

RESOLUTION NO. 790-21

A RESOLUTION FOR THE PURPOSE OF APPROVING A PACKAGE OF NEAR-TERM INVESTMENTS; AND OTHER MATTERS PROPERLY RELATING THERETO.

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

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; and,

WHEREAS, it is to the benefit of STA to define the general direction for the delivery of public transportation service in the future; and

WHEREAS, by Resolution No. 665-10, the STA Board of Directors adopted Connect Spokane: A Comprehensive Plan for Public Transportation (“the Connect Spokane Plan”) and have since amended the plan through subsequent resolutions; and,

WHEREAS, the STA Board of Directors adopted by resolution no. 727.14 a plan entitled *STA Moving Forward: A Plan for More and Better Transit Services* (“*STA Moving Forward*”) and have since amended it from time to time to reflect updated information; and,

WHEREAS, the Plan sets forth objectives for maintaining and expanding the transit system, including fixed-route bus, paratransit and vanpool service in order to connect the community to public services, improve travel flow by connecting jobs and workers and partner in advancing regional economic development; and

WHEREAS, STA has implemented more than half of the projects within *STA Moving Forward*; and,

WHEREAS, the STA Board of Directors determined that available and planned funding from all sources allows the agency to make additional investments in public transportation; and,

WHEREAS, the STA Board of Directors desires to expand its fleet of zero-emission buses to the maximum extent possible; and,

WHEREAS, the STA Board of Directors developed and considered a number of potential public transportation investments, “NEAR-TERM INVESTMENTS,” to augment existing plan projects and services; and,

WHEREAS, all NEAR-TERM INVESTMENTS were reviewed and deliberated during meetings of the STA Board of Directors and its several committees in accordance with the Open Public Meetings Act; and,

WHEREAS, the STA Board of Directors desires to select a package of NEAR-TERM INVESTMENTS for implementation; and,

WHEREAS, the STA Board of Directors finds the selected NEAR-TERM INVESTMENTS are generally consistent with the goals, principles and policies of the Connect Spokane plan and can be accomplished with funding currently on-hand over the next two years; and,


NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

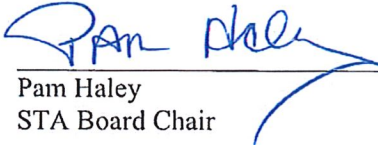
- Section 1. The STA Board of Directors hereby approve Exhibit A: Near-term Investments for implementation beginning in 2022.
- Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to administer the implementation of Near-term Investments, consistent with existing policies and procedures.
- Section 3. This resolution shall take effect and be in force immediately upon passage.

ADOPTED by STA at a regular meeting thereof held on the 16th day of December 2021.

ATTEST:

SPOKANE TRANSIT AUTHORITY


Dana Infalt
Clerk of the Authority


Pam Haley
STA Board Chair

Approved as to form:

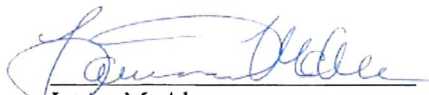

Laura McAloon
Legal Counsel

Exhibit A: Near-Term Investments

Package A

Project	#	Cost Estimate*	Eval. Score	Geo.
10 Battery Electric Buses & Charging Infrastructure (Strategic Investment)		\$ 4,900,000		Regional
Fund Transit Elements of Airway Heights Downtown Plan & West Plains Connector Project	S-14.01	\$ 2,000,000	7.7	West
Enhance Existing West Broadway Service to High Performance Transit Standards	S-16	\$ 2,480,000	7.7	Central
Launch Transit-Oriented Development Partnership	D-04	\$ 2,000,000	6.8	Regional
Contribute Non-Federal Match for All Section 5310 Projects	P-02.2	\$ 190,000	6.8	Regional
Enhance East Fifth Avenue Service Quality and Frequency	S-17	\$ 1,556,000	6.8	Greater Valley
Deploy Northeast Spokane Valley Pilot Fixed Route Service	S-08	\$ 494,000	6.8	Greater Valley
Continue Summer Youth Pass	P-01	\$ 475,000	6.8	Regional
Extend Service to New West Plains Amazon Employment Sites	S-19	\$ 1,176,000	6.2	West
Implement Improvements to Plaza/Arena Service	S-20	\$ 2,995,000	5.8	Central
Acquire Latah Valley Property	D-06	\$ 3,136,000	4	South
Acquire Seven Mile Property	D-05	\$ 1,960,200	3.2	North
Total (Near Term Investments separate from BEB Strategic Investment)		\$ 18,462,200		

**All cost estimates are preliminary and in 2021 dollars.*

2021 Near-Term Investments

Investment Evaluation Scoring & Packaging

Prepared for:
Board of Directors

12/8/2021
Draft



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Table of Contents

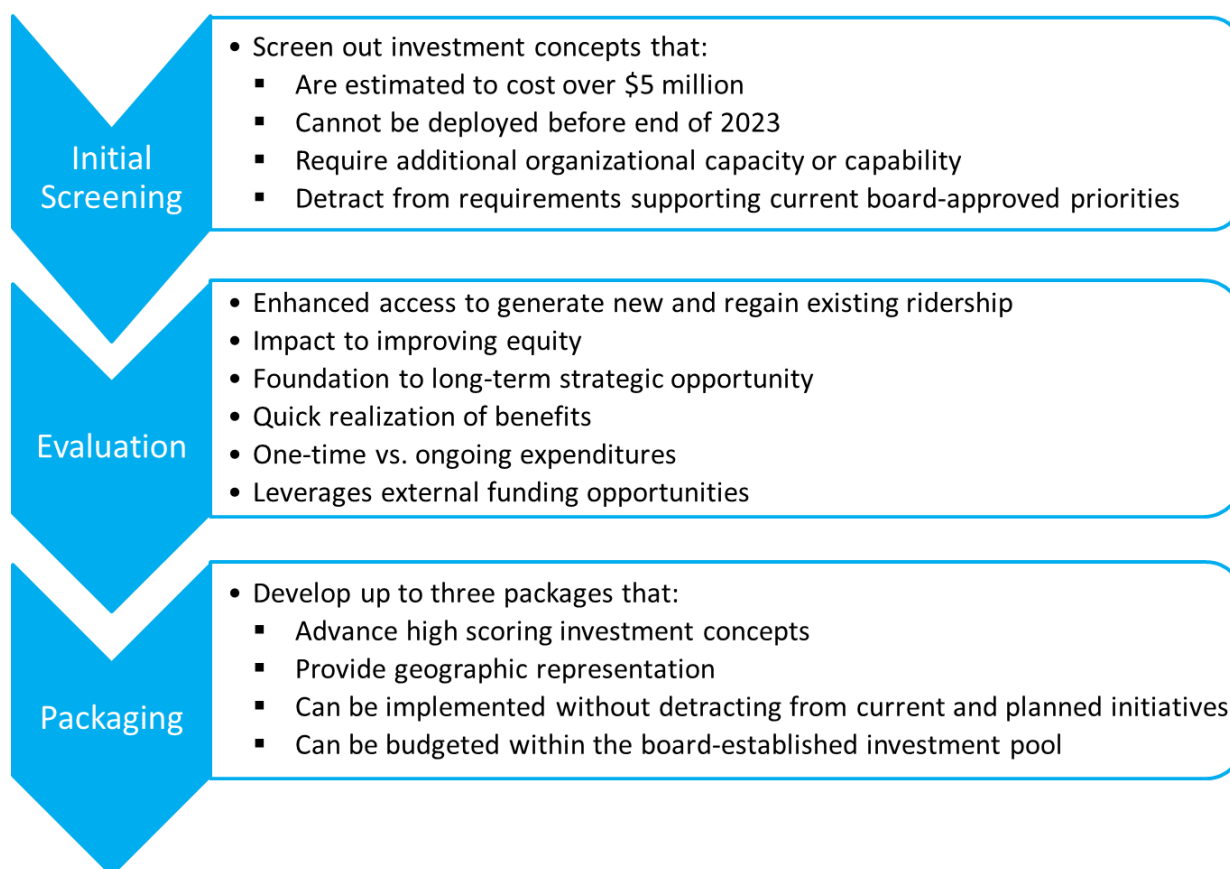
Executive Summary.....	4
Project Assessment Framework.....	4
Project Evaluation Scoring	5
Project Score Summary.....	7
Project Packaging.....	12
Package A.....	13
Package B.....	14
Potential Investments Definitions	15
Fund Transit Elements of Airway Heights Downtown Plan and West Plains Connector Project	16
Enhance Existing West Broadway Service to High Performance Transit Standards.....	17
Launch Transit-Oriented Development Partnership.....	18
Contribute Non-Federal Match for Section 5310 Operating Projects	19
Contribute Non-Federal Match for All Section 5310 Projects	20
Provide STA Contribution to Section 5310 Projects and Other Special Mobility Projects and Services.....	21
Enhance East Fifth Avenue Service quality and Frequency	22
Deploy Northeast Spokane Valley Pilot Fixed Route Service.....	23
Continue Summer Youth Pass.....	24
Enhance East Fifth Avenue Bus Stops	25
Implement Capital Improvements for Plaza/Arena Service	26
Extend Service to New West Plains Amazon Employment Sites	27
Develop University District Transit-Oriented Development.....	28
Free Year-Round Youth Pass Pilot Program.....	29
Implement Improvements to Plaza/Arena Service.....	30
Fund Transit Elements of Airway Heights Downtown Plan	31
Deploy Mead and East Hillyard Pilot Fixed Route Service	32
Acquire Latah Valley Property	33
Analyze North Spokane Corridor East-West Travel Demand and Routing Opportunities.....	34
Launch Latah Valley Micro Mobility Pilot Program.....	35
Acquire Seven Mile Property	36
Extend Service to 16 Hours on Sundays.....	37
Deploy Mead Area Pilot Fixed Route Service.....	38
Acquire Five Mile Prairie Property.....	39
Extend City Line to SFCC	40

Executive Summary

The STA Board of Directors met on July 1, 2021, and September 1, 2021, to review opportunity created by STA's favorable financial position to identify new investments. The Board developed a potential project list, project assessment framework, and established a \$19.1 million allocation to augment current *STA Moving Forward* planned improvements. This report includes project definition sheets, details the evaluation and scoring of the identified projects, and presents two potential investment scenario packages for consideration by the Board. The two packages are similar except that one package, Package A, includes the project *Continue Summer Youth Pass* as well as new night and weekend service and capital improvements for the North Bank Plaza/Arena service. The other package, Package B, includes the project *Free Year-Round Youth Pass* in lieu of the project *Continuing Summer Youth Pass* and includes only capital improvements for the North Bank Plaza/Arena service.

