submittal process and also the upcoming open house on March 9 at Gonzaga University to gather input on the project. Staff will also be attending the Spokane City Council work session on March 30 to seek the City Council's support for the application submittal.

Mr. Otterstrom reviewed the revised schedule moving forward which includes the City of Spokane, STA Board and Steering Committee approvals and endorsements in March and April. Mr. Otterstrom stated there was a delay of slightly less than 30-days from the original schedule.

Mark Richards stated the next meeting is proposed during spring break. Mr. Otterstrom indicated FTA is requesting as complete an application as possible to reduce the back and forth of the application review process. This will help to reduce the delay time in reviewing the package. Mr. Otterstrom explained the ratings process and the urgency to submit a complete and comprehensive submittal, which could result in a complete application and rating with minimal additional work needed.

Susan Meyer further explained the reasons for delaying the submittal and that it is important to get the application submitted this year as it is the last year of the current transportation budget authorization.

Chair Waldref agreed that it would be good to submit a complete application.

5. DOWNTOWN INFRASTRUCTURE CO-INVESTMENTS

Mr. Otterstrom explained that the current cost estimate for the project includes the core project costs, which includes a number of City infrastructure improvements throughout the corridor totaling almost \$8 million. Mr. Otterstrom further explained what some of those projects were.

Ms. Meyer explained that the team considered a number of City capital projects, possibly too late in the process. There was a consideration of adding City projects into the Central City Line project and overall project budget. These projects would have raised the grant request up to approximately \$100 million. Ms. Meyer further explained that FTA determined that may be an unacceptable risk to the project and the NEPA environmental process this late in the application process.

Mr. Otterstrom continued by reiterating that there will still be a strong partnership with the City throughout the project, that STA is very supportive of the City projects but the project needs to stay at \$72 million.

Lisa Brown asked if it was all or nothing by including City projects in the application.

Mr. Otterstrom explained that if STA were to add a generic number in the cost estimate and assume City infrastructure with no supporting information or documentation, FTA could consider the application incomplete which is a risk to the project.

Chair Waldref stated the street bond provides about \$5 million per year for street projects and asked how much is the gap to do some reconstruction while the CCL is going on.

Scott Simmons explained that the potential grant dollars would not necessarily replace the City's levy funding, it was more how could the City leverage their dollars and go after additional funds. Mr. Simmons explained that the street funding will complete projects, with additional grant funds, but there is no funding source for the vaulted sidewalks which are very expensive to fix.

Chair Waldref asked if it will be easier to get future federal funding if STA is awarded the Small Starts Grant.

Mr. Simmons stated the City and STA will continue to work together and that it's good to have considered the City projects and will continue to work together in the future.

Mr. Richard stated the City has money in the 6-year plan to address some of the City projects and asked if the vaulted sidewalks can be addressed at the platform locations as there are impacts to dealing with them from environmental standpoint and the impacts to the surface.

Mr. Otterstrom explained that as we move through the design process and finalize station locations we will have to deal with the vaulted sidewalks.

Mr. Simmons stated the City and STA will have to work together to coordinate improvements given there is not full funding for all the projects. Some improvements can occur in conjunction with the CCL improvements.

Mr. Otterstrom stated the committee will be briefed later on the cost estimate and how contingency is built it to safeguard against cost overruns and unknowns.

Ms. Meyer stated that FTA is clear that any cost overruns are on STA.

6. FINANCE UPDATE

Mark Brower reviewed the cost estimate and some of the outstanding cost items that still need work including the maintenance facility, Cincinnati Street and contingencies. Currently the estimate is at about \$68-\$72 million. Mr. Brower further explained the contingency built in to the estimate.

Randy Knapick gave a brief overview of the status of the finance plan. The basic assumption is that the project will be \$72 million. Mr. Knapick indicated that the CCL project cost and funding request is within the average with other small starts projects.

Mr. Otterstrom explained the current funding for the project and how FTA sees the funding in the grant application.

Mr. Knapick explained that STA stands out compared to other projects as the project has all of the local funding secured with no other approvals needed.

