

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

**PERFORMANCE MONITORING AND EXTERNAL RELATIONS COMMITTEE**

Minutes of the June 6, 2018, Meeting  
Southside Conference Room

**MEMBERS PRESENT**

Pamela Haley, City of Spokane Valley \*  
Josh Kerns, Spokane County  
Lori Kinnear, City of Spokane  
Mike Kennedy, City of Liberty Lake  
(Ex-Officio)  
Rhonda Bowers, Labor Representative  
E. Susan Meyer, CEO (Ex-Officio)

**MEMBERS ABSENT**

John Paikuli, City of Medical Lake

\* Chair

**STAFF PRESENT**

Karl Otterstrom, Director of Planning and Development  
Lynda Warren, Director of Finance and Information Services  
Beth Bousley, Director of Communications & Customer Service  
Nancy Williams, Director of Human Resources  
Emily Arneson, Community Ombudsman & Accessibility Officer

**GUESTS**

Charles Hansen, Citizen Advisory Committee Member  
Mike Kunder, AFSCME 3939 President

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

Chair Haley called the meeting to order at 1:37 p.m. Introductions were made.

2. **PUBLIC EXPRESSIONS**

None.

3. **COMMITTEE CHAIR REPORT**

None.

4. **COMMITTEE APPROVAL**

A. **MINUTES OF MAY 5, 2018 COMMITTEE MEETING**

**Mr. Kerns moved to recommend approval of the May 5, 2018, Committee meeting minutes. The motion was seconded by Ms. Kinnear and passed unanimously.**

B. **CITIZEN ADVISORY COMMITTEE CHARTER UPDATE**

Ms. Bousley and Mr. Hansen provided background on the Citizen Advisory Committee's (CAC) formation and role and explained how CAC functions as a subcommittee of Performance Monitoring and External Relations Committee (PMER).

Mr. Hansen noted the intent of the update is to clarify the process for the public and CAC members and to simplify the membership application program, while enhancing the membership selection process. Ms. Bousley advised that members have been unclear on the process through which the public and CAC members can make recommendations to PMER. She noted the members have had good ideas but have been uncertain which items were actionable. She also wanted to make it clear that the public could come to the CAC and bring recommendations for consideration.

Proposed changes to the membership selection process include updating the term renewal method to assist and enhance recruitment and adding multi-modal transportation wording to the selection category section. The resolution and

revised CAC Charter were provided for review and approval. Ms. Bousley offered a detailed description of the changes in the redlined version of the CAC charter.

Chair Haley asked about the number of members currently serving on CAC. Ms. Bousley provided the breakdown. No further questions were forthcoming.

**Ms. Kinnear moved to approve the revised CAC Charter reflecting minor changes to the Citizen Advisory Committee's purpose, desired group representation and term renewal process. The motion was seconded by Mr. Kerns and passed unanimously.**

5. COMMITTEE ACTION

A. Board Consent Agenda

1. CUSTODIAL PLAZA AND 2<sup>ND</sup> FLOOR BOONE – AWARD OF CONTRACT

Ms. Bousley noted the current contract for janitorial services at the STA Plaza and the second floor Boone facility will expire on July 31, 2018. A Request for Proposals (RFP) was advertised on April 10, 2018, and issued to eleven (11) potential contractors. A pre-proposal meeting and site visit held on April 18 had nine (9) contractors represented. Two (2) Amendments to the RFP were issued, on April 19 and May 3, 2018.

As of May 10, 2018, six responsive proposals were received. An evaluation committee met to review the proposals using the following criteria: 1) price, 2) firm's experience and stability, 3) firm's proposed work plan, 4) references, 5) qualifications of personnel, and 6) RFP compliance. Proposals scored as indicated:

<b>PROPOSER</b>	<b>ESTIMATED 3-YEAR COST</b>	<b>AVERAGE SCORE</b>	<b>RANK</b>
Argus Janitorial	\$1,032,207	97.67	1
Uniserve	\$1,062,650	90.50	2
ABM	\$1,137,092	85.17	3
Vanguard	\$1,065,204	80	4
Varsity	\$1,212,816	79.67	5
MSNW	\$1,560,600	75.33	6

Ms. Bousley noted the first year price was a firm price and the three-year totals represented estimates, clarifying that in accordance with prevailing wage law, hourly rates must be reviewed annually and adjusted as necessary to account for prevailing wage rate changes. The figures shown are to be used as a starting point for the prevailing wage adjustment each year. Third year rates plus prevailing wage adjustment will be year four rates. Fourth year rates plus prevailing wage adjustment will be year five rates.

