4/30/24: Added attachments 5A1 and 5A2.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, May 1, 2024 10:00 a.m. – 11:30 a.m.

### STA Northside Conference Room Spokane Transit Authority 1230 W. Boone Avenue, Spokane, WA

w/Virtual Public Viewing Option Link Below

### **REVISED AGENDA**

- 1. Call to Order and Roll Call
- 2. Committee Chair Report (5 minutes)
- 3. Committee Action (5 minutes)
  - A. Minutes of the March 27, 2024, Committee Meeting -- Corrections/Approval
- 4. Committee Action
  - A. Board Consent Agenda -- none
  - B. Board Discussion Agenda -- none
- 5. Reports to Committee (60 minutes)
  - A. Connect Spokane Comprehensive Plan Update: Draft Elements (Otterstrom)
  - B. STA Moving Forward: Project Delivery Draft Amendment (Otterstrom) (Public Hearing at May 16, 2024, Board meeting)
  - C. Connect 2035 Strategic Plan: Initiative Development and Evaluation Process (Otterstrom)
  - D. 2025-2030 Transit Development Plan: Proposed 2025-2027 Service Improvements (Otterstrom)
  - E. 2025-2030 Transit Development Plan: Review Preliminary Capital Improvement Program (Otterstrom)
  - F. 2025-2030 Transit Development Plan: Review Financial Forecast (Otterstrom/Liard)
  - G. Transit-Oriented Development: Pilot Project Funding (Otterstrom)
- 6. CEO Report (E. Susan Meyer) (15 minutes)
- 7. Committee Information
- 8. Review June 5, 2024, Committee Meeting Draft Agenda
- 9. New Business
- 10. Committee Members' Expressions (5 minutes)
- 11. Adjourn

Next Committee Meeting: Wednesday, June 5, 2024, at 10:00 a.m. in person.

Virtual Link: Join <u>here</u>

Password: Members: 2024 | Guests: 0524

Call-in Number: 1-408-418-9388 | Event #: 2489 257 9324

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: <a href="www.spokanetransit.com">www.spokanetransit.com</a>. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate. Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see <a href="www.spokanetransit.com">www.spokanetransit.com</a>. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call (509) 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM \_\_\_:** COMMITTEE CHAIR REPORT

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** Pam Haley, Chair, Planning & Development Committee

**SUMMARY:** At this time, the Committee Chair will have an opportunity to comment on various topics of interest regarding Spokane Transit.

**RECOMMENDATION TO COMMITTEE: N/A** 

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

AGENDA ITEM 3A:	MINUTES OF THE MARCH 2	7, 2024 (APRIL), COMMITTEE MEETING
REFERRAL COMMITTEE:	n/a	
SUBMITTED BY:	Vicki Clancy, Executive Assist Officer	stant to the Chief Planning & Development
	of the March 27, 2024, Planning on, corrections and/or approval.	& Development Committee meeting are This is the April meeting.
RECOMMENDATION TO CO	<b>DMMITTEE</b> : Corrections and/or a	approval.
COMMITTEE ACTION:		
RECOMMENDATION TO BO	DARD:	
FINAL REVIEW FOR BOARD	BY:	
Division Head	Chief Executive Officer	Legal Counsel

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

### **PLANNING & DEVELOPMENT COMMITTEE MEETING**

**DRAFT** Minutes of the March 27, 2024, (April) Meeting

# STA Northside Conference Room Spokane Transit Authority, 1230 W. Boone Avenue, Spokane, WA

w/Virtual Public Viewing Option

#### **MEMBERS PRESENT**

Pam Haley, City of Spokane Valley – Chair Kitty Klitzke, City of Spokane Zack Zappone, City of Spokane Chris Grover, Small Cities Representative (Cheney), Ex-Officio Dan Dunne, Small Cities Representative (Liberty Lake) E. Susan Meyer, Chief Executive Officer Ex-Officio

### **MEMBERS ABSENT**

Rhonda Bowers, Labor Representative (Non-voting)
Dan Sander, Small Cities Representative (Millwood) Ex Officio

#### **STAFF PRESENT**

Brandon Rapez-Betty, Chief Operations Officer
Karl Otterstrom, Chief Planning & Development
Officer
Monique Liard, Chief Financial Officer
Carly Cortright, Chief Communications & Customer
Service Officer
Vicki Clancy, Executive Assistant to the Chief
Planning & Development Officer

### **PROVIDING LEGAL COUNSEL**

Megan Clark, Etter, McMahon, Lamberson, Van Wert & Oreskovich, P.C.

#### STAFF ABSENT

Nancy Williams, Chief Human Resources Officer

### 1. CALL TO ORDER AND ROLL CALL

Chair Pam Haley called the meeting to order at 10:00 a.m. and Ms. Vicki Clancy conducted roll call.

### 2. COMMITTEE CHAIR REPORT

Chair Haley had nothing to report at this time.

### 3. COMMITTEE ACTION

### A. MINUTES OF THE MARCH 6, 2024, COMMITTEE MEETING

Mr. Dan Dunne moved to approve the March 6, 2024, Planning & Development Committee meeting minutes. Chair Haley seconded, and the motion was approved unanimously.

### 4. COMMITTEE ACTION

### A. BOARD CONSENT AGENDA

### 1. ON-ROUTE CHARGING INFRASTRUCTURE GRANT APPROVAL

Mr. Karl Otterstrom presented. The Federal Transit Administration (FTA) announced a notice of funding opportunity on February 8, 2024, for the Low or No (Low-No) Emission grant

program and the Bus and Bus Facilities grant program, to support the purchase or lease of transit buses as well as acquisition, construction, and leasing of required supporting facilities. Staff is seeking Board authorization to submit a grant application (above \$1M) to support onroute charging infrastructure. There is over \$1 billion in combined available funding under these two grant programs. Spokane Transit has a pending Capital Improvement Program (2025-2030 CIP) request for On-Route Charging Infrastructure which may be located near the West Central Community Center. The current cost estimate is \$4.9M; the opportunity here is to seek up to 80% of that project cost or \$3.92M through either the Low-No grant, or a Bus and Bus Facilities grant. The estimated cost for this project includes the charging infrastructure, the layover area, and adjustments to the road to accommodate the infrastructure and layover changes. While there are two separate programs, the funding opportunity is combined in one application process.

Mr. Otterstrom reiterated that because the On-Route Charging Infrastructure project is not yet in the CIP, Board approval is required prior to grant application submittal. Mr. Otterstrom emphasized the need for on-route charging to support the battery electric fleet, citing the increase in size of the electric fleet, as well as the variability of battery performance during the winter months. STA believes that increasing the amount of charging infrastructure in place will maximize the benefit and utility of battery electric buses. Mr. Otterstrom noted that the final grant requests will be refined as the process continues so the dollar amounts could change slightly by the time the grant is submitted in April.