Mr. Knapick explained the assumed service plan will have 10-minute or better service during the peaks and mid-day. The increase in service hours is about a 15% increase in the number of service hours. There is no increase in the number of vehicles needed. Mr. Knapick explained that the service plan as the project moves forward.

Chair Waldref stated she was in favor of the increased frequency as that's what the voters wanted in approving the tax initiative and that was a selling point of the project. Ms. Meyer agreed. Mr. Otterstrom explained why the annual operations costs were lower now than they were in the previous proposal with overhead wires.

Mr. Simmons asked about the impacts to the system with a 10-minute service plan. Mr. Otterstrom stated people will wait less for the CCL however connections to other routes may require a longer wait times and may not hit connections consistently. At the Plaza during peak periods will be a good transfer environment, off-peak periods would require longer waits. This is still a benefit to the riders.

John Lemus stated the connections at the college are not good and as the planning continues for the CCL keep that in mind, especially the city loop. Mr. Otterstrom stated STA will be addressing some of these issues this fall.

Mr. Knapick continued to review the three major criteria that the application will be rated on. In the current financial condition criteria, it is estimated that the CCL will receive a medium-high to high rating. For commitment of funds criteria, the project should rate high as all of the non-5309 funding is in secured. In the financial capacity criteria, the bar is really high. This criteria shows the applicants ability to address cost overruns and to have financial capacity to pay for increased costs. The goal is to get a medium rating.

Mr. Richard as if it's possible to see how other projects have ranked that have been approved recently. Mr. Knapick explained other project have used a more simplified warrants approach. STA is using a longer financial ratings approach, which is required due to the fact that the operating costs is over 5%. The project is currently about 6% of the annual operating costs for the system.

Ms. Meyer stated any cost overruns are on the applicant. Mr. Knapick agreed, and stated that once STA signs the grant agreement they are committed to that scope and cost overruns are on STA.

Anne Marie Axworthy asked how closely does the FTA scrutinize the financial capacity of the applicants. Mr. Brower stated FTA will look closely at your numbers and it is a major category FTA will review. He further stated there is a lot of backup information being prepared to support the final numbers. Mr. Knapick stated this project is a relatively low risk project as there are no major improvements needed such as tunneling, however FTA will have an oversight role throughout the project.

7. ECONOMIC DEVELOPMENT/LAND USE UPDATE

Ryan Farncomb provided a brief overview the "Why CCL" presentation and the goals and purpose for the presentation. He indicated the land use and economic development portion of the grant application is complete. Mr. Farncomb reviewed the project justification criteria and the need for the chapter to help support a favorable rating and to show the coordination with City and neighborhood land use plans.

Colleen Gardner asked if Mr. Farncomb had received the neighborhoods action plan. Mr. Farncomb indicated he did.

Steve Trabun asked when the station locations will be finalized. Mr. Otterstrom indicated the team is still working through the design and outreach process to help define the locations. He indicated there are discussions going on with landowners where the stations are proposed to be located. Mr. Trabun asked if the Committee has seen the station locations. Chair Waldref indicated the station locations have been shown at previous meetings. Mr. Trabun stated it would be good for the Committee to review those locations at future meetings.

Ms. Meyer stated staff is meeting with the City, landowners and business owners regularly to discuss station locations. These station locations do not need to be fully defined by the time the ratings package is submitted.

Chair Waldref stated it will be important to that the shelters be transparent so the businesses are not blocked and that they are not blocking sidewalks and pedestrian traffic.

Ms. Meyer stated the economic study that was completed for the project found that the highest redevelopment opportunity was found to be at the station locations.

8. OUTREACH UPDATE

Mr. Farncomb indicated the “Why CCL” is complete and will be provided online. Further indicated an open house will be held at Gonzaga University to gather additional input on the project. Mr. Otterstrom indicated the open house is a community wide event and not specific to the Gonzaga campus.

Mr. Farncomb further discussed some future website updates that may be implemented in the near future to get more information to the public. One of the improvements will be an interactive map with the future improvement shown. There is also a promotional video being prepared for the future HPT service and the CCL.

Ms. Kilday asked if the video will have messaging about economic development and business support and type of users expected and how the project is supportive of the community.