The evaluation committee recommends an award of a five-year contract to Argus Janitorial. They are the current Contractor, staff is pleased with their work and the quote they provided is approximately 2% lower than their current rate.

Brief discussion ensued.

**Mr. Kerns moved to recommend the Board award a five-year contract to Argus Janitorial to provide janitorial services to the STA Plaza and the Boone Facility Second Floor for an estimated three-year cost of \$1,032,207. The motion was seconded by Ms. Kinnear and passed unanimously.**

2. EEOC – EQUAL EMPLOYMENT OPPORTUNITY COMMISSION POLICY & AFFIRMATIVE ACTION PLANS – RESOLUTION

Ms. Williams presented the Affirmative Action Plans for Plan Years 2017 and 2018 and provided background that Federal Transit Administration (FTA) requires STA reaffirm its commitment to equal employment opportunity and update its Affirmative Action Plans annually.

In terms of Equal Employment Opportunity responsibilities, the Equal Employment Opportunity Commissioner (EEOC) is responsible for enforcing federal laws that make it illegal to discriminate against job applicants or an employee due to the person's race, color, religion, sex (including pregnancy), national origin, age, disability, veterans status, or genetic information. It is also illegal to discriminate against a person because a person complained about discrimination, filed a charge of discrimination, or participated in an employment discrimination investigation or lawsuit. Affirmative Action is the term used in the workplace to show an active effort to improve employment opportunities of historically under-represented or discriminated against groups and to foster diversity in the workplace.

She reviewed several of the different laws that are enforced through the EEOC which include Title VII of the Civil Rights Act of 1964, Pregnancy Discrimination Act, Equal Pay Act of 1963, Age Discrimination and Employment Act of 1967, Veterans and Americans with Disabilities Act of 1990, Sections 102 and 103 of the Civil Rights Act of 1991, Sections 501 and 505 of the Rehabilitation Act of 1973, and the Genetic Information Non-Discrimination Act (GINA) of 2008.

Ms. Williams noted there are three main criteria STA looks at when evaluating and putting together the Affirmative Action Plans – recruiting and hiring practices at STA meet the EEOC guidelines, the applicants and hires help staff achieve diversity objectives, and STA's current employee diversity is equal to or exceeds the available employees in the Spokane area. The objective is to ensure employees are representative of the demographics in which STA operates.

She provided details of the previous Affirmative Action Plan goals. In 2016, to attract, hire, and retain qualified female service workers (achieved in 2016). In addition, to increase the rate of hire for qualified veterans and individuals that identify as having a disability, which nationally is approximately 7%. STA achieved increasing the rate of those hires, but did not quite meet the goal in 2017. One of the goals in 2017 and 2018 is to attract, hire, and retain qualified female operators, which is an area of underutilization for STA.

Ms. Williams circled back to recruiting and hiring practices and noted one of the things that STA does in their job advertisements is to encourage diversity in the workplace, always making sure to reference STA's status as an Equal Opportunity and Affirmative Action Employer statement. Staff make several good faith efforts to encourage female, minority, veterans, and individuals with disabilities to apply for all available positions. Staff distributes job postings to various agencies that have an interest in diversity concerns through face-to-face meetings, email notifications, and sending of notices via USPS to ensure people know of the positions available. STA also works with local community colleges to assist with resume building, interview skills, and developing a pipeline for various positions. Specifically, staff have been working with Spokane Community College and their mechanic's program through this past year.