Project Assessment Framework

The STA Board of Directors affirmed this assessment framework for evaluating potential investments on October 21, 2021.



Project Evaluation Scoring

Each identified project has been evaluated against the scoring criteria (shown below) that was approved by the STA Board of Directors in October 2021.

Criteria	Scoring	Max. Points	Method / Considerations
Implementation Feasibility	Initial screening so not scored	NA	Organizational capacity, does not detract from STAMF, partnership opportunity
Improve access to generate new and regain existing ridership	High impact = 10 points Medium impact = 5 points Low impact = 1 point	10	High Medium Low -> point factor
Impact to improving equity	High impact = 10 points Medium impact = 5 points Low impact = 1 point	10	1-10 based on scale of low income and minority benefits (H, M, L then scored)
Foundation to long-term strategic opportunity	Strong relevance = 10 points Moderate relevance = 5 points Low relevance = 1 point	10	Score 1-10 (see above)
Quick realization of benefits (< 24 months)	Benefits w/in 12 months = 10 points Benefits w/in 24 months = 5 points Benefits after 24 months = 1 point	10	Implementation Time and Benefit Time (math to reflect months before 2024)
One-time Investment vs. Ongoing	One Time only = 10 points On-going < \$250k per year = 5 points On-going > \$250k per year = 1 point	10	Yes/No (One Time = Yes, more points)
Leverages external funding opportunities	Strong likelihood of external funding = 10 points Moderate likelihood of external funding = 5 points Low/no likelihood of external funding = 1 point	10	High Medium Low -> point factor
Geographic representation	Used at final evaluation stage as part of project packaging	NA	North, South, Central, Greater Valley, West Plains; Regional; this is a package criterion

One project, *Extend City Line to SFCC*, was eliminated in the initial screening phase for the following reasons:

- Initial estimate of approximately \$24.2 million exceeds the \$5 million threshold
- Cannot be implemented before 2023
- Represents risk to City Line implementation schedule

The scoring of the remaining projects is detailed on the next pages. A summary of the scoring results is provided in the table below. A variation of two projects that originally included both service and capital

elements were added to the potential project list that just include the capital improvement portions of the projects. These projects include *Enhance East Fifth Avenue Bus Stops* and *Implement Capital Improvements for Plaza/Arena Service*. The smaller projects were scored separately from their full cost counterparts allowing for more packaging options.

Project Score Summary

Project Title	Project #	Evaluation Criteria Score						Average Evaluation Score
		1	2	3	4	5	6	
Fund Transit Elements of Airway Heights Downtown Plan and West Plains Connector Project	S-14.01	5	10	10	1	10	10	7.7
Enhance Existing West Broadway Service to High Performance Transit Standards	S-16	5	10	10	1	10	10	7.7
Launch Transit-Oriented Development Partnership	D-04	5	5	10	1	10	10	6.8
Contribute Non-Federal Match for Section 5310 Operating Projects	P-02.1	10	10	1	5	5	10	6.8
Contribute Non-Federal Match for All Section 5310 Projects	P-02.2	10	10	1	5	5	10	6.8
Provide STA Contribution to Section 5310 Projects and Other Special Mobility Projects and Services	P-02.3	10	10	1	5	5	10	6.8
Enhance East Fifth Avenue Service Quality and Frequency	S-17	10	10	5	1	5	10	6.8
Deploy Northeast Spokane Valley Pilot Fixed Route Service	S-08	10	5	5	10	10	1	6.8
Continue Summer Youth Pass	P-01	10	10	5	10	5	1	6.8
Enhance East Fifth Avenue Bus Stops	S-17.01	5	10	5	1	10	10	6.2
Implement Capital Improvements for Plaza/Arena Service	S-20.01	1	10	5	5	10	5	6.2
Extend Service to New West Plains Amazon Employment Sites	S-19	10	10	5	10	1	1	6.2
Develop University District Transit-Oriented Development Opportunity	D-22	5	5	10	1	10	5	6
Free Year-Round Youth Pass Pilot Program	P-23	5	10	5	10	5	1	6
Implement Improvements to Plaza/Arena Service	S-20	5	10	5	5	5	5	5.8
Fund Transit Elements of Airway Heights Downtown Plan	S-14	1	5	10	1	10	5	5.3
Deploy Mead and East Hillyard Pilot Fixed Route Service	S-09	10	10	5	1	1	1	4.7
Acquire Latah Valley Property	D-06	1	1	10	1	10	1	4
Analyze North Spokane Corridor East-West Travel Demand and Routing Opportunities	A-15	1	1	5	1	10	5	3.8
Launch Latah Valley Micro Mobility Pilot Program	S-12	5	1	5	5	1	5	3.7
Acquire Seven Mile Property	D-05	1	1	5	1	10	1	3.2
Extend service to 16 hours on Sundays	S-10	5	10	1	1	1	1	3.2
Deploy Mead Area Pilot Fixed Route Service	S-18	5	5	5	1	1	1	3
Acquire Five Mile Prairie Property	D-07	1	1	1	1	10	1	2.5

Project Title	Project #	Evaluation Criteria 1: Generate and regain ridership	Evaluation Criteria 2: Impact to improving equity	Evaluation Criteria 3: Foundation to long-term strategic opportunity	Evaluation Criteria 4: Quick Realization of Benefits	Evaluation Criteria 5: One- time vs. ongoing expenditures	Evaluation Criteria 6: Leverages external funding opportunities
Fund Transit Elements of Airway Heights Downtown Plan and West Plains Connector Project	S-14.01	Medium- Will enable service to 300 residents in an area of increasing density	High - 18% of population in area is in poverty, 30% are non-white	High - The investment allows approved service changes to take effect	Low - Improvements may be completed in 2023 or 2024	High - The improvements allow for route revisions but do not materially increase operating costs	High - Leverages City of Airway Heights funding and city intent to pursue WA TIB grant
Enhance Existing West Broadway Service to High Performance Transit Standards	S-16	Medium - Improves service quality, but not the frequency or span of service	High - 25% of population in poverty, 20% are non-white; project increases passenger amenities in diverse area	High - The improvements align with long-term plans for High Performance Transit	Low - Improvements could be ready for construction in late 2023 but not complete until 2024	High - Capital expenditures are one-time expenditures that support an existing route	High - Good candidate for federal funding (STBG or 5339 funds)
Launch Transit-Oriented Development Partnership	D-04	Medium- TOD will generate new ridership upon completion but not immediately	Medium - Opportunity to increase housing availability and affordability near transit for individuals who rely on transit	High - Supporting density at major transit facilities supports regional growth plans	Low - Partnership will likely not have benefits before 2024	High - One time expenditure to facilitate the partnership	High - Leverages private or public funding for increased housing around transit; Spokane Housing Authority has expressed interest
Contribute Non-Federal Match for Section 5310 Operating Projects	P-02.1	High- Will enable mobility providers to provide more rides	High - Those served by 5310 are disproportionately low income and will benefit from service provided	Low - Does not represent a long-term strategic opportunity	Medium - Can be deployed in 2022 with riders served in 2023	Medium - Funds would be awarded annually and this doesn't guarantee continuation; any new service that is provided would likely rely on an STA match	High - Leverages funding from local non-profit organizations and government agencies
Contribute Non-Federal Match for All Section 5310 Projects	P-02.2	High- Will enable mobility providers to provide more rides	High - Those served by 5310 are disproportionately low income and will benefit from service provided	Low - Does not represent a long-term strategic opportunity	Medium - Can be deployed in 2022 with riders served in 2023	Medium - Funds would be awarded annually and this doesn't guarantee continuation; any new service that is provided would likely rely on an STA match	High - Leverages funding from local non-profit organizations and government agencies
Provide STA Contribution to Section 5310 Projects and Other Special Mobility Projects and Services	P-02.3	High- will enable mobility providers to provide more rides	High - Those served by 5310 are disproportionately low income and will benefit from service provided	Low -Does not represent a long-term strategic opportunity	Medium - Can be deployed in 2022 with riders served in 2023	Medium - Funds would be awarded annually and this doesn't guarantee continuation; any new service that is provided would likely rely on an STA match	High - Leverages funding from local non-profit organizations and government agencies
Enhance East Fifth Avenue Service Quality and Frequency	S-17	High - Improves service frequency evenings and weekends while investing in ADA and passenger amenities that support ridership growth	High - Route 94 has higher poverty and non-white populations than Spokane County, highest concentration in area of proposed stop improvements (26% in poverty, 24% non-white)	Medium - East Fifth is not an identified HPT line; however, it is expected to operate indefinitely into the future	Low - Service can't be added until after 2024; bus stop improvements may stretch into 2024	Medium - capital improvements are one-time but service improvements would be subject to funding availability to continue	High - Good candidate for federal funding (STBG or 5339 funds)