Brandon Rapez-Betty stated the purpose of this first video is more of an educational tool about the user experience. There could be future videos promoting the project and its benefits. Mr. Rapez-Betty further stated the video does also focus on the user experience at the stations.

Mr. Lemus stated he had several meetings with disability agencies and asked if he could get the letters of support template emailed to him.

Mr. Otterstrom stated the letters of support are not needed for the initial ratings package but the sooner they could get submitted the better.

Mr. Otterstrom stated staff will be requesting the Committee’s endorsement at the next meeting. There will also be discussion about the Committee’s role in the future and how often the Committee should meet. The next meeting will be at the end of March, possibly the 28th or 30th.

Mr. Richards stated that several members may not be able to make the meeting due to spring break and asked if there was the possibility for a proxy vote to ensure a recommendation. Mr. Otterstrom indicated staff can look into that.

9. ADJOURN

Chair Waldref adjourned the meeting at 2:30 p.m.

Respectfully Submitted,

Karl Otterstrom, Director of Planning
Steering Committee Secretary

3/23/17

CENTRAL CITY LINE PROJECT UPDATE

EXECUTIVE SUMMARY

The Central City Line (CCL) is a proposed 6-mile high performance bus rapid transit (BRT) improvement in central Spokane that meets the Federal Transit Administration's (FTA) definition of "corridor-based BRT." Operated by the Spokane Transit Authority (STA), the new line will offer frequent service provided by 60-foot battery-electric BRT vehicles. The need for a central city circulator was first identified in 1999 as part of planning for the future of downtown Spokane, and evolved through subsequent studies and alternatives analysis to the present CCL project. The CCL is an essential component of the *STA Moving Forward* plan, serving as the flagship High Performance Transit project of several new lines. STA has engaged the public throughout development of the project, including a diverse Steering Committee comprised of many local and regional stakeholders, to guide and shape the project.

STA is currently engaged in the project development phase of the CCL the project, in addition to establishing station locations, completing environmental documentation, and preparing a federal Small Starts grant submittal. Small Starts is a federal capital improvement grant program administered by the FTA; eligible projects are those with total cost under \$300 million and requesting less than \$100 million in Small Starts funding. STA has prepared an application that responds to Small Starts criteria, including Project Justification (50% of rating) and Local Financial Commitment (50% of rating) criteria. STA is requesting \$53.4 million in Small Starts funds, of a total estimated project cost of \$72 million. Other capital funds have already been secured and committed for the project. CCL operations will be funded through farebox revenue and tax revenue from STA Proposition 1, approved by voters last fall. If the CCL is selected for funding, it will be recommended for inclusion in the fiscal year 2019 federal budget with construction completed by 2021.

The STA Board is being asked to approve a resolution to (1) authorize the Chief Executive Officer to submit the Small Starts application to FTA and (2) authorize STA to enter the next phase of project development. With the Board's permission, STA will submit a preliminary Small Starts application to FTA in April 2017 for an initial review and rating, followed by any revisions to the submittal as necessary later in the year before the Fall 2017 deadline. The next stage of project development will include finalizing the Small Starts grant agreement late 2018 or early 2019, completing design, completing environmental documentation, and formalizing memoranda of understanding with project partners, including the City of Spokane, Avista, Gonzaga University and the Community Colleges of Spokane.

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PROJECT DEFINITION

The CCL is a proposed 6-mile high performance bus rapid transit (BRT) improvement in central Spokane, WA that meets FTA's definition of "corridor-based BRT." Operated by STA, the new line will offer frequent service provided by 60-foot battery-electric BRT vehicles. The CCL is the flagship project of STA's High-Performance Transit Network and *Moving Forward* strategic plan.

PROJECT OVERVIEW

The CCL concept began in 1999 with the completion of the *Plan for a New Downtown* for the City of Spokane, which identified the need for a streetcar circulator in downtown. Subsequently, the *Spokane Streetcar Feasibility Study (2006)* assessed the effectiveness of a streetcar system as a transportation and economic development tool. In 2008, the City of Spokane adopted the *2008 fast Forward Spokane*:

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Downtown Plan Update which confirmed the need for greater transit service in Spokane's downtown area. In 2010 (updated in 2013), the STA adopted *Connect Spokane: A Comprehensive Plan for Public Transportation* which established a framework for Spokane's High Performance Transit Network, envisioning a network of premium, frequent, all-day transit service to connect activity, employment, and educational centers throughout the region. The CCL is a major component and flagship project of that High Performance Transit vision.