Ms. Williams provided a list of community partners that staff works with to make ensure they are engaged and understand the roles STA has available to be certain they are getting their people to STA. She presented slides that reviewed the total applications received year over year 2016 versus 2017, as well as the breakdown of internal promotions, external new hires, female, veteran, disabled, and minority applicant hires. She noted that the figures are representative of those individuals who identify as having a disability, but not every individual that applies identifies as having a disability. As such, the actual numbers may be higher than represented.

Discussion ensued regarding number of jobs posted, number of applications received for those jobs, and how the applicants may or may not identify themselves in the application process as being disabled, minority, etc. Another question arose concerning turnover and retirement, Ms. Williams expounded on the hiring and attrition, as well as recruitment strategy in 2017 that increased STA's applicant pool.

Ms. Williams shared STA's action plan for achieving 2018 goals. She noted that all plans were developed with assistance from Associated Industries who performed an independent review and conducted the required analysis. She advised a public hearing scheduled for June 21, 2018, at 1:30 p.m. when a Summary of the Plans will be reviewed.

Ms. Williams stated that a proposed resolution reaffirming STA's commitment to EEO policy was included for members' review, as well as copies of STA's updated Affirmative Action/EEO Plans, for reference.

**Ms. Kinnear moved to recommend the Board approve a resolution adopting STA's Affirmative Action Plans (Women & Minorities, Veterans and Disabilities) as presented and forwarded to the consent agenda. The motion was seconded by Mr. Kerns and passed unanimously.**

B. Board Discussion Agenda

*(No items were presented this month.)*

6. REPORTS TO COMMITTEE

A. 1<sup>st</sup> Quarter Performance Measures

Mr. Otterstrom reviewed the performance measures priorities and provided an overview of the 1<sup>st</sup> quarter results, advising Fixed Route ridership was down slightly for the first quarter. He noted some items that affect the numbers include gas prices and new routes in the community. The goal for ridership in Fixed Route is a 1.5% increase from 2017 ridership.

Paratransit's goal is to manage growth and maintain a 1.5% increase over 2017 ridership. First quarter results show Paratransit up slightly at 2.2%, which is below the 2005 "high water" mark. Paratransit ridership is managed by the Mobility Training, In-Person Assessment, and Special Use Van programs, which all help to offset the cost of Paratransit service. Discussion ensued regarding cost management and cost avoidance measures of the program.

Vanpool ridership has struggled in recent years and staff are working to realize its goal of a 2.5% increase from 2017. First quarter results are down by 16% over 2017. Many folding groups in the first quarter have been due to retirements. Rising gas prices predicted for the balance of the year could lead to more ridership and group formations. In addition, the opening of the new West Plains Transit Center offers additional opportunity to promote Vanpool's new first/last mile (Vanshare) solution. Ms. Kinnear asked if STA works with Downtown Spokane Partnership (DSP) to promote Vanpool. Mr. Otterstrom confirmed that partnership, and noted that Mr. Blaska worked with DSP to allow free parking for Vanpool downtown and Ms. Meyer reminded that Vanpool vans could park at the Arena with the City Ticket, too.

Mr. Otterstrom continued to review the other performance measures, noting the Fixed Route On-Time Performance of 94.3% is an exceptional number and Paratransit is above average, too. He advised the 93% goal is a stretch-goal for both Fixed Route and Paratransit. Quality Counts!, STA's mystery shopper program, for Professional and Courteous exceed all goals; Ride checks are on target for completion by year end; Cost Effectiveness is below the goal of no more than 95% of the statewide industry average; Fixed Route Accidents met the 1<sup>st</sup> Quarter goal and Paratransit came in just under the goal. Accident rates are in line with goals.

Mr. Otterstrom asked for questions. Brief discussion ensued.

B. 2018 New Fare – Phase II

Ms. Bousley provided a review on the background of the fare increase, noting this is the second phase of the two-phase approach, which goes into effect July 1, 2018. The Communications Department has provided employee communications in the form of operating notices, frequently asked questions (FAQs) forms, and a briefing at the All Employee Meeting. For the public, there are new fare handouts and a description of the types of passes available (samples provided), posters on buses, and social media posts.