Project Title	Project #	Evaluation Criteria 1: Generate and regain ridership	Evaluation Criteria 2: Impact to improving equity	Evaluation Criteria 3: Foundation to long-term strategic opportunity	Evaluation Criteria 4: Quick Realization of Benefits	Evaluation Criteria 5: One- time vs. ongoing expenditures	Evaluation Criteria 6: Leverages external funding opportunities
Deploy Northeast Spokane Valley Pilot Fixed Route Service	S-08	High- Will enable new transit trips not available today; Route would serve 1,900 jobs not including recent growth including Amazon	Medium - Lower than average minority or poverty households, but instead, increases transit access to jobs	Medium - Provides service to an area that is a good candidate for continued growth and interest	High - Can be initially deployed within six months	High - The service is a reorientation of existing service and would not add operating costs beyond current forecast	Low - No expected external funding leverage is available for this project
Continue Summer Youth Pass	P-01	High- Will encourage new ridership among youth	High - Students who use transit are more likely to come from low income and non-white households	Medium - Fostering ridership among youth supports future ridership	High - Program can be implemented in 2022	Medium - Program costs could be one-time, but in order to continue it will have a long-term cost impact	Low - Based on 2021 model the program does not leverage outside funding
Enhance East Fifth Avenue Bus Stops	S-17.01	Medium - Improves service quality, but not the frequency or span of service	High - The surrounding area has higher poverty and non-white populations than Spokane County (28.8% in poverty, 40.5% non-white)	Medium - East Fifth is not an identified HPT line; however, it is expected to operate indefinitely into the future	Low - Improvements could be ready for construction in late 2023 but not complete until 2024	High - Capital expenditures are one-time expenditures that support an existing route	High - Good candidate for federal funding (STBG or 5339 funds)
Implement Capital Improvements for Plaza/Arena Service	S-20.01	Low - Improves rider experience at regional facilities, but no new areas served	High - 47% of area population in poverty, 29% are non-white.	Medium - Supports regional destinations to ensure transit is a viable choice for visitors	Medium - Bus stop improvements can be in place in 2023	High - Capital improvements are a one-time cost.	Medium - Leverages investments in more destinations along the route, not a likely candidate for grants
Extend Service to New West Plains Amazon Employment Sites	S-19	High - Provides access to 900 jobs currently not served by transit with more jobs planned to be added to the area	High - Transit access to jobs improves equity, limited residences in this area (~500) but of those there is a higher that countywide average living in poverty (38%) than county average, 22% non-white	Medium - Supportive of connection goals between Airway Heights and West Plains Transit Center	High - Can be deployed in 2022	Low - service improvements will be required to be continued for benefits to continue	Low - No expected external funding leverage is available for this project
Develop University District Transit-Oriented Development Opportunity	D-22	Medium- TOD will generate new ridership upon completion but not immediately	Medium - Opportunity to increase housing availability and affordability near transit for individuals who rely on transit	High - Supporting density along Sprague HPT corridor	Low - TOD will likely not have benefits before 2024	High - One time expenditure to facilitate the partnership	Medium -Opportunity to leverage outside funding, but no candidate source identified
Free Year-Round Youth Pass Pilot Program	P-23	Medium- Will encourage new ridership among youth, but also includes significant displacement of existing funding during school year rather than ridership growth	High - Students who use transit are more likely to come from low income and non-white households	Medium - Fostering ridership among youth supports future ridership	High - Can be initially deployed within six months	Medium - Program costs could be one-time, but in order to continue there would be long-term cost impacts	Low - Displaces partnership funding, including state funds allocated for student transportation

Project Title	Project #	Evaluation Criteria 1: Generate and regain ridership	Evaluation Criteria 2: Impact to improving equity	Evaluation Criteria 3: Foundation to long-term strategic opportunity	Evaluation Criteria 4: Quick Realization of Benefits	Evaluation Criteria 5: One- time vs. ongoing expenditures	Evaluation Criteria 6: Leverages external funding opportunities
Implement Improvements to Plaza/Arena Service	S-20	Medium - Improves service to regional facilities, but no new areas served	High - 47% of area population in poverty, 29% non-white. Service improvements at off-peak hours increases overall access	Medium - Supports regional destinations to ensure transit is a viable choice for visitors	Medium - Bus stop improvements can be in place in 2023	Medium - Capital improvements are one-time but service improvements would be subject to funding availability to continue	Medium - Leverages investments in more destinations along the route, new layover location, not a likely candidate for grants
Fund Transit Elements of Airway Heights Downtown Plan	S-14	Low-Funding only provides for design of future improvements	Medium - 24% of population are in poverty and 30% are non-white within 1/2 mile of Airway Heights downtown; planning and design will not substantially improve equity	High - The investment is supportive of High Performance Transit identified in <i>Connect Spokane</i>	Low - Design activity will support construction that won't occur before 2024	High - The project is a one-time expenditure of funds	Medium - Leverages potential City of Airway Heights funding (matching funds not yet available)
Deploy Mead and East Hillyard Pilot Fixed Route Service	S-09	High- Will enable new transit trips that cannot be taken today; 15,400 residents and 12,400 jobs within a half mile	High - 17% of surrounding corridor population is in poverty (high), 14% are non-white, lower than county average, greatly increases jobs accessible by transit	Medium - Supports connection between City Line and future Division BRT's northern terminal	Low - Cannot be deployed and serving passengers until 2024	Low - The service would need to be extended beyond initial trial for benefits to continue	Low - No expected external funding leverage is available for this project
Acquire Latah Valley Property	D-06	Low - Long term it will generate ridership upon facility completion and service start	Low -Impact on equity not realized upon property acquisition	High -Represents future service candidate corridor recognized in regional plans; property acquisition can act as investment that can be liquidated should plans change	Low - No near-term benefits from property acquisition	High - One time expenditure	Low - No expected external funding leverage is available for this project
Analyze North Spokane Corridor East-West Travel Demand and Routing Opportunities	A-15	Low - A study will not support near term ridership growth	Low - Not clear how it will improve equity	Medium - It may support future planning for service on NSC	Low - Benefits of study are dependent on opening of NSC, which is slated for late 2020s	High - the study does not result in any long-term commitments	Medium - This could leverage a grant through SRTC
Launch Latah Valley Micro Mobility Pilot Program	S-12	Medium- will enable new transit trips that cannot be taken today; population density is approximately 640 per square mile	Low - 8% of population in poverty; lower than county average, non-white population is 17%, slightly higher than county average	Medium - A test case for micromobility will help STA understand value and best method in the region	Medium - Could be operational in 2023	Low - the service would need to be extended beyond initial trial for benefits to continue	Medium - may be candidate for regional mobility grant program

Project Title	Project #	Evaluation Criteria 1: Generate and regain ridership	Evaluation Criteria 2: Impact to improving equity	Evaluation Criteria 3: Foundation to long-term strategic opportunity	Evaluation Criteria 4: Quick Realization of Benefits	Evaluation Criteria 5: One- time vs. ongoing expenditures	Evaluation Criteria 6: Leverages external funding opportunities
Acquire Seven Mile Property	D-05	Low - long term it will generate ridership upon facility completion and service start	Low - Impact on equity not realized with property acquisition	Medium - Represents candidate corridor for service in the future; property acquisition can act as investment that can be liquidated should plans change	Low - No near-term benefits from property acquisition	High - One time expenditure	Low - No expected external funding leverage is available for this project
Extend service to 16 hours on Sundays	S-10	Medium- Will provide new transit trips currently not available, but generally during the lowest demand periods of the week	High- Riders during off-peak on Sundays are more likely traveling to essential jobs	Low - Plans do not call for extending all routes to 16 hours on Sunday	Low - Could not be in place until 2024	Low - The service would need to be extended beyond initial trial for benefits to continue	Low - No expected external funding leverage is available for this project
Deploy Mead Area Pilot Fixed Route Service	S-18	Medium- Will provide new transit service not offered today, but route concept limits trips served to shorter, localized travel	Medium - 16% of population is in poverty, 15% non-white population is less than the county average	Medium - Route may serve the terminal of Division BRT	Low - Cannot be deployed and serving passengers until 2024	Low - Service improvements will be required to be continued for benefits to continue	Low - No expected external funding leverage is available for this project
Acquire Five Mile Prairie Property	D-07	Low - Long term it may generate ridership upon facility completion and service start	Low - Impact on equity not realized with property acquisition	Low - Does not represent candidate corridor for fixed route extension	Low -No near-term benefits from property acquisition	High - One time expenditure	Low - No expected external funding leverage is available for this project

Project Packaging

Consistent with the Board agreed upon framework STA staff developed two alternative packages with the aim of balancing the following considerations:

- advancing high scoring concepts,
- providing geographic representation,
- avoiding detracting from current & planned initiatives,
- and staying within the Board established investment pool of \$19.1 million.

The two packages are similar except that one package, Package A, includes the project *Continue Summer Youth Pass* as well as new night and weekend service and capital improvements for the North Bank Plaza/Arena service. The other package, Package B, includes the project *Free Year-Round Youth Pass* in lieu of the project *Continuing Summer Youth Pass* and includes only capital improvements for the North Bank Plaza/Arena service.