West Central is a key location for on-route charging and allows STA to bring electric buses to West Central, as well as to Spokane Valley and Liberty Lake. The West Central neighborhood is located in a Justice40 census tract. The Justice40 initiative prioritizes federal funding to reach census tracts identified as disadvantaged due to environmental, climate and socioeconomic conditions. Routes involved provide an opportunity to improve air quality in neighborhoods or communities that have been marginalized or impacted by transportation projects in the past. Over the next few weeks STA will continue to conduct technical analysis working with CTE, to refine the location. The current candidate site is at West Central, but it could be anywhere along the prospective corridor or in Spokane Valley.

Mr. Dan Dunne moved to recommend the Board of Directors approve submittal of a grant application to the Low-No and Bus and Bus Facilities grant program for approximately \$3.92 million for the On-Route Charging Infrastructure project. Mr. Zack Zappone seconded, and the motion was approved unanimously.

### B. BOARD DISCUSSION AGENDA – none

### 5. REPORTS TO COMMITTEE

### A. CONNECT SPOKANE COMPREHENSIVE PLAN UPDATE: REVENUES AND FARES ELEMENT

Mr. Otterstrom provided a recap of the March committee meeting which included: a review of existing Revenues and Fares Element, discussion of Policy 2.2-Determination of Fixed Route Fares, and an introduction to the existing Policy 2.5 Low-income Fares as the topic for the next meeting.

The Connect Spokane Phase 2 Update was initiated in July 2023 consistent with the Planning & Development Committee's 2023 Work Program. A more detailed scope of work for the plan update was presented in September 2023. The elements requiring a more substantial review and possible update includes: communications and public input, transit equity and inclusion, revenues and fares. Mr. Otterstrom reviewed the Community Access Pass Program, the 2023 CAP Program Pass Sales and Usage, Other Transit Agency Needs-Based Fare Programs, Revenues and

Fares Element Conceptual Framework for Revisions, and Revisions Policy 2.0 Fares – New Policies/Policies Proposed for Recission. Minor updates will be brought forward this spring for: Fixed Route, High Performance Transit, Sustainability, Flexible Services, Paratransit, and Regional Transportation & Land Use.

While reviewing the 2023 CAP program pass sales versus the usage of the passes, Mr. Zappone inquired about asking organizations if they are distributing the passes, or why there is such a stockpile of pass inventory. Ms. Cortright responded that STA just finished a survey of the CAP participants and will be sharing that information in the future. Mr. Otterstrom provided data from needs-based fare programs implemented by other transit agencies. Mr. Dunne asked if the mechanics of the alternative systems are similar in terms of day-use cards. Mr. Otterstrom responded that in most cases they provide a fare card that substantiates eligibility for an extended time period (such as a year) and therefore it is different than a community access pass program. The CAP program allows a nonprofit to offer a card without need for identification or background checking; these other programs have the cards registered in the person's name so it cannot be turned around and sold. Mr. Dunne inquired about testing the CAP program compared to other eligibility-based criteria. Mr. Zappone asked about agencies that provided fully subsidized rides for a certain population and revisited the previous discussion surrounding advertising on buses. Discussion ensued. Staff will bring forward draft policy language in the coming months. Mr. Otterstrom reviewed updated milestones for revising Connect Spokane, which includes targeting full adoption in October 2024.

### B. STA MOVING FORWARD: PROJECT DELIVERY AMENDMENT

Mr. Otterstrom provided a review of the March 6, 2024, Board workshop involving the Network Assessment activities within the Connect 2035 strategic planning efforts. Two pathways were identified at the workshop as next steps:

- 1. Completing STA Moving Forward/Near-Term Investments. Action Pathway: Update delivery plan and amendments to Moving Forward (as needed).
- 2. Improvement/Expansion Opportunities. Action Pathway: Connect 2035 Initiative Development and Evaluation (Spring/Summer 2024).

Mr. Otterstrom focused on the first pathway and provided the status of the Near-Term Investments and delivery of *STA Moving Forward*. In advancing pathway #1, the scope of three projects committed to in *STA Moving Forward* need to be amended. First, non-stop, peak-hour service between Spokane and Liberty Lake should be recognized as delivered, given that current demand does not justify an increase in service frequency. Second, the scope of the project to create more direct service between Logan and Lincon Heights neighborhoods in the City of Spokane is not justified with the demand profile assessed in the Network Assessment. Instead, staff recommend focusing the commitment on improving night and weekend service on Route 45 Perry District. Lastly, Appleway Station Park and Ride, the envisioned embodiment of the commitment for increased commuter parking capacity east of Sullivan Road, should focus on land acquisition. This focus reflects the long-term strategic location of such a facility, while recognizing realistic timelines for implementation and ridership demand.

Mr. Dunne commented that he highly values STA's responsiveness to objectives and actual outcomes. Mr. Otterstrom concluded his report with the next steps for the overall efforts of STA Moving Forward. The public hearing will take place at the May 16, 2024, STA Board meeting. The adoption, by resolution, of the plan amendments takes place at the June 20, 2024, STA Board meeting.

### C. CONNECT 2035 STRATEGIC PLAN: PROPOSED OUTCOMES

Mr. Otterstrom presented the big takeaways from the March 6, 2024, Board Workshop. Mr. Otterstrom presented a background on the developing proposed outcomes which incorporated community feedback with STA's Organizational Priorities. These outcomes and priorities are rooted in the Goals and Strategies established during Phase 1. Mr. Otterstrom established the relationship between the goals, strategies, and proposed outcomes, and provided a more in-depth description of the qualitative and quantitative ways STA would measure them. The goal is to work through developing a list of initiatives, including the concepts identified through the Connect 2035 Network Assessment. Through Board, customer, community, employee, and business outreach, STA is beginning to compile a list of initiatives to talk about potential performance measures. The goal is to evaluate 'potential' initiatives through the summer and package the projects into the plan in the early fall. STA is anticipating three more Board workshops for the strategic planning project, to be held in June, July and September.

### D. <u>2025-2030 TRANSIT DEVELOPMENT PLAN: TACTICAL FRAMEWORK</u>

Mr. Otterstrom presented. As a step in the annual preparation of STA's Transit Development Plan (TDP), the Committee prepares and recommends to the Board of Directors a tactical framework that helps frame priorities to be included in the plan. These tactics are intended to support the strategic goals adopted in Phase 1 of *Connect 2035*. Mr. Otterstrom noted refinements to the draft framework since the previous committee meeting. Mr. Zappone questioned why there was nothing regarding the number of rides from community partnerships in the tactical framework. Mr. Otterstrom responded that the framework of the three goals of the TDP are a precursor to future planning. The work that Mr. Zappone was describing is going to largely be in *Connect 2035* in terms of new project initiatives. Mr. Dunne suggested putting together workshops for planning commissions to help better understand land use and how the planning commissions could improve the ability for transit to serve the community. Mr. Otterstrom stated that STA has reached out to the planning commissions to discuss *Connect 2035* and the overall Comprehensive Plan; Mr. Dunne's suggestion could be something to consider over a longer-term period.