Discussion ensued.

C. 2018 Communications Plan

Ms. Bousley updated the committee of the great work performed by the team to support the goals of increasing ridership 1.5% over 2017 through passenger education and information, service promotion, and community engagement. She advised how the Communications Department is supporting the 2018 priorities of Ridership, STA Moving Forward (STAMF), Strategic Communications, New Employee Recruitment, Internal Communications, and Departmental Communications.

Ms. Bousley advised of the forecasted increase in ridership at the colleges and noted the finalized UTAP agreement with Whitworth begins in the fall of 2018.

Bloomsday results showed that ridership was up even though participation was down from 2017.

Summer Youth Pass is being promoted for the 3-month pass via social media and digital advertising on Pandora and Facebook. There are handouts available at libraries, customer service, and on the buses. An in-house production of a short promotional video was well received. She showed examples of the handouts.

Ms. Bousley provided details on the web statistics. She said most people who go to STA's website want to know where to take the bus. The visits to Spokanetransit.com have remained steady throughout the year.

Promotion of the STA Plaza events is another venue staff are helping promote – Flag Day on June 14<sup>th</sup> and Live on Riverside Summer Series – featuring local entertainers.

Staff are working to educate and engage audiences about STA Moving Forward projects and progress; to demonstrate STA is fulfilling promises; educate and promote service with regular community and media relations helps build public trust through transparent and accessible information.

Strategic communications continue to establish STA as a key player and leader in the region's future growth and development through community and media relations. Staff distributed the Annual Report to over 500 people.

Ms. Bousley noted that Susan Meyer participated in a great article in the Spokesman. She noted that since it was published in early May, STA Facebook page views are up 21%, page "likes" are up 8%; the number of people reached is up 94%; post engagement increased 108%; and page followers are up 33%.

She reported on the communications efforts concerning the 2018 Van Grant Recipients as well as departmental communications to promote Vanpool and Vanshare; New Employee Recruitment and internal communications regarding projects, programs, and items employees need to know.

Chair Haley asked if STA still reaches out to the younger children and Ms. Bousley advised staff does the KXLY coats for kids and touch-a-bus program where an operator goes to the library with a bus, reads to the children, and then they all take a ride on the bus.

## 7. CEO REPORT

- Ms. Meyer advised staff was asked to include information on the Supplemental Low Income Pass Subsidy Program status. She reported staff anticipates bringing a recommendation in July but this is an update on where we are today. Emily Arneson, STA's Community Ombudsman and Accessibility Officer is going to report. She advised that Mr. Otterstrom has to leave due to a prior commitment.

Ms. Arneson advised that when Steve Blaska retired, she took the lead for this program. She provided background that prior to the anticipated fare increase in July 2017, STA engaged in a series of meetings with community stakeholders who work with the low-income population. The intent was to discuss the anticipated impact of the impending fare increase, and to determine what, if anything, STA could do to mitigate the transition for those of low income. What came out of these meetings was the idea to fund an 18-month grant program through which STA could subsidize the value of the fare increase to ease this transition for those existing riders who were expected to be the most drastically hit by the increase, such as those on a fixed income.

The PMER committee recommended the program to the Board, which approved it by Resolution on November 16, 2017. The phrasing of the Resolution, in addition to the conversations in the months leading up to it, indicated that the purpose of the program is to address the *fare increase*, not to create a general subsidized bus pass program. As presented to and approved by the Board, the Program was intended to be flexible. This is because staff wanted to have our community partners tell us what would best serve their clients who were bus riders and would be adjusting to the fare increase. The pilot program was intended to cover an 18-month period, and then either be terminated as having served its purpose, or passed on to the community partner. Specifically, the funding source was "intended to be transitional" and administered by the applicant(s).

The Request for Proposals was issued February 12, 2018, and emailed and/or mailed to over 115 non-profit and public agencies. STA received five proposals by the due date of March 26, 2018, from Transitions, Excelsior

Youth Center, Our Place Community Ministry, SNAP (as primary agency, along with Catholic Charities, Aging and Long-term Care of Eastern Washington, and The Arc), and Catholic Charities.