On September 1, 2021, the Board also affirmed an investment of \$4.9 million for ten battery electric buses & charging infrastructure. This investment is in addition to the \$19.1 million investment pool and is acknowledged at the top of each package.

Package A

Project	#	Cost	Eval. Score	Geo.
10 Battery Electric Buses & Charging Infrastructure (Strategic Investment)		\$ 4,900,000		Regional
Fund Transit Elements of Airway Heights Downtown Plan & West Plains Connector Project	S-14.01	\$ 2,000,000	7.7	West
Enhance Existing West Broadway Service to High Performance Transit Standards	S-16	\$ 2,480,000	7.7	Central
Launch Transit-Oriented Development Partnership	D-04	\$ 2,000,000	6.8	Regional
Contribute Non-Federal Match for All Section 5310 Projects	P-02.2	\$ 190,000	6.8	Regional
Enhance East Fifth Avenue Service Quality and Frequency	S-17	\$ 1,556,000	6.8	Greater Valley
Deploy Northeast Spokane Valley Pilot Fixed Route Service	S-08	\$ 494,000	6.8	Greater Valley
Continue Summer Youth Pass	P-01	\$ 475,000	6.8	Regional
Extend Service to New West Plains Amazon Employment Sites	S-19	\$ 1,176,000	6.2	West
Implement Improvements to Plaza/Arena Service	S-20	\$ 2,995,000	5.8	Central
Acquire Latah Valley Property	D-06	\$ 3,136,000	4	South
Acquire Seven Mile Property	D-05	\$ 1,960,200	3.2	North
Total (Near Term Investments separate from BEB Strategic Investment)		\$ 18,462,200		

Package B

Project	#	Cost	Eval. Score	Geo.
10 Battery Electric Buses & Charging Infrastructure (Strategic Investment)		\$ 4,900,000		Regional
Fund Transit Elements of Airway Heights Downtown Plan and West Plains Connector Project	S-14.01	\$ 2,000,000	7.7	West
Enhance Existing West Broadway Service to High Performance Transit Standards	S-16	\$ 2,480,000	7.7	Central
Launch Transit-Oriented Development Partnership	D-04	\$ 2,000,000	6.8	Regional
Contribute Non-Federal Match for All Section 5310 Projects	P-02.2	\$ 190,000	6.8	Regional
Enhance East Fifth Avenue Service Quality and Frequency	S-17	\$ 1,556,000	6.8	Greater Valley
Deploy Northeast Spokane Valley Pilot Fixed Route Service	S-08	\$ 494,000	6.8	Greater Valley
Implement Capital Improvements for Plaza/Arena Service	S-20.01	\$ 2,246,000	6.2	Central
Extend Service to New West Plains Amazon Employment Sites	S-19	\$ 1,176,000	6.2	West
Free Year-Round Youth Pass Pilot Program	P-23	\$ 1,800,000	6	Regional
Acquire Latah Valley Property	D-06	\$ 3,136,000	4	South
Acquire Seven Mile Property	D-05	\$ 1,960,200	3.2	North
Total (Near Term Investments separate from BEB Strategic Investment)		\$ 19,038,200		

Potential Investments Definitions

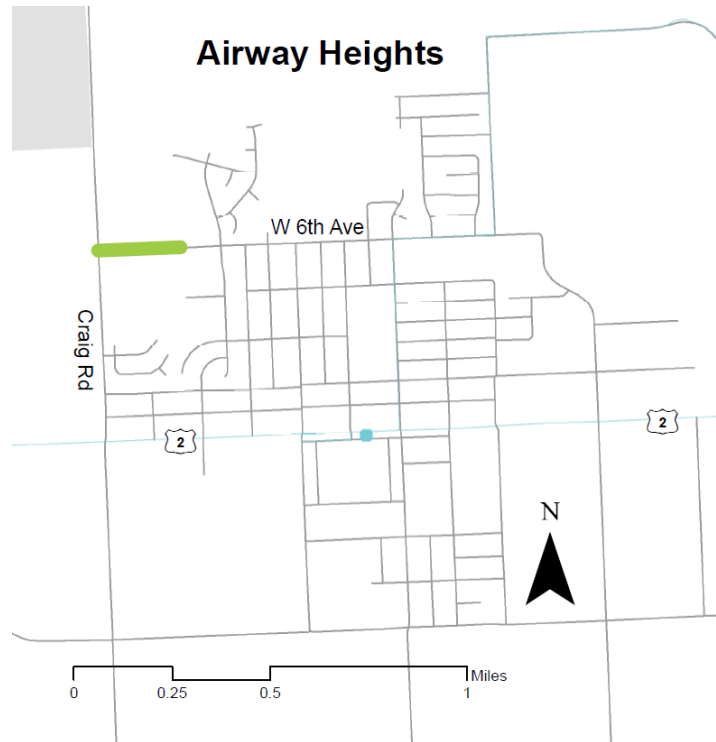
The following pages provide a simple description, cost estimate, resourcing considerations, and the anticipated deployment steps for each potential investment identified at the workshops of the STA Board in September 2021 and October 2021. Please note the cost estimates are very preliminary using simple assumptions based on similar projects. No field surveying, bus testing, and/or more thorough investigation was conducted to provide these estimates. The estimates are intended to provide an order of magnitude for screening, evaluation, and packaging purposes. Further estimates and refinements will be completed should a project be selected for investment.

Significant staffing requirements are noted in the resourcing section of each project sheet. The cost estimates for added service assume the fully allocated operating cost per revenue hour which includes administration costs.

Fund Transit Elements of Airway Heights Downtown Plan and West Plains Connector Project

Potential near-term investments
S-14.01

Service improvements/expansion
West



DESCRIPTION

Invest in the design and implementation of bus stop improvements and pedestrian/passenger enhancements coordinated with City of Airway Heights and providing funding support for 6th/Craig connectivity as a secondary transit pathway as identified in plans.

PRELIMINARY ESTIMATED COST

\$2,000,000

RESOURCING

Staff time for contract/planning/contract management

Recommended STA investment in the project.
Full project budget will exceed \$3M.

DEPLOYMENT STEPS

- Negotiate and execute agreement with Airway Heights
- Airway Heights solidifies other funding (2021/2022)
- Design (2022)
- Bidding (2022/2023)
- Construction (2023/2024)

Enhance Existing West Broadway Service to High Performance Transit Standards

Potential near-term investments
S-16

Service improvements/expansion
Central



DESCRIPTION

HPT Corridor (Sprague Line), providing ADA improvements and enhanced passenger amenities consistent with HPT standards.

PRELIMINARY ESTIMATED COST

\$2,480,000

RESOURCING

Project manager assignment

Planning, design, and construction of improvements

DEPLOYMENT STEPS

- Amend Sprague Line CDP for extension
- Develop station/stop design
- Construct improvements

Launch Transit-Oriented Development Partnership

Potential near-term investments
D-04

Real Estate & Transit-Oriented Development (TOD)
Regional

DESCRIPTION

Pilot up to two TOD opportunities in connection to existing transit facilities in partnership with affordable housing organizations and other developers.

PRELIMINARY ESTIMATED COST

\$2,000,000

RESOURCING

Real estate development manager

For land integration and infrastructure improvements.

DEPLOYMENT STEPS

- Hire new real estate development manager
 - Identify prospective locations
 - Issue Request for Proposals for cooperative project with housing partner
-

Contribute Non-Federal Match for Section 5310 Operating Projects

Potential near-term investments
P-02.1

Fair and Mobility Partnerships
Regional

DESCRIPTION

Support FTA Section 5310 operating projects to buy down local match to 20% requirement (FTA = 50%, STA = 30%, Sponsor = 20%.)

PRELIMINARY ESTIMATED COST

\$120,000

RESOURCING

No additional required

DEPLOYMENT STEPS

- Utilize scoring criteria developed for 2021 Call for Projects, providing new guidance on operating project match
 - Issue call for projects
 - Establish funding recommendations for Board award
 - Seek federal funding award and manage distribution of funds
-

Contribute Non-Federal Match for All Section 5310 Projects

Potential near-term investments
P-02.2

Fair and Mobility Partnerships
Regional

DESCRIPTION

Support FTA Section 5310 projects to buy down local match requirement to 10%

PRELIMINARY ESTIMATED COST

\$190,000

RESOURCING

No additional required

DEPLOYMENT STEPS

- Utilize scoring criteria developed for 2021 Call for Projects, providing new guidance for change in matching requirements
 - Issue call for projects
 - Establish funding recommendations for Board award
 - Seek federal funding award and manage distribution of funds
-

Provide STA Contribution to Section 5310 Projects and Other Special Mobility Projects and Services

Potential near-term investments
P-02.3

Fair and Mobility Partnerships
Regional

DESCRIPTION

Support FTA Section 5310 projects at 10% similar to #P-02.2, fund other services/capital for disadvantaged populations at 80/20 match.