# E. <u>2025-2030 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY AND EXPENDITURE FORECAST ASSUMPTIONS</u>

Ms. Monique Liard presented the revenues and expenditure assumptions that inform how the financial forecast will be built. Ms. Liard presented data on historical revenue from voter-approved sales tax, and recent TDP assumptions. STA vets its assumption rate with Dr. Grant Forsyth, the Chief Economist at Avista. Various external, regional, and global factors represent risks to the assumptions. Ms. Liard covered the 2025 to 2030 TDP revenue forecast assumptions. Ms. Liard highlighted one large unknown in the TDP is initiative 2117; if passed, there would be a reduction in state grant funding. Ms. Liard provided background on expenditure assumptions. The annual budget is used as the baseline for operating expenses, and any incremental changes that are made to that budgetary baseline are reviewed as well. Ms. Liard concluded her report with the next steps for the forecast assumptions.

### F. FACILITIES MASTER PLAN UPDATE: PROJECT OVERVIEW

In the interest of time, this item was deferred to report to the Board.

### 6. CEO REPORT

Ms. E. Susan Meyer presented the CEO Report:

<u>Sales Tax Update</u>: March 2024 Voter-Approved Sales Tax Revenue (January 2024 Sales). Actual (\$8,274,027) compared to budget (\$8,241,832) for a 0.4% difference of \$32,195. Sales tax revenue is 1.6% YTD above budget (\$0.4M), 0.4% above March 2023 actual (\$0.03M) and 1.6% YTD above 2023 actual (\$0.4M).

<u>Mobility Conference</u>: April 28 – May 1, 2024; Portland, Oregon. Ms. Meyer extended an invitation to join STA staff at this conference. Please respond by the end of the week.

<u>STA Safety Awards Dinner</u>: Saturday, April 14, 2024, at Northern Quest. Ms. Meyer invited Board members to attend this employee recognition event as a guest (with a guest).

- 7. COMMITTEE INFORMATION none
- 8. REVIEW MAY 1, 2024, COMMITTEE MEETING AGENDA
- 9. NEW BUSINESS none

### 10. COMMITTEE MEMBERS' EXPRESSIONS

Mr. Chris Grover commented that he believes it to be very prudent that STA have conservative forecasts moving forward and is thankful that STA has always done that over the many years. Mr. Grover shared that the STA Safety Awards Banquet is a fantastic event and encouraged committee members to attend.

### 11. ADJOURN

With no further business to come before the Committee, Chair Haley adjourned the meeting at 11:39 a.m.

<u>NEXT COMMITTEE MEETING</u>: WEDNESDAY, May 1, 2024, at 10:00 a.m. in person at STA Northside Conference Room

Respectfully submitted,

Vicki Clancy

Vicki Clancy, Executive Assistant

Planning & Development Department

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM 5A**: CONNECT SPOKANE COMPREHENSIVE PLAN UPDATE: DRAFT ELEMENTS

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Mike Tresidder, Senior Transit Planner

**SUMMARY:** Based on discussions at the March and April Planning & Development Committee meetings, staff will review draft revisions to the *Revenues & Fares Element*, as well as the draft of the new *Equity and Inclusion Element* for review and comment, which will be disseminated prior to the meeting.

**BACKGROUND:** Connect Spokane is STA's comprehensive plan and sets forth a planning vision and policy framework to help guide decisions made by the Board of Directors, staff, and partnering agencies for at least the next 30 years. The current adopted version of the plan can be viewed here:

### https://www.spokanetransit.com/projects/comprehensive-plan/

The Connect Spokane Phase 2 Update was initiated in July 2023 consistent with the Planning & Development Committee's 2023 Work Program. A more detailed scope of work for the plan update was presented in September 2023 and identified several elements requiring a more substantial review and possible update. This month's review of the Revenues and Fares Element, as well as the proposed Equity and Inclusion Element represent the most significant changes under consideration. Next month, minor updates will be brought forward for: Fixed Route, High Performance Transit, Sustainability, Flexible Services, Paratransit, and Regional Transportation & Land Use.

**RECOMMENDATION TO COMMITTEE:** Receive report.

### **Revenues and Fares**

STA maintains a convenient, reasonably priced fare structure aimed at increasing access to public transit within its service area. This fare structure is governed by a Board approved fare policy which is reviewed periodically.

A variety of methods exist for fare payment, designed to create the best value for STA's customers by ensuring they pay the right fare for the way they ride transit. These STA's fare policy structure changes help address fare inequities and reducesing financial barriers.

Passenger fares are an important revenue source for Spokane Transit. Traditionally in its early days of mass transit, the cost of operating transit was covered primarily – if not exclusively – by passengers through fares. More recently For decades, STA has sought to cover, they have paid for about 20% of the cost to provide transit service in the Spokane region with customer fares. Without them, simply put, the region would have less transit to serve those who need and want it. Other revenue sources exist for funding STA's operating costs. Tax revenues, both from Federal and State allocations and from local, voter-approved sales tax funding from taxes assessed within the Public Transportation Benefit Area, provide a significant proportion of STA's financial resources. Government grants and revenues from advertising and from other sources further mitigate operating costs. These revenues should be used in a manner which upholds STA's role as a responsible steward of community funds.

### Revenues and Fares Goal

STA's revenue structure should appropriately balance <u>farebox</u> fares paid by riders, with local, tax<u>es</u>, grants, and <u>advertising revenues</u> other <u>to revenue to provide high-quality service</u>.

### Revenues and Fares Principles

The principles listed below define STA's fare structure. They provide guidelines to ensure that the fundamental ideas behind the fare structure are understood by all. These principles are unchanging and will continue to serve as guidance for new and existing fare policies.

### 1. Fares Matter

Ridership increases are achieved by making public transportation cost effective and simple to use.

Depending on the operating environment, type of transit service, and current market demand, fare changes can play a role in the increase or decrease of ridership and transit service. The imposition of fares for most transit agencies means there is opportunity to provide more service to more people with the additional revenues.

### 2. Perceived Value

Fares and "local match" help avoid the pitfalls known to free commodities.

Thomas Paine said, "What we obtain too cheap, we esteem too lightly." Fares provide the opportunity for riders to better appreciate the cost of service. This can facilitate better travel choices.

### 3. Revenues and Services

The amount of revenue collected correlates with the potential amount of services able to be provided.

The amount of service that STA is able to provide is tied to the amount of revenue from fares, taxes, grants, etc. that is available. When these revenue sources rise or dropfall, STA must make decisions about the services to provide to maintain a sustainable budget that can be provided and sustained.

### 4. Diverse Ridership

A range of fare options recognizes the diversity of trips measured in customer attributes, distance, travel times, and purpose.

Many youth, college students, riders with disabilities, and low-income riders rely upon STA to serve their transportation needs. A fare structure which recognizes the diversity of customers' needs increases the use of STA services.

### 5. Other Revenues – Supplement Fares

The collection of tax, funding from grants, and other non-fare-based revenues supplement revenue generated by customer-paid fares.

Although tTransit agencies often desire for fares to account for a larger share of operating revenue.