Each proposal was impressive and highlighted the extraordinarily important work performed by these organizations in the community. One theme identified by all applicants was the significant importance of transit access to their clients, to get to work, school, medical appointments, and other necessary services.

Ms. Arneson provided overview of each applicant's intent.

- Transitions – Intended to serve clients “challenged with poverty, homelessness, mental and physical illness, isolation, histories of felonies, trauma, unemployment, and who are fleeing abuse.” Most clients have incomes less than 50% of the Federal Poverty Level. Transitions operate five programs. Transitions operates 5 programs: Women’s Hearth – drop-in center, basic needs; Miryam’s House – transitional housing program for single women; Transitional Living Center/EduCare – transitional housing for single mothers; Home Yard Cottages – supportive housing community currently under construction; New Leaf Bakery Café – social enterprise providing job training and practical work experience with support services. Their proposed program would have STA fund 100% of the cost of bus passes to allow “participants get to New Leaf job training, health care appointments, treatments, job interviews, employment, court obligations, food shopping, apartment hunting, meetings with children’s teachers, and more.” Participants would not pay any part of the cost of passes, nor would Transitions. **This proposal did not reflect a focus on the fare increase, but rather suggested a 100% subsidy (i.e., free passes) for the participants of the program.**
- Excelsior Youth Center - Intended to benefit “low-income, homeless, receiving state assistance youth and their families who are customers of Excelsior.” Excelsior clients “need assistance in reaching appointments, work, school, and have other general mobility needs.” Proposed program would have STA fund 100% of cost of passes to Excelsior clients who receive case management services and are on state Medicaid assistance. Participants would not pay any part of the cost of passes, nor would Excelsior. **This proposal did not reflect a focus on the fare increase, but rather suggested a 100% subsidy (i.e., free passes) for the participants of the program.**
- Our Place Community Ministries - Intended to benefit residents of the West Central neighborhood battling poverty, unemployment, and inability to access medical care. Proposed a Mobility Access Program (MAP) to provide day passes and 31-day passes. Proposed that Our Place would distribute passes to its clients as needed and requested. Participants would not pay any part of the cost of passes, nor would Our Place. **This did not address the purpose of the grant program, which was to help riders adjust to the increase.**
- SNAP - Multi-agency partnership between: SNAP (lead agency), Catholic Charities (St. Margaret’s Shelter and House of Charity), The Arc of Spokane, and Aging & Long Term Care of Eastern Washington. Proposed “LILAC” (Low Income Low Access Card), which would be given to clients identified as qualifying for the program based on financial need. Card would function similarly to the existing Reduced-Fare Program, establishing eligibility. The application specifically indicated that the agencies wished to focus on the broader need for free or nearly free passes - “After much discussion among the collaborating agencies, it was decided that the \$10 discount...for the targeted very low income client (30% AMI) would not be enough of a useful benefit to the target population because most individuals at that income level do not have the extra resources necessary to purchase a bus pass at the reduced monthly price of \$50...” **This proposal did not reflect a focus on the fare increase, but rather suggested a 100% subsidy or significantly reduced fare for the participants of the program.**
- Catholic Charities - Intended to benefit homeless families and individuals, homeless public school students, low-income parents of young children, those needing to access Catholic Charities Emergency Services, low-income seniors and counseling clients in Catholic Charities housing programs, and low-income families at imminent risk of homelessness. Intended to benefit homeless families and individuals, homeless public school students, low-income parents of young children, those needing to access Catholic Charities Emergency Services, low-income seniors and counseling clients in Catholic Charities housing programs, and low-income families at imminent risk of homelessness. Proposed that daily and monthly passes be distributed to clients of St. Margaret’s Shelter, House of Charity, Rising Strong, Diversion, Homeless Student Stabilization Program, Counseling, Senior Services, Emergency Services, and Childbirth & Parenting Assistance clients. Monthly passes to be subsidized by STA at 80% during 2018,