PRELIMINARY ESTIMATED COST

\$380,000.00

RESOURCING

No additional required

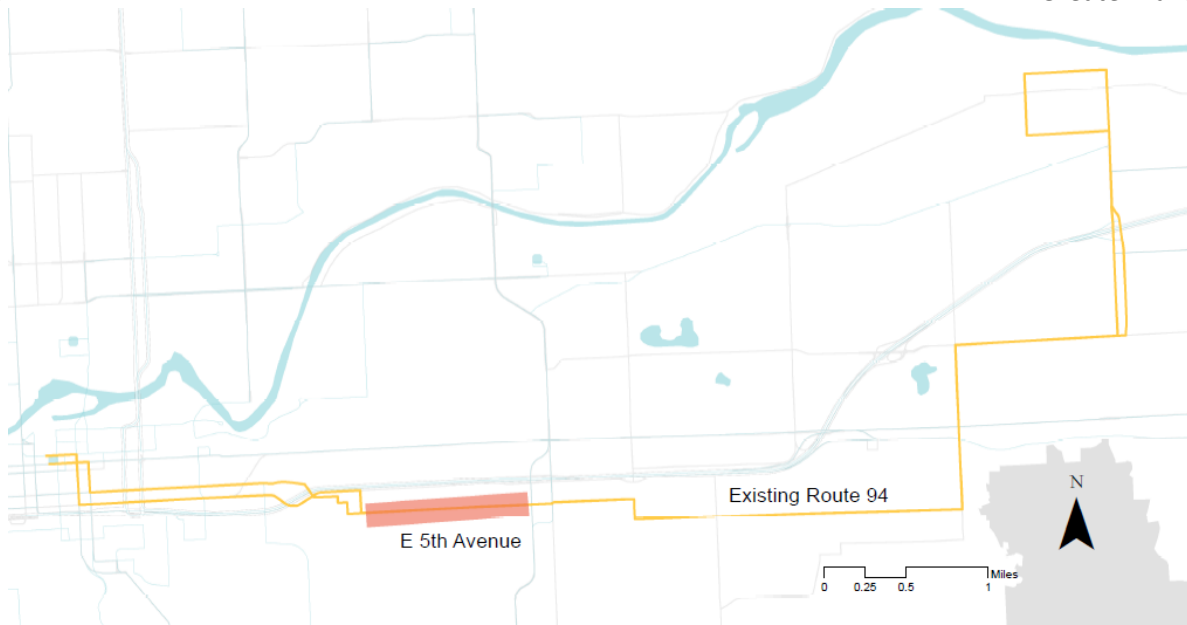
DEPLOYMENT STEPS

- Convene workgroup to help establish scoring criteria for new project types
 - Utilize scoring criteria developed for 2021 Call for Projects, providing new guidance for change in matching requirements
 - Issue call for projects
 - Establish funding recommendations for Board award
 - Seek federal funding award and manage distribution of funds
-

Enhance East Fifth Avenue Service quality and Frequency

Potential near-term investments
S-17

Service improvements/expansion
Greater Valley



DESCRIPTION

Improve existing bus stops with ADA and shelter enhancements along 5th Avenue between Liberty Park and Thor Street, improvements to night and weekend service frequency on Route 94.

PRELIMINARY ESTIMATED COST

Total	\$1,556,000
ADA Bus Stop Improvements	\$ 348,000
24 months of service	\$1,208,000

RESOURCING

Net increase of 5 fixed route coach operators, assign project manager

DEPLOYMENT STEPS

- Assess existing stops and right-of-way
- Design improvements
- Build improvements (complete in 2024)
- Hire and train additional coach operators
- Increase service frequency (assumed to take place in 2024)

Deploy Northeast Spokane Valley Pilot Fixed Route Service

Potential near-term investments
S-08

Service improvements/expansion
Greater Valley



DESCRIPTION

Implement pilot shuttle service to the Spokane Industrial Park and East Garland at Barker to expand reach to existing and emerging employment centers.

PRELIMINARY ESTIMATED COST

\$494,000

RESOURCING

Assign project manager and planner for improvements

Includes ADA bus stop and layover improvement.
No increase in fixed route operating costs.

DEPLOYMENT STEPS

- Assess right-of-way
- Design improvements
- Build improvements
- Revise Route 95 concurrent with planned changes to service in the vicinity (May 2022)

Continue Summer Youth Pass

Potential near-term investments
P-01

Fair and Mobility Partnerships
Regional

DESCRIPTION

Continue funding of region-wide Summer Youth Pass for summer 2022 and 2023.

PRELIMINARY ESTIMATED COST

\$475,000

RESOURCING

Business development manager
Communications staff

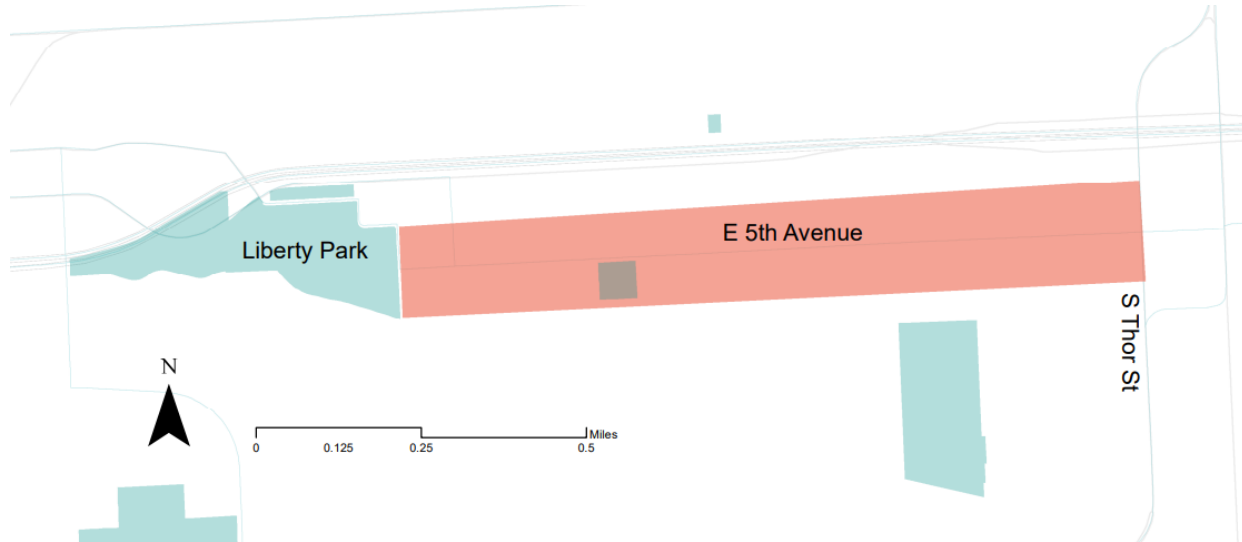
DEPLOYMENT STEPS

- Develop communications plan
- Engage community partners for pass distribution
- Launch program
- Monitor and report results

Enhance East Fifth Avenue Bus Stops

Potential near-term investments
S-17.01

Service improvements/expansion
Central



DESCRIPTION

Improve existing bus stops with ADA and shelter enhancements along 5th Avenue between Liberty Park and Thor Street.

PRELIMINARY ESTIMATED COST

ADA Bus Stop Improvements

\$ 348,000

RESOURCING

Assign project manager

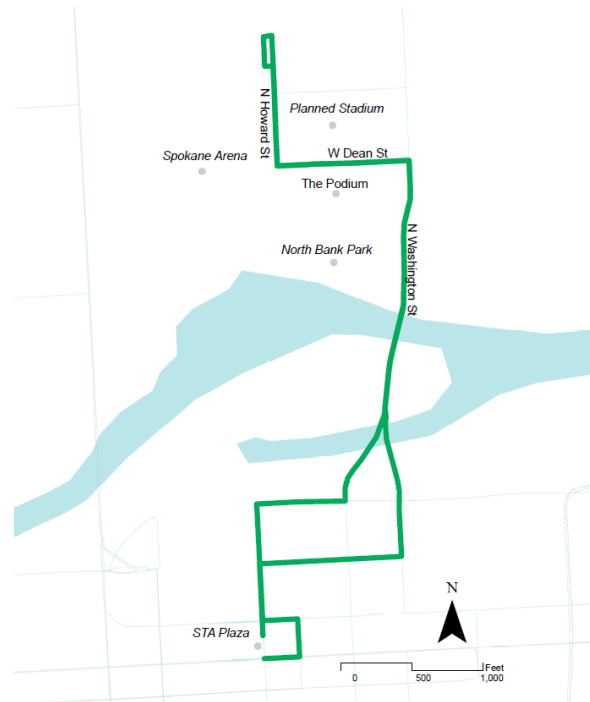
DEPLOYMENT STEPS

- Assess existing stops and right-of-way
- Design improvements
- Build improvements

Implement Capital Improvements for Plaza/Arena Service

Potential near-term investments
S-20.01

Service improvements/expansion
Central



DESCRIPTION

Enhanced infrastructure to improve support of growing North Bank Entertainment District.

PRELIMINARY ESTIMATED COST

Total

\$2,246,000

RESOURCING

Assign planner and capital project manager

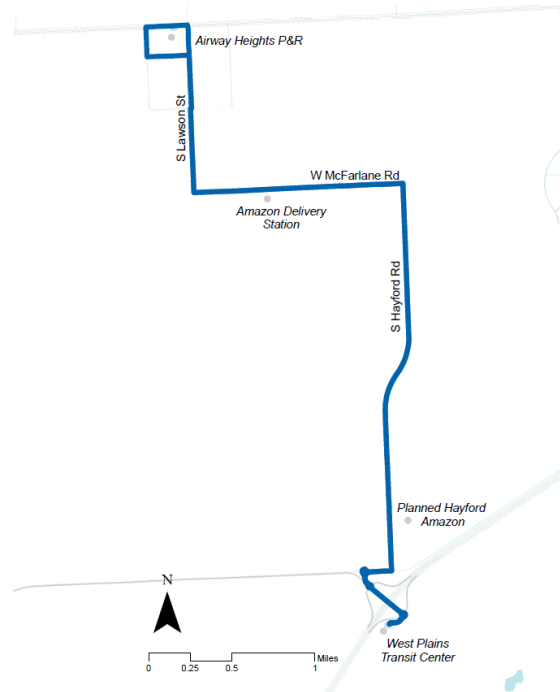
DEPLOYMENT STEPS

- Planning and coordination with stakeholders
- Identify off-street layover location and secure contract for use or purchase
- Design stop improvement
- Build improvements

Extend Service to New West Plains Amazon Employment Sites

Potential near-term investments
S-19

Service improvements/expansion
West



DESCRIPTION

Provide new bus stops and bus service to Amazon fulfillment and distribution facilities on Hayford and McFarlane roads.