However to be more dependent upon fares, non-fare-based revenue sources help to keep service levels higher than would be supported by fares alone.

### 6. Fiscal Responsibility

The fiscally responsible use of revenues increases the public's confidence in transit agencies.

A large proportion of STA's revenues come from tax-based funding sources. To earn <u>and maintain</u> taxpayers' confidence, STA should be viewed as operating in a fiscally responsible way. STA should always strive to achieve its objectives with the greatest efficiency and <u>minimal waste</u> at a reasonable cost.

### 7. Alignment with Agency Priorities

Revenue sources should support the priorities of an agency. A funding source (i.e. grant requirements) should not define the priorities of an agency.

Some revenue sources, such as grants, often have specific stipulations which may not align with STA's stated priorities and goals. Ensuring that revenue sources support the agency's priorities reduces wasteful spending and improves STA's overall public image.

### Revenues and Fares Policies

### RF 1.0 – Revenues

### 1.1 State and Federal Funding

STA will work to maximize funding from state and federal sources <u>as well as and</u> support efforts to increase such financial resources.

State and federal funds are important for STA to be able to maintain a desirable level of service. By supporting efforts to increase the available financial resources, STA may find itself in a position to be better able to provide improved services to the customers throughout the region.

### 1.2 Pursuit of Grants

STA shall pursue grants which align with the agency's priorities and the public good.

Occasionally, grants are pursued simply for the attached dollars Grants are a key resource for a variety of projects and initiatives. If not considered in broader context, s Such grants have the potential to direct the agency's attention away from its stated goals and priorities. By pursuing grants which directly support STA's priorities, the agency helps to ensure the responsible use of revenues and maintain organizational focus.

### 1.3 Advertising

STA shall consider future advertising mechanisms as a revenue opportunity consistent with jurisdictional and community standards.

Advertising has the potential to provide an important source of income for STA. However, the negative impacts of advertising on STA riders and other community members can be notable. STA should recognize this and ensure that the attempt to secure revenue does not negatively impact public perception or ridership.

#### 1.4-3 Debt

### STA will not incur debt.

STA operates on a pay-as-you-go basis. STA shall not incur debt or agree to other financial commitments beyond the balance of current or <u>reasonably</u> projected revenue.

### 1.54 Non-Traditional Revenue Sources

STA shall review the appropriateness and purpose of potential non-traditional revenue sources.

Numerous non-traditional funding sources, ranging from corporate sponsorship to donations-in-kind to partnerships, could potentially support the achievement of STA's goals and policies. Prior to acceptance of such revenues, STA should ensure the legality and understanding of the implications surrounding such revenue sources.

### RF 2.0 - Fares

The following fare policies articulate the guidelines for determining STA's fare structure and collection. Each policy contributes to specificity and provides guidance towards reaching the overall goal of fare collection. These policies together establish a framework for the determination and collection of fares.

### 2.1 Philosophy

STA's philosophy is to encourage increased ridership by providing <u>easy to access, convenient transit a convenient and services and</u> reasonably priced <u>method fares</u> for citizens to enjoy the advantages of public transportation.

Fares are only one of many factors which influence ridership numbers. However, STA will encourage increased ridership by following the principles described earlier in this element and providing a sensible fare structure and payment method.

### 2.2 Determination of Fixed-Route Fares (Proposed Revisions Pending Full Board Discussion)

While the fare structure will provide value to our riding customers, a fixed-route farebox return objective of at least 20% of the fully allocated costs of this service is maintained.

Spokane Transit has agreed to a pro-ridership philosophy in determining fares; that is, that ridership should be encouraged, even if that means that riders pay a smaller-share of the actual cost of the service.

### 2.3 Complexity of Fare Structure

Minimize complexity—emphasize a simple and easily understood system.

- 1. Sustain a flat rate Maintain a single-zone fare structure throughout the Public Transportation Benefit Area.
- 2. Customers <u>may</u> use time-limited passes (two-hour, day, monthly, etc.) to accomplish multi-route/directional trips.
- 3. Utilize fare capping, providing customers with the best options for daily and weekly travel to maximize fare value to the customer.

### 2.4 Pre-Payment of Fares

### 2.4.1 Increase Pre-Payment of Fares

Pre-payment of fares eliminates delays caused by on-board fare payment, increases the reliability of revenues, and encourages the use of transit for spontaneous trips.

Increasing access to methods of pre-payment supports this policy. Examples of pre-payment media include mobile ticketing, smart cards, institutional bus pass programs, and day passes.

### 2.4.2 All Door Boarding

All door boarding will be introduced on select lines to support the use of smart cards and the prepayment of fares.

All door boarding, in conjunction with the use of smart cards and the pre-payment of fares, helps reduce delay at stops and stations, increasing speed and reliability of the service. All door boarding may require fare enforcement to be successful for the agency.

#### 2.5 Low-income Fares

STA supports opportunities for low-income individuals to use public transportation at a discounted cost. Opportunities for low-income individuals to use public transportation should be made available through community programs that subsidize the purchase of standard fare instruments rather than as direct STA discounts or special fare structures. This strategy helps manage eligibility challenges and supports other strategic objectives.

### 2.5 Business and Institutional Fare Programs

STA pursues opportunities to partner with employers, universities, developers, and other interested organizations to provide access to public transportation.

Opportunities for individuals to take advantage of simplified fare programs provided through a partnership between STA and their employer, university, or landlord/developer increase access and mobility for regular and occasional transit users.

### 2.6 Eligibility-based Fare Programs

As may be approved by the Board, STA enables supports opportunities for individuals to use public transportation at a discounted fare price based on targeted eligibility criteria and rigorous due diligence.

Opportunities for individuals to use public transportation should be made available through eligibility-based fare programs that offer customer-facing discounts. Eligibility criteria will be made by the STA Board of Directors and identified in STA's existing fare structure. Prior to the creation and implementation of any eligibility-based fare program, the Board shall conduct an evaluation to determine if the proposed program can meet the following criteria:

- The program and the basis for eligibility is relatively simple to describe and understand, particularly for those who are prospective participants.
- The discount offered by the program considers proportionate costs and benefits relative to other eligibility-based fare programs, as well as other fare partnerships and rates.
- The program adheres to eligibility requirements that can be determined with verifiable public information without the creation of storage by STA of sensitive health or income information.
- The program can be deployed without undue burden on STA operations or administrative requirements.
- The program provides safeguards against abuse.
- The program has a method for reporting performance.
- The estimated ridership and financial impacts of the proposed program have been estimated and reasonably understood as far as STA's commitment to community benefit and fiscal accountability.

### 2.7 Community Access Programs

STA supports opportunities to partner with community-based organizations to expand access to public transportation at a discounted cost.

Opportunities for vulnerable individuals to use public transportation may be made available through community access programs that discount the purchase of standard fare instruments. This partnership strategy helps minimize or reduce typical eligibility verification requirements, especially in addressing acute or transitory needs, and maximizes benefit of community partners in delivering transportation access.