and 70% in 2019, “to help decrease the burden of the fare increase as well as to gradually build self-sufficiency of participants.” Daily passes to be 100% subsidized by STA. Catholic Charities would distribute passes for free or at significantly reduced amounts to their clients. Due to the language in the proposal, we initially believed that his proposal was responsive. However, the numbers did not work out – there seemed to be either a mathematical error or a misunderstanding of the intention of the program itself. I reached out to Catholic Charities for clarification. I came to understand that there was a calculation error, but also that their program intent was to offer free or nearly free passes to their clients, not just address the impact of the fare increase itself. I inquired as to whether they were still interested in the program if it was focused only on the fare increase, and after some internal discussion their answer was “no.” **This proposal did not reflect a focus on the fare increase, but rather suggested a 100% or nearly 100% subsidy for the participants of the program.**

Overall, none of the applications was responsive to the Request for Proposals because they did not address the fare increase. They all proposed broader sweeping subsidy programs but that was not the call of the RFP and was not in line with the stated intent of the program per the Resolution.

Staff advised all of the applicants via email and U.S. mail that there were no responsive proposals. Staff intends to study the viability of a broader subsidy or grant program to address the needs of those who do not have the financial means to access transit. Staff offered to meet with each applicant to understand their services and their clients’ needs.

Based upon there being no responsive proposals, staff believes this is evidence that our community partners are not concerned that the fare increase will be a significant burden on those who are currently utilizing our services. Rather, our partners have highlighted a need that we already knew was there – there is a population who cannot access our services regardless of the fare increase. This is a much broader issue and one that was not intended to be addressed by the Supplemental Low Income Pass Subsidy Program.

Staff expected to bring this discussion to you in July, after having a chance to meet with the applicants and determine if there was another way to collaborate with them in the future. Our offer to meet with the applicants has been accepted by SNAP, Catholic Charities, and Transitions and we have meetings scheduled throughout June and July.

Ms. Meyer reminded that staff’s objective was to find something that did not provide free passes for everyone. The passes are already approximately 80% subsidized. The objective was to find that slice of the population that these organizations serve for which the hardship would be the fare increase difference. Encouraged that everyone saw the need for transit in their proposals, but they are not currently providing transit passes for their customers (except Catholic Charities that provide some), they all want to provide transit service, they understand how important it is, but it is not part of their budget and they want STA to pay for all of it. Staff got a good sense of their proposals from reading them but think we can get an even better sense when we meet with them one on one to find out if there is a shared interest for this \$150,000 grant for half of a year 2018 and a full year in 2019. It was intended to be transitional so that it would help people with the fare increase and would become sustainable or the agencies would pick up the responsibility for the subsidy in the future. Emily attended some training this week and came back with some ideas. There are other transit agencies that provide just free transit and we did not think that was what the board was asking us to do, but are interested in your input now.

Ms. Kinnear advised she was the member who asked to have a report because she works so closely with the agencies and there was concern and general confusion about why their RFP requests were not met. She was not sure they understood exactly what the RFP was saying. She noted they were all used to following directions and filling out grant proposals and forms so she was not sure where the disconnect occurred. She is glad staff are meeting with them to find out more because she would like to know where the disconnect occurred so the next time we have some viable proposals to consider. She noted it is a little disconcerting that all five applicants were off the mark.

Ms. Meyer agreed and said that the intention was to help people with the fare increase. Ms. Arneson said staff had all the low-income outreach meetings and she had received calls with questions from many organizations that were intending to submit proposals.

Ms. Kinnear confirmed that only five responses were received out of 150 mailers. She said that didn’t seem like a very good response. Mr. Kennedy said he thought that getting even a 10% response on mailers is considered

really good. Ms. Haley agreed. Discussion ensued concerning the methodology and inability of smaller organizations to complete the application.

Ms. Haley noted that from her standpoint on the Board, we were looking for the working poor – the people who are actually purchasing passes and need it. All the agencies that replied were agencies that deal with homeless, do not have the \$50 to start with, so they are not going to have the \$60. It may just be the wrong people / charities that were approached. Mr. Kennedy thought that was a good point. Chair Haley said there are companies that work with the working poor that that \$10 would be a big deal.