PRELIMINARY ESTIMATED COST

Total	\$1,176,000
<i>Does not include vehicle costs. If route continues beyond pilot period additional vehicle must be purchased.</i>	
ADA Bus Stop Improvements	\$600,000
24 months of service	\$576,000

RESOURCING

Net increase of one fixed route coach operator and, one peak period fixed route coach; assign planner and capital project manager

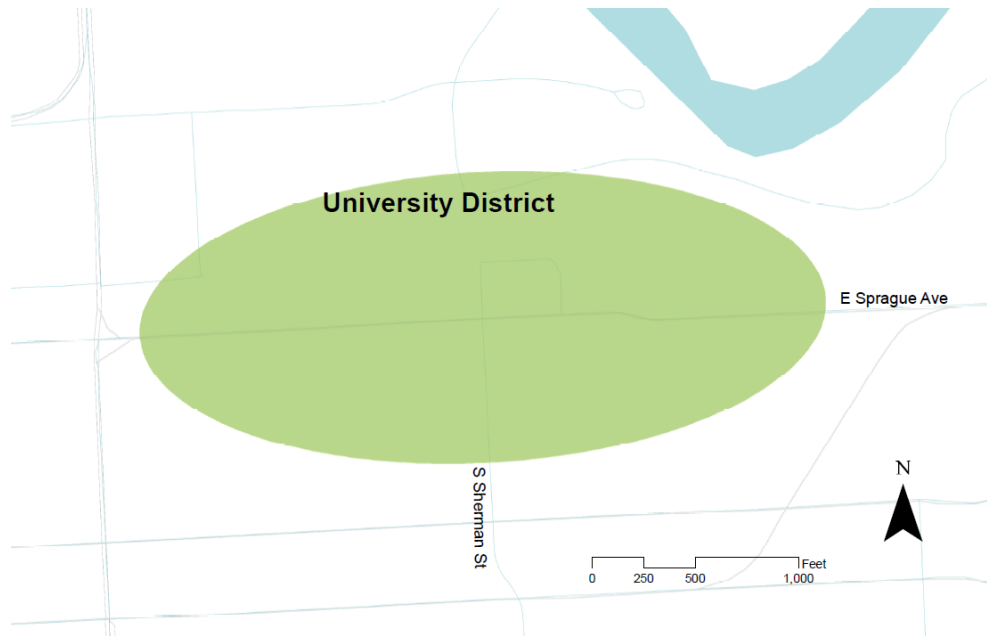
DEPLOYMENT STEPS

- Assess right-of-way
- Design bus stop ADA improvements
- Build improvements
- Hire and train additional coach operator
- Develop schedule and timepoints
- Start the new route (assumed to take place in fall of 2022)

Develop University District Transit-Oriented Development

Potential near-term investments
D-22

Real Estate & Transit-Oriented Development (TOD)
Central



DESCRIPTION

Pursue integrated transit and TOD opportunity in the South University District that supports increased transit access and mobility.

PRELIMINARY ESTIMATED COST

\$1,525,000

RESOURCING

Real estate development manager

DEPLOYMENT STEPS

- Hire new Real estate development manager
- Conduct Request for Proposals for cooperative project with housing partner

Free Year-Round Youth Pass Pilot Program

Potential near-term investments
P-23

Fair and Mobility Partnerships
Regional

DESCRIPTION

Pilot program for a region-wide year-round free STA pass for youth under 18 years of age.

PRELIMINARY ESTIMATED COST

\$1,800,000

RESOURCING

Business development manager, Information
Services, Communications staff

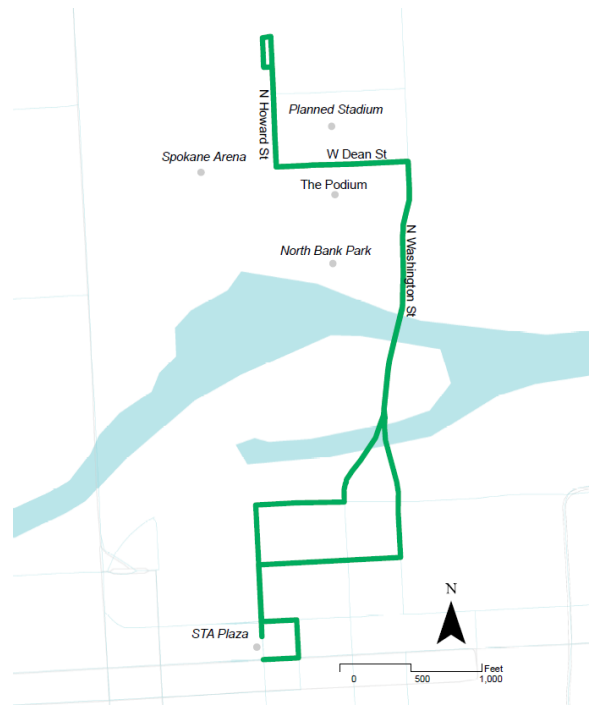
DEPLOYMENT STEPS

- Engage community partners for pass distribution
 - Develop communications plan
 - Launch program
 - Monitor and report results
-

Implement Improvements to Plaza/Arena Service

Potential near-term investments
S-20

Service improvements/expansion
Central



DESCRIPTION

Enhanced service and infrastructure to provide service to improve support of growing North Bank Entertainment District.

PRELIMINARY ESTIMATED COST

Total	\$2,995,000
Bus Stop Improvements	\$246,000
Off-Street Layover	\$2,000,000
24 months of service	\$749,000

RESOURCING

Net increase of one fixed route coach operator;
Assign STA planner and capital project manager

DEPLOYMENT STEPS

- Planning and coordination with stakeholders
- Identify off-street layover location and secure contract for use or purchase
- Design stops improvement
- Build improvements
- Hire and train additional coach operator
- Revise schedule
- Improve service on nights and weekends (assumed to take place in fall of 2023)

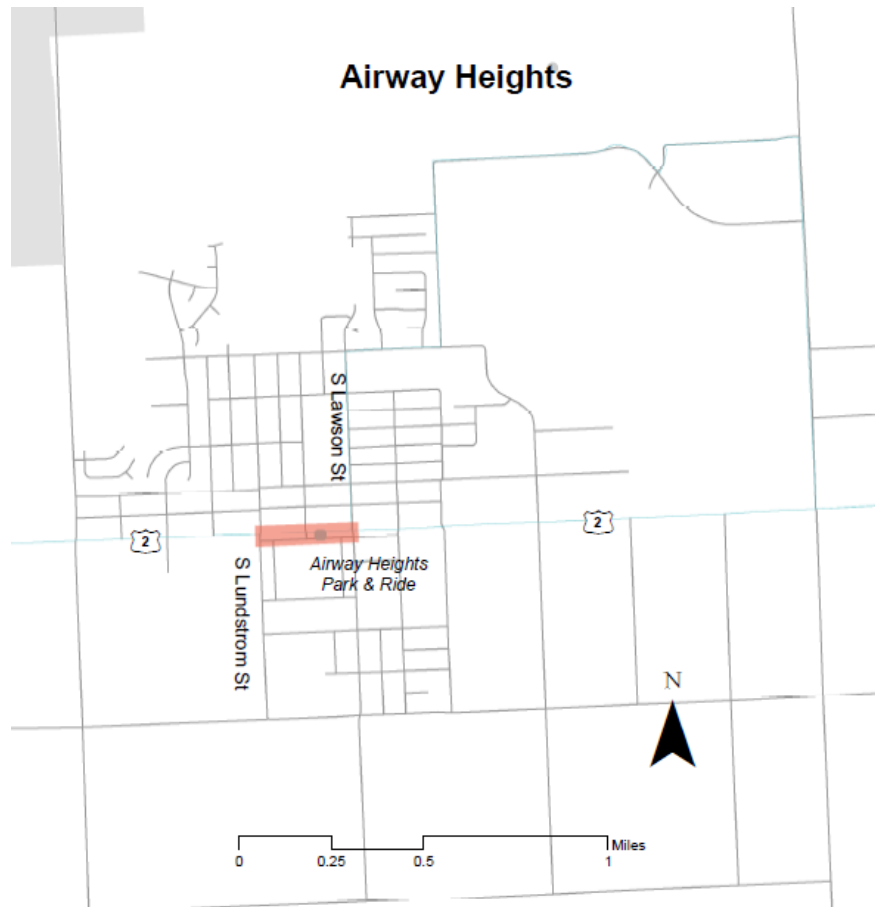
Fund Transit Elements of Airway Heights Downtown Plan

Potential near-term investments

Service improvements/expansion

S-14

West



DESCRIPTION

Pre-design and design for transit improvements in coordination with Airway Heights's US 2 Complete Streets Design Report project for which they are currently seeking Transportation Improvement Board funds.

PRELIMINARY ESTIMATED COST

\$50,000

RESOURCING

Coordination with City of Airway Heights

For STA's investment in the project.