Starting in 2010, STA and the City of Spokane evaluated 11 route/alignment options and eight propulsion methods for the CCL. Both STA and the City of Spokane adopted a "locally preferred alternative (LPA)" in 2011 for the route and propulsion system after a thorough analysis process, including comprehensive stakeholder and public outreach. The LPA originally included a rubber-tired zero-emissions Modern Electric Trolley vehicle using overhead catenary wires, but was revised in 2012 to electric bus – advances in technology meant that the battery-operated electric bus mode could meet project objectives at a reduced capital and operations cost. The original LPA also included a general alignment from the Browne's Addition Neighborhood to Gonzaga University, but in 2014 LPA was revised and alignment extended to Spokane Community College in 2014. The revised alignment extends the benefits of the CCL and increases the project's competitiveness for federal funding from the Small Starts program.

In June 2015, the Federal Transit Administration approved STA's request to enter project development for the CCL – the first step in securing Small Starts funding. STA also convened the CCL Steering Committee to guide development of the project, comprised of local stakeholders representing downtown business, the University District, neighborhoods, and others. STA worked with its consultant team and the Steering Committee to finalize the CCL's downtown alignment in 2016 and provide key input on project parameters, like future operations, throughout the current project development phase.

SMALL STARTS PROGRAM OVERVIEW

First introduced as part of SAFETEA-LU in 2005 and currently authorized through fiscal year 2020 by the Fixing America's Surface Transportation (FACT) Act, the Small Starts program is intended to streamline the grant process for "smaller" transit investments. It represents a component of the larger Capital Investment Grant program which has existed for more than 30 years. Eligible projects must have a total cost less than \$300 million and total Small Starts funding sought less than \$100 million. Projects are rated with respect to a number of Project Justification criteria and Local Financial Commitment criteria (discussed further below). Projects must receive a "medium" or better total rating in order to be eligible for inclusion in the president's budget.

In addition to the financial thresholds described above, projects must meet certain minimum eligibility requirements. The CCL qualifies as a "corridor-based bus BRT" project meeting the following FTA Small Starts minimum requirements:

- The route must have defined, accessible stations that offer shelter from the weather and provide user information;

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- The route must provide faster passenger travel times through congested intersections by using active signal priority or other means;
- The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times.
- The project must have a separate and consistent brand identity.

STA is requesting \$53.4 million in Small Starts funds to construct the CCL. The total project cost for the CCL is \$72 million. Other capital and operations funding sources are described below. If the CCL is selected for funding, it will be recommended for inclusion in the fiscal year 2019 federal budget, with construction starting in 2019 and completing in 2021.

SMALL STARTS SCORING CRITERIA

PROJECT JUSTIFICATION CRITERIA

As shown in the figure below, there are six sub-criteria that contribute to the rating for the Project Justification Criteria, comprising 50% of the total project rating. The CCL is eligible to use a new warrants approach for the *Mobility*, *Congestion Relief*, and *Cost Effectiveness* subcriteria. Warrants are a pre-qualification approach that will allow the CCL to automatically receive a satisfactory “medium” rating for all three. To be eligible for this approach, the project cost and existing corridor ridership must meet certain minimum thresholds; FTA confirmed in July 2016 that the CCL meets these thresholds and is eligible for a project up to \$100 million in total cost, based on 6,000 existing riders per day in the corridor. **The project will receive an automatic “medium” rating for all three of these criteria.**



The other Project Justification criteria evaluated by FTA include:

- **Economic Development:** this criterion assesses the extent to which the CCL is likely to induce new transit-supportive development within the project corridor. The rating for this criterion is determined by the existing and future projected corridor economic environment; plans, policies, and regulations that support transit and new development; and plans and policies that support affordable housing within the corridor. The corridor has many supportive plans, policies, and regulation already in effect, and the recently adopted CCL Strategic Overlay Plan will help support the ratings for both Economic Development and Land Use. **The CCL is expected to receive a “medium” rating for this criterion.**
- **Land Use:** this criterion examines the current land use, development character, population, and employment present in the project corridor. The corridor has existing transit-supportive land uses through downtown and the University District, and a large share of regional employment will be served by the CCL. It is important to note that the criterion considers factors that favor

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the highest density areas in much larger metropolitan areas. As such, **the project is expected to receive a “medium” or “medium-low” rating for Land Use.**

- **Environmental Benefits:** this criterion assesses the benefits to human health, safety, energy, and air quality, as measured by the change in vehicle miles travelled (VMT) estimated to occur as part of the project. The change in VMT is weighed against the project's federal funds share. **The project team is still finalizing this criterion and an expected rating has not been determined.**

LOCAL FINANCIAL COMMITMENT

The CCL is expected to rate favorable against the Local Financial Commitment (LFC) criteria, comprising 50% of the total Small Starts project rating. The LFC rating consists of the following sub-criteria:

Current Capital and Operating Condition (25% of LFC rating). This criterion evaluates STA's current and historical financial condition. STA can demonstrate outstanding financial condition owing to its lack of debt, historical positive cash flows, fleet state of good repair, lack of service cutbacks in recent years. Additionally, the agency's future financial condition is strengthened by voters' approval of Proposition 1 last November. **These factors should allow STA to achieve a “high” or “medium-high” rating in this category.**

Commitment of Capital and Operating Funds (25% of LFC rating). STA can demonstrate 100% commitment of the \$18.575 million in non-5039 capital matching funds for the project, derived from three grant sources:

- Connecting Washington – \$15 million
- Regional Mobility Grant – \$2.2 million
- Congestion Mitigation and Air Quality (CMAQ) – \$1.375 million

Additionally, STA Board action affirms the commitment of approximately \$3.9 million in first-year Operations and Maintenance funds for the Central City Line. Operations and Maintenance funds are funded in part through new revenue authorized through STA Proposition 1, passed last fall. **STA is expected to receive a “high” rating based on these 100% capital and operating commitments.**

Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of LFC rating). This criterion assesses the resiliency of STA's finances and the conservativeness of financial and cost assumptions for the project. STA's longstanding designated operating cash reserves of 15% of annual system-wide operating costs (currently \$10.36 million in reserve). The *STA Moving Forward* funding plan includes a programmatic contingency of \$7.7 million. Coupled with \$4.95 million in funds set aside for future property acquisitions, STA has capacity to cover unanticipated capital cost overruns within existing & planned resources. Engineering cost estimates are consistent with recent construction bid data and industry best practices. **STA is expected to obtain at least a “medium” rating in this category.**

OVERALL RATING

In order to be recommended for funding, the CCL must receive an overall project rating of “medium,” based on performance on the Project Justification and Local Financial Commitment criteria combined. **The project team anticipates that the CCL will receive a “medium” or “medium-high” overall rating, making the project eligible to receive funding.**

STA BOARD ACTION

Resolution No. X-XXX authorizes the Chief Executive Officer to submit the Small Starts application to FTA, and also authorizes STA to enter into the next phase of project development for the CCL.

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AUTHORIZATION TO SUBMIT SMALL STARTS GRANT

With the Board's authorization, a preliminary ratings application package will be submitted to FTA in April, ahead of the formal Small Starts application deadline in the fall of 2017. Submission of the preliminary ratings package will allow FTA to review the package early and provide an initial rating as well as feedback if the rating could be improved. Once the initial rating and feedback from FTA are received, STA will update and revise the project application as necessary, targeting to be ahead of the fall deadline.

Subsequent to the fall application deadline, in February 2018, we expect FTA will recommend the CCL for funding in the Fiscal Year (FY) 2019 Presidential Budget. Congress takes the president's budget blueprint, and FAST Act authorization targets into account when preparing each year's transportation budget and appropriating funding for the Small Starts program. The FY2019 budget year begins October 1, 2018.