## Transit Equity and Inclusion (draft)

Transit equity is intimately tied to environmental justice. Transit equity concerns come up when wealthier and less marginalized parts of society receive more transportation benefits while the more marginalized people in our communities – historically including communities of color and lower income populations - receive less transportation or experience more negative effects of transportation activities.

Environmental justice in Washington State, as provided in the Healthy Environment for All Act (HEAL Act) addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm. (RCW 70A.02.010). While the HEAL Act does not apply directly to STA, it provides a framework for governmental agencies in their approach to addressing environmental justice. The passage of the Healthy Environment for All (HEAL) Act in 2021 is a historic step toward eliminating environmental health disparities and more equitably distributing health and environmental benefits among communities of color and low-income households for programs and activities funded through the State of Washington.

At the national level, the US Department of Transportation has adopted three fundamental environmental justice principles to guide transportation justice efforts:

- Avoid, minimize, or mitigate disproportionally high and adverse health and environmental effects, including social and economic effects, on communities of color and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decisionmaking process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by communities of color and low-income populations.

STA is committed to providing high-quality service to all riders, including low-income communities and communities of color. We use transit equity and environmental considerations in our decision-making. This element is focused on external-facing inclusion and equity goals, principles and policies.

### Transit Equity and Inclusion Goal

STA works towards a system that ensures inclusive and equitable access to our programs, services, and transit system for the people of our region.

### Transit Equity and Inclusion Principles

These principles describe the foundation for the policies found in this element:

### 1. Equitable and Effective Decision-Making

Effective transportation decision-making depends upon understanding and properly addressing the unique needs of different socio-economic groups.

Working Draft – Transit Equity and Inclusion Element – Connect Spokane Comprehensive Plan Public transportation is more effective when decision-making is informed by equity and inclusion considerations. For STA, such considerations should include decisions about:

- · transit service to low-income neighborhoods and communities of color
- placement of bus stops and shelters

Assignment of buses (or something similar)

- service for non-English speaking populations
- service for students and youth

### 2. Accountability through Transparency

A transparent and public account of decisions made and responses to public input regarding these decisions increases a transit agency's accountability to its customers.

Thorough recordkeeping helps to ensure a common understanding of decisions, policies, and responses. Making reports, key records and analyses reasonably accessible and easy to find, especially online, demonstrates the transparency with which STA conducts its business. A commitment to making records easy to find also supports compliance with the Public Records Act.

### 3. Strength through Diversity

A diversity of viewpoints, backgrounds and circumstances contributes to effective policy development, and broadens our understanding of the world. Diversity fosters resilience and broadens the stakeholders engaged in the success of an endeavor.

### Transit Equity and Inclusion Policies

### TEI 1.0 – Designing Public Engagement and Outreach

STA will strive to design inclusive and accessible engagement and outreach efforts, including efforts to reach out and seek participation from historically marginalized communities.

STA staff will develop engagement strategies with the goal of reaching out and seeking participation, especially from those communities that have historically been marginalized and are more vulnerable to changes in access to jobs, goods and services, medical care, and other essentials of daily life.

### TEI 2.0 – Accessible Information

Providing access and non-technical explanations of relevant reports, records, and documents in a variety of formats demonstrates STA's commitment to transparency.

STA conducts its business in a fair, honest, and legal manner. For that reason, providing access to relevant documents so that the material may be consumed and understood by people of all abilities broadens the public's perception of STA's high operating standards.

### TEI 3.0 – Designing an Inclusive Transit System

The design of programs, services, routes, and facilities shall aim, to the extent practicable, for inclusivity of current and future customers and community members.

Working Draft – Transit Equity and Inclusion Element – Connect Spokane Comprehensive Plan Design considerations may address ages, abilities, languages, lived experiences, cultural backgrounds, family background, economic status, gender, and sexual orientation. Wherever possible, maximizing inclusivity should be pursued first through principles of universal design, making a product or service usable by all people.

### TEI 4.0 Title VI

### TEI 4.1 System-Wide Title VI Policies

STA will not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin." (See CFR 42.104)

STA will "take affirmative action to assure that no person is excluded from participation in, or denied the benefits of, the program or activity on the grounds of race, color, or national origin."

STA assures that "no person or group of persons shall be discriminated against with regard to routing, scheduling, or quality of service transportation on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin."

### **TEI 4.2 Major Service Change Policies**

In developing annual plans and service changes, STA will assess whether changes meet the Major Service Change threshold. This threshold is as follows:

- Cost Impacts: More than 5% reduction in revenue hours of service in any calendar year
- Ridership Impacts: 5% or more of annualized system ridership negatively impacted by loss of bus stop(s),
   trip(s), or route(s) at any given service change.

A Title VI analysis and evaluation of the impacts of major service changes will be published prior to a formal public hearing on the service change or a draft recommendation is published, whichever comes first.

### TEI 4.3 Service Change Disparate Impact Policy

When a major service change impacts a census tract with a minority population that exceeds the average minority population of the service area by 10% or more, a disparate impact exists and the impacts will be assessed and evaluated for mitigation.

The average minority population for the PTBA is identified in STA's adopted *Title VI Program*. To determine if a disparate impact exists, each route impacted is analyzed to determine the percentage of minority population along that route. If the percentage exceeds the PTBA minority population by more than 10%, then a disparate impact exists.

### TEI 4.4 Service Change Disproportionate Burden Policy

When a major service change impacts a census tract with a low-income population that exceeds the average low-income population of the service area by 10% or more, a disproportionate burden exists and the impacts will be assessed and evaluated for mitigation.

The average low-income population in the PTBA is identified in STA's adopted *Title VI Program*. To determine if a disparate impact exists, each route impacted is analyzed to determine the percentage of low-income population along that route. If the percentage exceeds the PTBA low-income population by more than 10%, then a disparate impact exists.

# Working Draft – Transit Equity and Inclusion Element – Connect Spokane Comprehensive Plan TEI 4.5 System-wide Transit Amenities Service Policy

Installation of transit amenities along bus routes are based on the number of passenger boardings at stops and stations along those routes and the High Performance Transit facility standards with variances from this policy to support connectivity of routes and riders with limited mobility.

### **TEI 4.6 Vehicle Assignment Service Policy**

STA bus assignments take into account the operating characteristics of buses of various lengths, which are matched to the operating characteristics of the route such as passenger loads and overall ridership of each route. Local routes with lower ridership may be assigned a smaller fixed route vehicle. Some routes requiring tight turns on narrow streets may be operated with smaller fixed route vehicles. The age of the vehicle shall not be a consideration when assigning the vehicle to a particular maintenance garage for daily service.

### **TEI 4.7 Fare Change Policy**

STA evaluates fare changes to ensure fare increases do not disproportionately negatively impact a class protected under Title VI.

### TEI 4.8 Fare Change Minority Disparate Impact Policy

If a fare change affects fare categories or payment methods used disproportionately by minority populations (10% or greater) than the overall population, a fare change disparate impact exists and the impacts will be assessed and evaluated for mitigation.