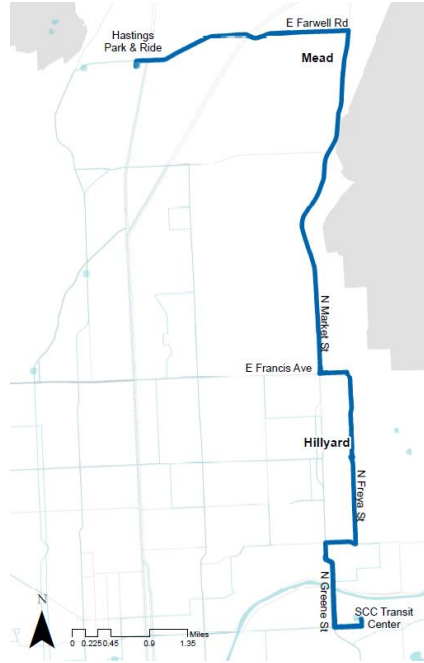
DEPLOYMENT STEPS

- Negotiate and execute agreement
- Coordinate with Airway Heights' staff and consultants
- Monitor progress and payments

Deploy Mead and East Hillyard Pilot Fixed Route Service

Potential near-term investments
S-09

Service improvements/expansion
North



DESCRIPTION

Pilot regular bus service between Hastings Park & Ride and the SCC Transit Center that serves Mead and east Hillyard, including work sites along Freya Street.

PRELIMINARY ESTIMATED COST

Total	\$3,637,000
<i>Does not include vehicle costs. If route continues beyond pilot period additional vehicles must be purchased.</i>	
Bus stop ADA improvements	\$437,000
24 months of service	\$3,200,000

RESOURCING

Net increase of six fixed route coach operators and three peak period fixed route coaches;
Assign a project manager and planner for bus stop improvements

DEPLOYMENT STEPS

- Assess right-of-way
- Design bus stop ADA improvements
- Build improvements
- Hire and train additional coach operators
- Develop schedule and timepoints
- Start the new route (assumed to take place in 2024)

Acquire Latah Valley Property

Potential near-term investments
D-06

Real Estate & Transit-Oriented Development (TOD)
South



DESCRIPTION

Purchase property in the vicinity of Cheney-Spokane Road and US 195 for future transit station that may include park and ride facilities and/or TOD

PRELIMINARY ESTIMATED COST

\$3,136,000

RESOURCING

Real estate development manager

DEPLOYMENT STEPS

- Hire real estate development manager
- Site selection review
- Pursue suitable site
- Obtain Board authority of purchase

Analyze North Spokane Corridor East-West Travel Demand and Routing Opportunities

Potential near-term investments
A-15

Analysis/Study
North

DESCRIPTION

Explore future travel behavior changes that are expected after the completion of the North Spokane Corridor and identify transit solutions to support anticipated growth in east-west travel demand.

PRELIMINARY ESTIMATED COST

\$175,000

RESOURCING

Assign a planner to manage the study

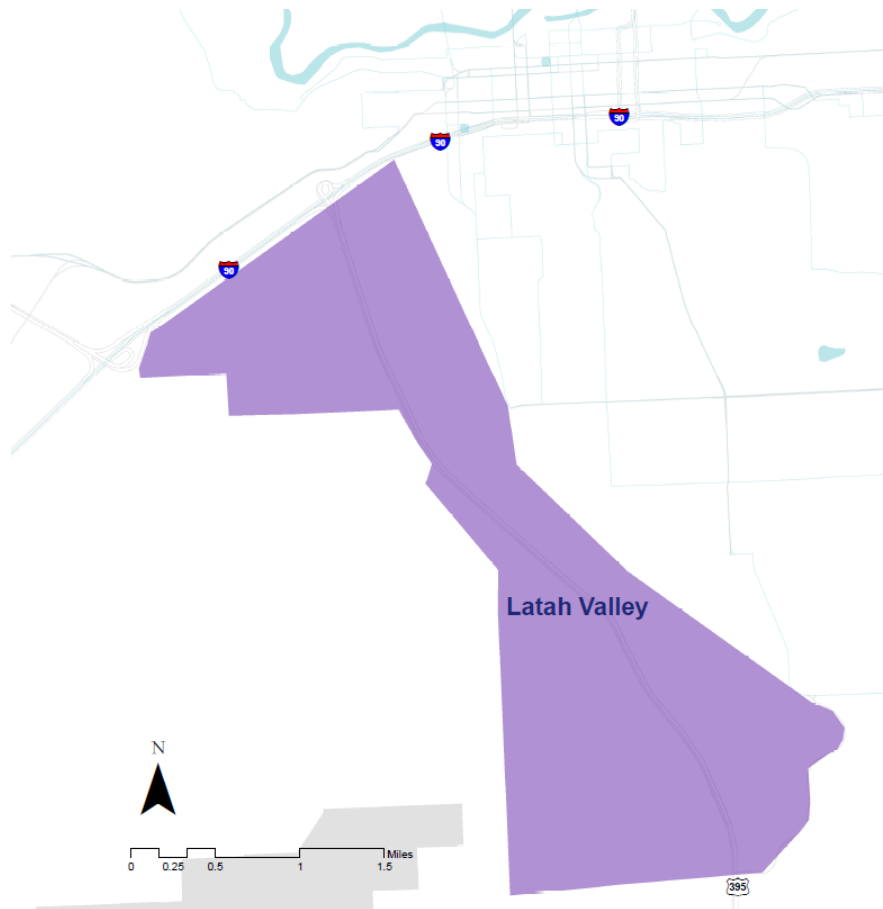
DEPLOYMENT STEPS

- Procure consultant
 - Conduct study
 - Report recommendation that will relate to preparation for future opening of NSC
-

Launch Latah Valley Micro Mobility Pilot Program

Potential near-term investments
S-12

Service improvements/expansion
South



DESCRIPTION

Develop new demand-response shuttle system to serve hard-to-access residential developments in the Latah Valley area to connect with existing transit service.

PRELIMINARY ESTIMATED COST

\$1,750,000

RESOURCING

Program manager

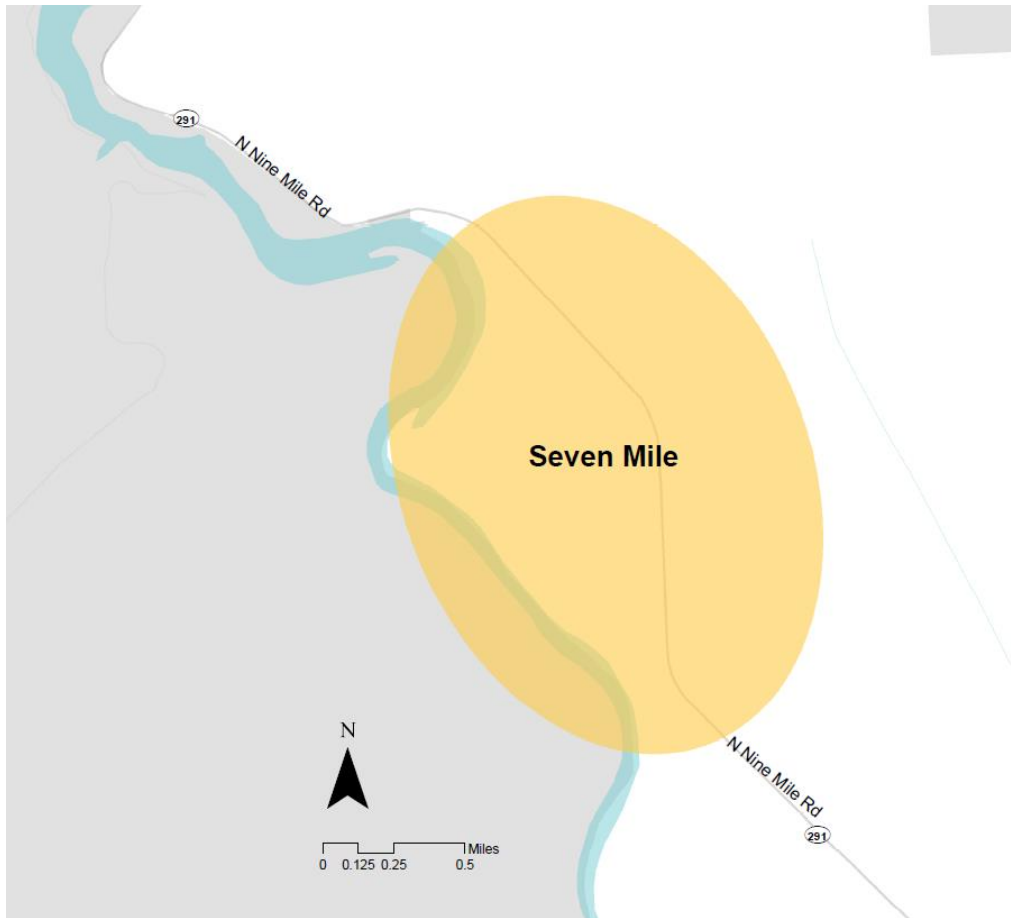
DEPLOYMENT STEPS

- Develop the scope of work
- Issue Request for Proposals
- Select contractor
- Launch and market the program
- Review program use

Acquire Seven Mile Property

Potential near-term investments
D-05

Real Estate & Transit-Oriented Development (TOD)
North



DESCRIPTION

Purchase property along Nine Mile Road between Seven Mile Road and Charles Road for future transit station that may include park & ride facilities and/or TOD

PRELIMINARY ESTIMATED COST

\$1,960,200

RESOURCING

Real estate development manager

DEPLOYMENT STEPS

- Hire real estate development manager
- Site selection review
- Pursue suitable site
- Obtain Board authority for purchase

Extend Service to 16 Hours on Sundays

Potential near-term investments
S-10

Service improvements/expansion
Regional

DESCRIPTION

Extend service earlier in the morning and later in the evening for all routes on Sundays targeting 16-hour spans, compared to the current 12-hour span. The 2022 service revisions include longer span on routes 4, 6, 25, 33, 90. This improvement would extend the planned longer span of service to all routes that operate on Sunday.