AUTHORIZATION TO BEGIN NEXT PHASE OF PROJECT DEVELOPMENT

With the Board's authorization, STA and its consultant team will move forward with the next phase of project development starting in May 2017. The following milestones will be accomplished during the next 18 months:

- NEPA Environmental Determination (Summer/Fall, 2017)
- Finalize station locations and design parameters (Summer/Fall 2017)
- Complete 60% Engineering Design (Winter, 2017)
- Finalize Engineering Design and Initiate Procurement of Construction and Vehicle Contracts (Fall/Winter, 2018)
- Formalize Memorandums of Agreement (MOAs) with the City of Spokane, Avista Utilities, Gonzaga University, Community Colleges of Spokane and others as needed (Summer/Fall, 2018)
- Submit Formal Small Starts Grant Agreement (Fall/Winter, 2018 – after grant submittal in Fall 2017)

Continued stakeholder and public outreach will be important during the design phase to coordinate design specifics and construction details.

During intermediate and final design phases, FTA will assign a project management consultant to work with STA to develop project management and risk strategies and ensure readiness for the Grant Agreement.

This phase of project development ends with receipt of the Small Starts Grant Agreement with FTA. The Construction Phase then commences in Spring 2019, with anticipated completion and beginning of revenue service in Fall 2021.

SPOKANE TRANSIT AUTHORITY RESOLUTION NO. _____

BEFORE THE SPOKANE TRANSIT AUTHORITY BOARD OF DIRECTORS:

A RESOLUTION AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO
THE FEDERAL TRANSIT ADMINISTRATION FOR SMALL STARTS FUNDING FOR
THE CENTRAL CITY LINE

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area (PTBA); and

WHEREAS, STA, the City of Spokane, the Downtown Spokane Partnership and the Spokane University District desire to increase transit connectivity and accessibility, and help stimulate economic growth and pedestrian activity in the core of the Spokane region, for the benefit of the entire region; and

WHEREAS, in 2010 STA and the City of Spokane partnered to engage local stakeholders and technical experts in an alternatives analysis; and

WHEREAS, the STA Board of Directors and Spokane City Council adopted a Locally Preferred Alternative (LPA) for the Central City Line in 2011 and further refined the LPA in 2014 and 2016 defining the Central City Line preferred street routing as well as the vehicle type: Bus Rapid Transit vehicle using electric propulsion; and

WHEREAS, the Federal Transit Administration approved STA's request to enter the Central City Line into the Project Development phase of the Small Starts program in June of 2015; and

WHEREAS, pursuant to Revised Code of Washington title 36.57A.060, the STA Board of Directors adopted "*Connect Spokane: A Comprehensive Plan for Public Transportation*" in 2010 by Resolution No.665-10 and most recently amended in 2015 by Resolution No. 711-13; and

WHEREAS, *Connect Spokane* identifies the Central City Line as near term strategy in the implementation of STA's High-Performance Transit Network, a network of corridors providing all-day, two-way, reliable, and frequent service and improved amenities for passengers; and

WHEREAS, STA engaged interested stakeholders, as well as the general public in planning an implementation strategy for *Connect Spokane*, culminating in "*STA Moving Forward: A Plan for More and Better Transit Services*," which was adopted by Resolution 727-14, and amended it by Resolution 744-16; and

WHEREAS, *STA Moving Forward* outlines more than 25 service and capital improvement projects to maintain, improve and expand public transit in the Spokane Region, including the Central City Line; and

WHEREAS, the STA Board of Directors Resolution 742-16 provided for a proposition to the qualified electors to authorize STA to collect additional sales tax to maintain and expand the public transportation system throughout the region and carry out the projects included in *STA Moving Forward*; and

WHEREAS, Spokane Transit Public Transportation Benefit District Proposition 1 was approved by a majority vote of the electorate in the November 2016 general election, securing funding for the projects identified in *STA Moving Forward* including operating funding for the Central City Line; and

WHEREAS, the Washington State Legislature approved \$15 million dollars of funding for the local match for the capital costs of the Central City Line; and

WHEREAS, Spokane Regional Transportation Council (SRTC) policy board endorsed the Central City Line as part of *Horizon 2040: The Spokane Region's Metropolitan Transportation Plan*; and