### TEI 4.9 Fare Change Low-Income Disproportionate Impact Policy

If a fare change affects fare categories or payment methods used disproportionately by low-income populations (10% or greater) than the overall population, a fare change disproportionate burden exists and the impacts will be assessed and evaluated for mitigation.

### TEI 4.10 On-Time Performance Standard

STA's on-time performance objective will be identified and tracked in STA's annual performance measures, which will be posted to the STA website.

### TEI 5.0 Economic Development

### TEI 5.1 Disadvantaged Business Enterprise (DBE) Program

STA is committed to eliminating barriers, creating opportunities and building capacity for underrepresented and women-owned businesses to ensure businesses building our regional transit system represent the communities we serve.

STA's DBE program information can be accessed at <a href="https://www.spokanetransit.com/bidding-opportunities/disadvantaged-business-enterprise-program">https://www.spokanetransit.com/bidding-opportunities/disadvantaged-business-enterprise-program</a>, where the agency program and goals are linked.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

AGENDA ITEM 5B: STA MOVING FORWARD: PROJECT DELIVERY DRAFT AMENDMENT

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Mike Tresidder, Senior Transit Planner

**SUMMARY:** As part of the identified Action Pathway #1 from the *Connect 2035* Fixed Route Network Assessment, staff reviewed three *STA Moving Forward* projects that warranted adjustments to their scope of delivery. This committee meeting will review the draft amendment proposed as attached.

**BACKGROUND:** The Fixed-Route Network Assessment task in the *Connect 2035* Phase 2 strategic planning work program has resulted in the identification of two paths of effort for the agency in continuing to address emerging needs and deliver a transit system that connects everyone to opportunity. Action Pathway #1 is to complete delivery of *STA Moving Forward* and the board-identified Near-Term Investments. Several projects identified in STA Moving Forward warrant adjustments to their scope of delivery. Staff will review these projects and their potential adjustments in further detail during the Committee meeting. They include the following:

- Recognize the 2017 launch of Route 172 (Liberty Lake Express) as satisfying the STA Moving Forward delivery objective for new non-stop service between Liberty Lake and downtown Spokane
- Recalibrate the scope of improvements on service between Logan Neighborhood and Lincoln Heights Neighborhood
- Revise the sequence and scope of the new Appleway Station Park and Ride

The anticipated timeline for the preparation, review, and board adoption of the amendments is as follows:

Month	Activity
May 2024	<u>Planning &amp; Development Committee</u> : Introduce draft amendment to STA Moving Forward for review.
	Board of Directors: Public hearing on proposed amendment on May 16, 2024
	Bodra of Birectors. I ablic flearing on proposed americanient of fivily 10, 2024
June 2024	Planning & Development Committee: Present final amendments and draft
	resolution for recommendation to full board
	Board of Directors: Adopt by resolution the plan amendments

**RECOMMENDATION TO COMMITTEE:** Receive report. Draft resolution to be provided in June.

### DRAFT Appendix D – 2024 Amendment to <u>STA Moving Forward</u>

If approved, the table below amends the identified projects. The left-most column represents the project descriptions found in Appendix C of STA Moving Forward. The "Revised Project Descriptions" are the proposed revisions to each project description and are noted in underline.

STA Moving Forward Appendix C Project Description	Revised Project Description	Appendix C Targeted Year for Project Completion	Revised Targeted Year for Project Completion
Direct service between Logan and Lincoln Heights neighborhoods	Provide improved evening and/or weekend service on Route 45 Perry District in order to increase mobility and access on the South Hill	2025	2025
Expand commuter parking capacity east of Sullivan Road (Barker to Stateline) (I-90/Valley HPT Infrastructure)	Acquire property for Appleway Station Park & Ride for expansion of commuter parking capacity east of Sullivan Road (Barker to Stateline)	2025	2025
Direct, non-stop peak hour service between Liberty Lake and Spokane (I-90/Valley HPT service element)	(No changes to project description)	2025	<u>2017</u>

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM 5C**: CONNECT 2035 STRATEGIC PLAN: INITIATIVE DEVELOPMENT AND

**EVALUATION PROCESS** 

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Mike Tresidder, Senior Transit Planner

**SUMMARY:** The Planning & Development Committee has a key role in the development of STA's new ten-year strategic plan, *Connect 2035*. As the development and evaluation of initiatives is at the core of *Connect 2035*, staff will present on the continued development of the initiatives and the proposed evaluation process for discussion and Committee input.

**BACKGROUND:** Connect 2035 Phase 2 began in earnest in July 2023 with the project kick-off; held with the STA Board of Directors on September 6, 2023. With the initiative development and evaluation process at the center of the discussion for the May committee meeting, the following information provides a preview of that discussion, followed by a recap of milestones achieved to date, and a summary of upcoming milestones.

### **Initiative Development and Evaluation Process**

The development and evaluation of initiatives was first addressed at the March 5, 2024 Board Workshop. The *Connect 2035* initiatives will represent the programs, projects, and supporting investments that are needed to deliver on the three strategic goals. Previously, three projects have been identified as "Flagship" projects. Updated terminology now refers to the following three projects as "Core Investments:"

- Division Street Bus Rapid Transit (BRT)
- Zero-Emission Fleet Transition
- Facilities Master Plan

All other potential initiatives will be run through a 3-stage evaluation process to ensure that the investments identified deliver the most impact while furthering STA's strategic goals to the greatest extent. Through the evaluation process, initiatives will be identified as either an Enhancement (previously described as a Core Initiative) or an Enhanced Plus Initiative (previously described as an Enhanced Initiative). Along with the continued delivery of STA's existing service levels and capital requirements, core investments and enhanced initiatives will require the renewal of the existing additional 0.2% sales tax rate. The working assumption is that implementation of core investments and enhanced initiatives will be the focus of the first five years of *Connect 2035*. Enhanced Plus initiatives will require additional funding from a new funding source to implement and are proposed to be the focus of the second five years of *Connect 2035*. Staff will expand on this approach for discussion and Committee input.

### **Recap of Past Phase 2 Milestones**

Since that time, staff, consultants, and the STA Board of Directors have:

- Held two Board workshops
- Identified, and implemented, a suite of engagement strategies
- Committed to funding and investment principles and clarified Board interest in service growth opportunities through Board resolution 818-24
- Developed a clear pathway forward on:
  - o Completing STA Moving Forward and the Near-Term Investments
  - o Identifying improvement and expansion opportunities and feeding those into the initiative list development
- Identified a framework for initiative development

### **Upcoming Connect 2035 Tasks and Milestones**

- Engagement
  - Continue outreach to Community Based Organizations (CBO)
  - o Compilation of public survey results
  - Continue business group engagement
- Initiative list screening and sorting
- Development and refinement of evaluation criteria

### Planned Board workshops:

Month	Board Workshop Topics
June 2024	Initiative list screening + sorting
	Proposed evaluation criteria
	Performance measures
July 2024	Initiative list evaluation
	Performance measures
September 2024	Initiative list packaging

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM 5D**: 2025-2030 TRANSIT DEVELOPMENT PLAN: PROPOSED 2025-2027

SERVICE IMPROVEMENTS

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Madeline Arredondo, Associate Transit Planner

**SUMMARY:** As part of the continuing development of the 2025-2030 Transit Development Plan (TDP), staff will present an overview of the significant service changes that are expected to be incorporated into the Service Improvement Program, a key section of the TDP.