Ms. Meyer said staff would be creative and bring back information, and will be interested in input as well. She thanked Ms. Kinnear for letting staff know that they were hearing people were concerned that STA was not going to do it. Staff were trying to be very careful to say the way you propose to do it is not going to work, but staff is trying to figure out some other way to approach it. Ms. Meyer advised members if they had ideas before staff come back in July, to email Ms. Arneson [Earneson@spokanetransit.com](mailto:Earneson@spokanetransit.com) or her at [Smeyer@spokanetransit.com](mailto:Smeyer@spokanetransit.com).

Ms. Kinnear expressed interest in what Chair Haley said because she was not on the board when this started. She agreed that there was a section of the population that is working poor and the question is how STA can reach those people. Chair Haley reported she has a list of resources for people who are working poor, so they might be some of the organizations that staff can approach. Mr. Kerns asked if the five organizations that applied would be on that list. Chair Haley said no, they were different. Discussion ensued.

Ms. Meyer reminded that STA tried this before the last fare increase in 2012 to see if STA could get a group to take on this program and did not receive any proposals that year. Receipt of five this time is encouraging. The fare increase goes into effect July 1. It would have been staff's preference to bring a recommendation for approval in time for that increase but staff will work on it as quickly as possible and bring something back at July's PMER meeting.

- Ms. Meyer continued her CEO Report to advise staff continue to be encouraged by progress in Congress. Senate Subcommittee on the Transportation Housing Urban Development (THUD) and related agencies has come up with a 2019 markup that adds more funding for transit and the capital investment program than had been recommended in 2018 or in the Transportation Authorization Act. Support appears to be bipartisan in the House and Senate for transit funding and the capital investment grants. The Central City Line (CCL) is rated “in the money”, sufficient to receive Federal Transit Administration Funding. Everything appears to be on track and could have full funding grant agreement next year. If this funding moves forward, STA will be ready for it.
- STA provided a bus tour last week with Senator Hobbs and Representative Fey, Chairs of the Senate and House Transportation Committees. Spokane Valley Mayor Higgins and Senator Paden, Mayor Peterson from Liberty Lake, and some others to discuss transportation priorities in the Spokane region. They discussed the airport expansion and Project Rose (the big Amazon-like project on the West Plains), the Central City Line, Barker Road, Harvard Road Interchange, as well as the North Spokane Corridor Black Tank project. It was great to have representatives from the West side come and hear about Spokane's priorities. They spent the day with STA staff on a 2018 40' Gillig bus and brought staff with them from the House and Senate Transportation committees and from some of their offices. It was a good day and a way for us to be supportive. Mr. Otterstrom did an enlightening tour with all the history of the Brown's Addition and the entire area of the Central City Line. It was a great day.
- Senator Murray met this week with the President's nominee to be the FTA Administrator, Thelma Drake, who is the former Congresswoman from Virginia. Senator Murray's office wanted up-to-date information about the CCL progress so she could talk with Ms. Drake. Staff are encouraged by those events.

## 8. COMMITTEE INFORMATION

- A. April 2018 Financial Results Summary – *as presented*
- B. May 2018 Sales Tax Revenue Information – *as presented*
- C. April 2018 Operating Indicators - *as presented*
- D. 1<sup>st</sup> Quarter Planning Input Report – *as presented*
- E. 1<sup>st</sup> Quarter Safety and Loss Report– *as presented*
- F. STA Outreach Update – *as presented*

9. July 11, 2018 - COMMITTEE PACKET AGENDA REVIEW  
No changes at this time.
10. NEW BUSINESS  
None.
11. COMMITTEE MEMBERS' EXPRESSIONS  
None
12. ADJOURN  
Chair Haley adjourned the meeting at 3:14 p.m.
13. NEXT MEETING – WEDNESDAY, JULY 11, 2018, (2ND WEDNESDAY) 1:30 P.M, STA SOUTHSIDE CONFERENCE ROOM, 1230 WEST BOONE AVENUE

Respectfully submitted,



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Dana Infalt, Executive Assistant