PRELIMINARY ESTIMATED COST

\$4,224,000

Includes 13,548 annual service hours for 24 months.

RESOURCING

Net increase of eight fixed route coach operators;
Assign a planner to develop schedules

DEPLOYMENT STEPS

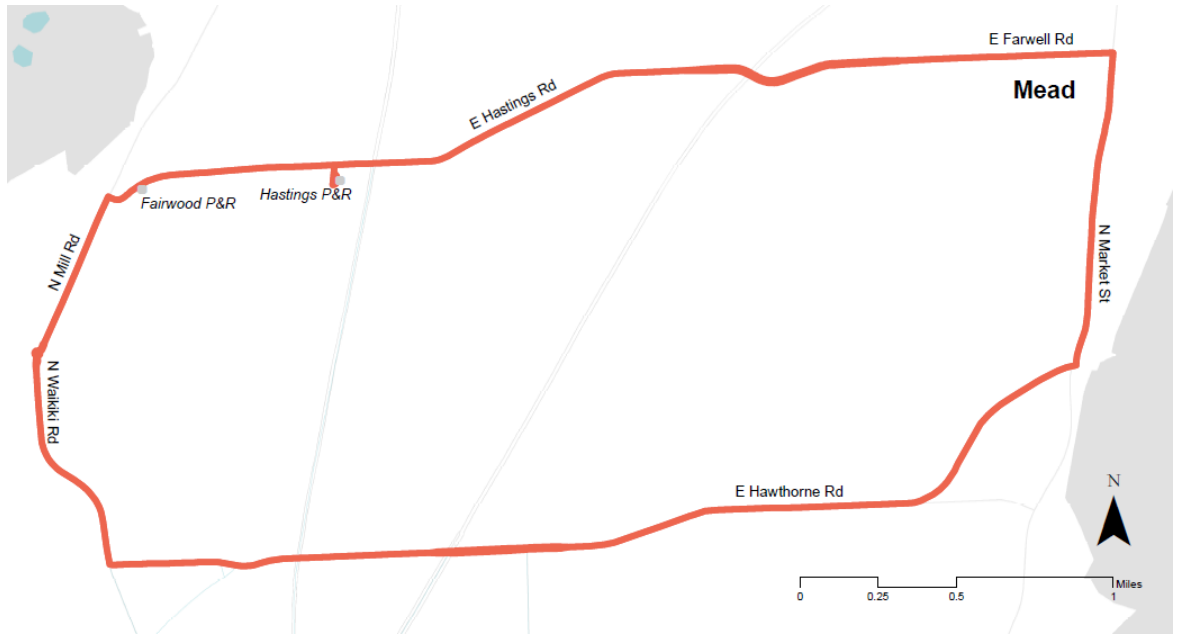
- Hire and train additional coach operators
 - Develop revised schedules
 - Start the extended service (assumed to take place in 2024)
-

Deploy Mead Area Pilot Fixed Route Service

Potential near-term investments

Service improvements/expansion

S-18



DESCRIPTION

Create two-way bus service route connecting Mead, Fairwood, Wandermere and Whitworth neighborhoods.

PRELIMINARY ESTIMATED COST

Total \$3,743,000

Does not include vehicle costs. If route continues beyond pilot period additional vehicles must be purchased.

ADA Bus Stop Improvements \$150,000

24 months of service \$3,593,000

RESOURCING

Net increase of seven fixed route coach operators and three peak period fixed route coaches; assign planner and capital project manager

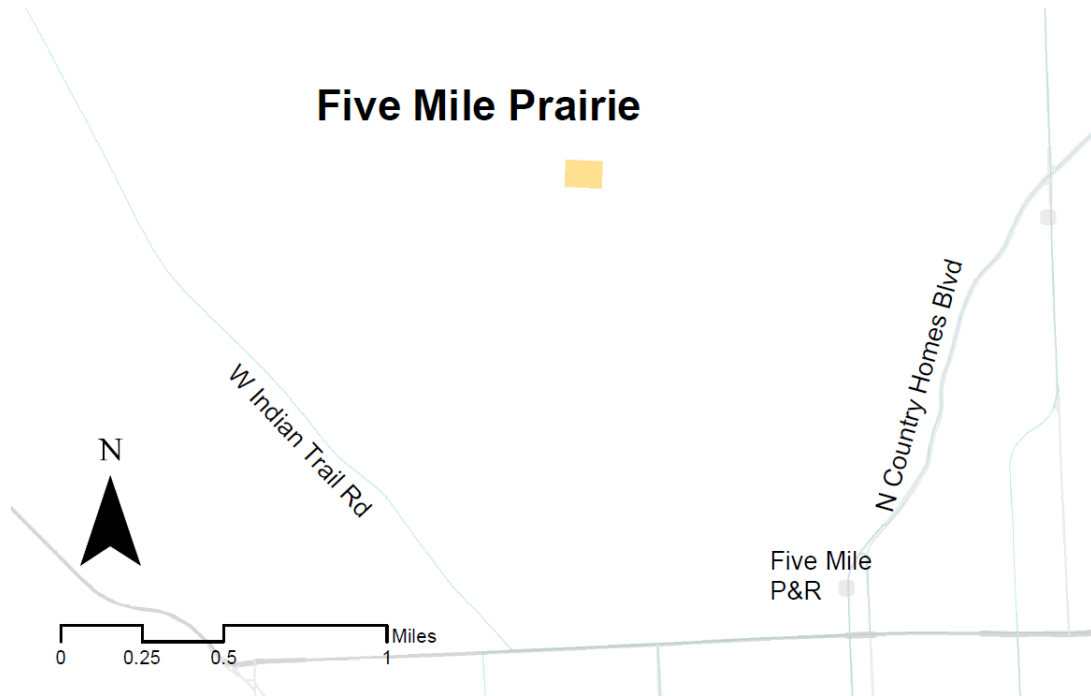
DEPLOYMENT STEPS

- Assess right-of-way
- Design bus stop ADA improvements
- Build improvements
- Hire and train additional coach operators
- Develop schedule and timepoints
- Start the new route (assumed to take place in 2024)

Acquire Five Mile Prairie Property

Potential near-term investments
D-07

Real Estate & Transit-Oriented Development (TOD)
North



DESCRIPTION

Acquire 4.9-acre parcel at Five Mile and Strong roads from City of Spokane for future transit opportunities.

PRELIMINARY ESTIMATED COST

\$2,614,000

RESOURCING

Real estate development manager

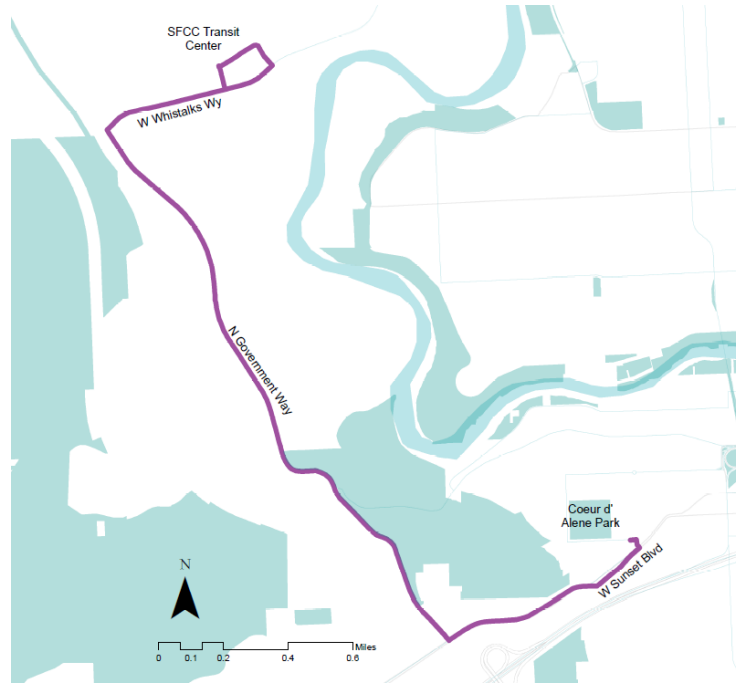
DEPLOYMENT STEPS

- Hire new real estate development manager
- Directly negotiate with City of Spokane for city-owned parcel at Strong and Five Mile roads

Extend City Line to SFCC

Potential near-term investments
S-13

Service improvements/expansion
North



DESCRIPTION

Extend the City Line to Spokane Falls Station via Sunset and Government Blvds.

PRELIMINARY ESTIMATED COST

Total	\$24,180,000
CL stations and amenities	\$8,270,000
5 CL electric coaches, charger	\$9,641,000
24 months of service	\$5,230,000

RESOURCING

Net increase of 10 fixed route coach operators,
project manager

DEPLOYMENT STEPS

- Assess existing stops and right-of-way
- Design stations
- Planning for route and interline revisions
- Build improvements
- Acquire additional electric coaches
- Acquire, install, and commission electric coach charger
- Hire and train additional coach operators
- Develop schedule and timepoints
- Implement revised City Line routing