**BACKGROUND:** The Service Improvement Program (SIP), updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4, outlines the planned Fixed Route service changes set to take place in 2025, 2026 and 2027. Developed in close coordination with the agency's financial projections, the SIP will become a section of the 2025-2030 Transit Development Plan (TDP). A full draft of the SIP will be included in the draft TDP presented to the committee in June 2024.

During the time span of 2025 through 2027, STA will implement the final investments outlined in *STA Moving Forward*, as well as Near-Term Investments approved in December 2021. This includes implementation of Route 7, the core route identified in the I-90/Valley High Performance Transit Corridor Development Plan. A follow-on investment in the corridor will be Argonne Station Park and Ride, which will introduce an opportunity to restructure the Fixed Route network in greater Spokane Valley. Additionally, the *Connect 2035* strategic plan, expected to be adopted by the end of 2024, will result in initiatives advancing the strategic goals of this new plan. Some of these initiatives may be scheduled for implementation by 2027. The service improvements outlined in the table below are reflective of both planned improvements and prospective initiatives. In the case of prospective initiatives, inclusion in the SIP is to document the feasibility rather than indicate commitment.

Improvements that are explicitly called out in the *STA Moving Forward* plan are indicated as such with an asterisk (\*). Near Term Investments improvements are indicated with a caret (^).

### **2025-2027 Service Improvements**

**<u>2025 Overview</u>**: 2025 primarily focuses on the delivery of service to the West Plains, a potential restructure of service in North Spokane, as well as the introduction of a new High Performance Transit (HPT) route.

- Construction of the extension of 6th Avenue between Craig Road<sup>^</sup> and Ketchum Drive and construction of the connection between 12<sup>th</sup> Avenue and 10<sup>th</sup> Avenue is expected to be finished by mid-2025. This will allow Route 65 to provide service between Hayford and Craig roads via 10<sup>th</sup> Avenue, Garfield Road, and 6<sup>th</sup> Avenue, expanding service coverage in the City of Airway Heights.
- Route 61 Highway 2/Fairchild to increase frequency to 15-minutes at peak to Airway Heights.\*

Agenda Item: 2025-2030 Transit Development Plan: Proposed 2025-2027 Service Improvements Page 2

- Introduce double-decker buses on Routes 6 Cheney and 66 EWU.\*
- In fulfillment of the I-90/Valley Corridor Development Plan, HPT Route 7 will supersede routes 60 and 74 and introduce night and weekend service along I-90 between Spokane and Liberty Lake.\*
- Renumber Route 172 Liberty Lake Express to Route 722 to incorporate the route number into the I-90/Valley High Performance Transit corridor numbering schema, similar to the 600series on the West Plains.
- Increase evening and/or weekend service on Route 45 Perry District, consistent with the proposed 2024 amendment to STA Moving Forward.\*

<u>2026 Overview</u>: Improvements in 2026 are focused on minor adjustments and schedule refinements, as well as the potential pilot expansion of STA service into northern Idaho as included in *STA Moving Forward*.

- Subject to a cross-state partnership agreement, introduce hourly pilot service connecting Spokane Valley and Liberty Lake with Kootenai County.\*
- Restructure and optimize service consistent with initiatives as may be identified, evaluated and prioritized in *Connect 2035*.

**2027 Overview: Improvements in** 2027 are primarily focused on adjusting routes in greater Spokane Valley to incorporate the anticipated completion of Argonne Station Park and Ride.

Prospective Connective 2035 Initiative: Implement the restructure of service in greater
 Spokane Valley (Liberty Lake, Millwood and Spokane Valley) to expand service coverage while also targeting areas of strong demand.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM 5E**: 2025-2030 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY

CAPITAL IMPROVEMENT PROGRAM

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Monique Liard, Chief Financial Officer

**SUMMARY:** Staff will provide an overview of the proposed programs and projects to be included in the draft Transit Development Plan: 2025-2030.

**BACKGROUND:** A major element of the state-required Transit Development Plan (TDP) is the Capital Improvement Program (CIP). The CIP is developed in accordance with Connect Spokane, including the following policy:

### SI-5.1 Capital Improvement Program (CIP)

STA shall maintain a Capital Improvement Program that shall cover a period of no less than six years and be in general conformance with the Comprehensive Plan. To enable STA to make educated, coordinated, and financially sound capital investments, a 6-year Capital Improvement Program must be developed. This program will be reviewed annually.

The development of a six-year CIP provides a mid-term horizon for prioritizing resources, enhancing the transit system, and maintaining existing assets and resources in good repair. The CIP, in companionship with the Service Improvement Program, connects the long-range vision, goals and policies of STA's comprehensive and strategic plans, to the tactics and actions called for each year in the budget and annual action plan.

A capital project is a significant investment to acquire, develop, improve, or maintain a capital asset (such as property, buildings, vehicles, infrastructure, etc.). The CIP aggregates projects that have common objectives or are otherwise interconnected into programs. The capital programs are organized into six distinct program categories:

- Vehicles
- Facilities Maintenance & Administration
- Facilities Passenger & Operational
- Technology
- High Performance Transit Implementation
- Connect 2035

The preliminary capital projects table attached to this item covers the years 2025-2030, and when compiled into capital programs, embodies the central component of the capital improvement program.

In addition to the six categories of capital programs, the draft CIP, to be incorporated into the draft TDP, will identify:

- FTA Section 5307 Program of Projects
- FTA Section 5310 Apportionment Program
- FTA Section 5339 Bus and Bus Facilities Formula Program

Agenda Item: 2025-2030 Transit Development Plan: Review Preliminary Capital Improvement Program Page 2

### • Fleet Replacement Plan

The draft CIP will be compiled and presented at the June committee meeting within the draft TDP. Attached is a tabular report of all existing and proposed projects for inclusion in the 2025-2030 CIP for committee review.