WHEREAS, in 2015, the STA Board of Directors and the Spokane City Council approved Joint Resolution No. 736-15 and 2015-0104 respectively, establishing a collaborative process to implement the Central City Line and creating a Steering Committee including representatives of public and private interests; and

WHEREAS, on March 30, 2017 the Steering Committee recommended that the STA Board of Directors submit the Central City Line application for evaluating and rating under Small Starts program; and

NOW, THEREFORE, BE IT RESOLVED, by the Spokane Transit Authority Board of Directors as follows:

- Section 1. The Chief Executive Officer is hereby authorized to prepare and submit the Central City Line Small Starts application to the Federal Transit Administration with a federal capital investment grant request of up to \$53.43 million.
- Section 2. That the STA Board of Directors affirms the sales tax approved by voters via PTBA Proposition 1 (*STA Moving Forward*) includes funding of the first full year of operations and maintenance funds for the Central City Line.
- Section 3. The Chief Executive Officer is hereby authorized to proceed with the next phase of project development for the Central City Line, including necessary design contracts, work orders and related expenses, as provided for in the approved 2017-2022 Capital Improvement Program as amended.
- Section 4. This resolution shall take effect immediately.

ADOPTED by STA at a regular meeting thereof held on April 20, 2017.

ATTEST:

SPOKANE TRANSIT AUTHORITY

Jan Watson

Clerk of the Authority

Pamela Haley

Chair of the Board

Approved as to form:

Legal Counsel for Spokane Transit Authority

RESOLUTION NO. _____

A RESOLUTION SUPPORTING THE CENTRAL CITY LINE AND GRANT APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION SMALL STARTS FUNDING

WHEREAS, the City of Spokane desires to increase transit connectivity and accessibility, and help stimulate economic growth and pedestrian activity in the core of the City; and

WHEREAS, the 2008 Fast Forward Spokane: Downtown Plan Update and the 2004 University District Master Plan both identify a need for greater transit service in Spokane's central city; and

WHEREAS, in 2010 STA and the City of Spokane partnered to engage local stakeholders and technical experts in an alternatives analysis for a transit circulator for the City's urban core; and

WHEREAS, the STA Board of Directors and Spokane City Council adopted a Locally Preferred Alternative (LPA) for the Central City Line in 2011 and further refined the LPA in 2014 and 2016 defining the Central City Line preferred street route as well as the vehicle type: Bus Rapid Transit vehicle using electric propulsion; and

WHEREAS, high quality, bus rapid transit systems like the Central City Line create positive economic returns for communities and it has been estimated that the Central City Line will catalyze an increase in land and improvement values of \$175 million over 20 years, with additional positive economic impacts including increased foot traffic from higher density development, reduced transit travel times, and traffic congestion migration; and

WHEREAS, in 2016 the City coordinated with STA to develop a Central City Line Strategic Overlay Plan, which was recognized by City Council Resolution No. 2016-0076 as a guide for future policy development and implementation measures of economic development strategies in the Central City Line corridor; and

WHEREAS, in 2015, the STA Board of Directors and the Spokane City Council approved Joint Resolution No. 736-15 and 2015-0104 respectively, establishing a collaborative process to implement the Central City Line and creating a Steering Committee including representatives of public and private interests; and

WHEREAS, on March 30, 2017 the Steering Committee recommended that the STA Board of Directors submit the Central City Line application for small starts evaluation and rating; and

WHEREAS, the Council met on _____ and voted to support the application; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that

- 1) The City of Spokane supports the Central City Line and the submission of an application to the Federal Transit Administration for evaluation and rating under the Small Starts grant program.
- 2) The City of Spokane endeavors to coordinate public outreach, design, and implementation timelines, for public works programs and policy efforts in conjunction with the Central City Line.
- 3) The City of Spokane shall cooperate with STA in preparing and negotiating future agreements to enable the construction and operation of the Central City Line within City right-of-ways.

ADOPTED by the City Council this _____ day of _____, 2017.

City Clerk

Approved as to form:

Assistant City Attorney

Legal Counsel for Spokane Transit Authority

DRAFT