									2025 b	y Funding Sou	urce						_	
					•	penditure PTD	_											2025-2030
Program Category	Program Name ID	Project Name	Project Status	Financial Status	Budget Control as o	of 12/31/2023	Budget QT				025 - Federal		2026 Total	2027 Total	2028 Total	2029 Total 2	030 Total	Total CIP
Vehicles	Fixed Route Fleet - Expansion	533 MF: Fixed Route Fleet Expansion-2025-Signature		Funded-MF	8,854,885	-	8,854,885	7 2,01	14,373	3,890,512	2,950,000	8,854,885	-	-	-	-	-	8,854,885
	Sind Boundary Street	905 MF: Fixed Route Fleet Expansion-2025	Not started	Funded-MF	1,545,105	-	1,545,105	2	-	-	- 2.050.000	-	1,545,105	-		-	-	1,545,105
	Fixed Route Fleet - Expansion Total	403 F. al Barta Flori Barbara 1 2025	Nich de de la	5 . 1 . 1	10,399,990	-	10,399,990	9 2,01	14,373	3,890,512	2,950,000	8,854,885	1,545,105	•		-	-	10,399,990
	Fixed Route Fleet - Replacement	492 Fixed Route Fleet Replacement-2026	Not started	Funded	7,725,524	-	7,725,524 1	.0	-	-	-	-	7,725,524	-	-	-	-	7,725,524
		494 Fixed Route Fleet Replacement-2026	Not started	Funded	4,529,432 4,774,374	-	4,529,432	4	-	-	-	-	4,529,432	-	-	-	-	4,529,432 4,774,374
		877 Fixed Route Fleet Replacement-2027 904 Fixed Route Fleet Replacement-2025	Not started	Funded Funded		-	4,774,374	7 5 25	- 250,357	-	-	- E 250 257	-	4,774,374	-	-	-	•
		1029 Fixed Route Fleet Replacement-2029	Not started Not started	Funded	5,250,357 4,370,316	-	5,250,357 4,370,316	2 3,23	.50,357	-	_	5,250,357	-	-	-	- 4,370,316	-	5,250,357 4,370,316
	Fixed Route Fleet - Replacement Total	1029 Fixed Route Fleet Replacement-2029	Not started	runded	26,650,003	-		0 5.25	<u>-</u> 250,357	-	-	5,250,357	12,254,956	4,774,374	-	4,370,316 4,370,316	-	<b>26,650,003</b>
	Non-Revenue Vehicles	776 Security Vehicles	Not started	Funded	80,000	_	80,000		80,000		-	80,000	12,234,330			-,370,310	-	80,000
	Non-Nevenue venicies	778 F/R Service Vehicles	Not started	Funded	90,000	_	90,000		90,000	_	_	90,000	_	_	_	_	_	90,000
		818 Supervisor Support Vehicles	Not started	Funded	90,000	_	90,000	2	-	_	_	-	90,000	_	_	_	_	90,000
		879 Security Patrol Vehicles	Not started	Funded	90,000	_	90,000	5	_	_	_	_	-	90,000	_	_	_	90,000
		880 Supervisor Support Vehicles	Not started	Funded	300,000	_	300,000	5	_	_	_	_	_	300,000	_	_	_	300,000
		932 Shelter Response Truck	Not started	Funded	52,000	-	52,000	1	_	_	_	_	52,000	-	-	-	-	52,000
		944 Security Support Vehicle	Not started	Funded	50,000	-	50,000	1	_	_	-	-	-	-	50,000	_	-	50,000
	Non-Revenue Vehicles Total	<i>,</i>			752,000	-	752,000 1	.8 17	.70,000	-	-	170,000	142,000	390,000	50,000	-	-	752,000
	Paratransit Vans	491 Paratransit Fleet Replacement-2025	Not started	Funded	965,139	-	965,139	6 96	65,139	-	-	965,139	-	-	-	-	-	965,139
		837 Paratransit Fleet Replacement-2026	Not started	Funded	1,857,892	-	1,857,892 1	.1	-	-	-	-	1,857,892	-	-	-	-	1,857,892
		961 Paratransit Fleet Replacement-2028	Not started	Funded	3,724,229	-		.0	-	-	-	-	-	-	3,724,229	-	-	3,724,229
		1031 Paratransit Fleet Replacement-2029	Not started	Funded	3,910,441	-	3,910,441 2	.0	-	-	-	-	-	-	-	3,910,441	-	3,910,441
	Paratransit Vans Total				10,457,701	-	10,457,701 5	7 96	65,139	-	-	965,139	1,857,892	-	3,724,229	3,910,441	-	10,457,701
	Rideshare Vans	826 Rideshare Replacement 2025	Not started	Funded	605,000	-	605,000 1	.1 60	05,000	-	-	605,000	-	-	-	-	-	605,000
		827 Rideshare Replacement 2026	Not started	Funded	635,000	-	635,000 1	.1	-	-	-	-	635,000	-	-	-	-	635,000
		881 Rideshare Replacement 2027	Not started	Funded	665,000	-	665,000 1	.1	-	-	-	-	-	665,000	-	-	-	665,000
		947 Rideshare New/ Replacement 2028	Not started	Funded	700,000	-	700,000 1	.1	-	-	-	-	-	-	700,000	-	-	700,000
	_	1030 Rideshare Replacement 2029	Not started	Funded	714,000	-	714,000 1	.1	-	-	-	-	-	-	-	714,000	-	714,000
		1102 Rideshare Vehicle Replacement-2030	Not started	Pending	847,319	-	847,319 1	.0	-	-	-	-	-	-	-	-	847,319	847,319
	Rideshare Vans Total				4,166,319	-	4,166,319 6		05,000	-	-	605,000	635,000	665,000	700,000	714,000	847,319	4,166,319
Vehicles Total					52,426,013	-	52,426,013 17	9 9,00	04,869	3,890,512	2,950,000	15,845,381	16,434,953	5,829,374	4,474,229	8,994,757	847,319	52,426,013
Facilities -																		
Maintenance &																		
	Boone - Preservation and Enhancements	324 Boone Facility Fire Alarm Upgrade	Work in Progress		350,000	153	349,847 -		.74,847	-	-	174,847	-	-	-	-	-	174,847
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20	Work in Progress	Funded	350,000 530,914	153 -	530,914 -		.74,847 .06,090	- -	- -	174,847 106,090	- 109,273	- 112,551	- -	- -	-	327,914
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift	Work in Progress Not started	Funded Funded	350,000 530,914 150,500	-	530,914 - 150,500 -	10	.06,090	- - -	- - -	106,090	- 109,273 -	- 112,551 150,500	- - -	- - -	-	327,914 150,500
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging	Work in Progress Not started Work in Progress	Funded Funded Funded	350,000 530,914 150,500 2,800,000	153 - - - 46,295	530,914 - 150,500 - 2,753,705 -	1,50	.06,090 - .00,000	- - -	- - -	106,090 - 1,500,000	-		- - - -	- - -		327,914 150,500 1,500,000
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026	Work in Progress Not started Work in Progress Not started	Funded Funded Funded Funded	350,000 530,914 150,500 2,800,000 2,890,000	-	530,914 - 150,500 - 2,753,705 - 2,890,000 -	1,50 1,39	.06,090 - .00,000 .90,000	- - - -	- - - -	106,090 - 1,500,000 1,390,000	- - 1,500,000	150,500 - -	- - - -	- - - -	- - -	327,914 150,500 1,500,000 2,890,000
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023	Work in Progress Not started Work in Progress Not started Not started	Funded Funded Funded Funded Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350	-	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 -	1,50 1,39	.06,090 - .00,000	- - - -	- - - -	106,090 - 1,500,000	- 1,500,000 42,000	150,500 - - - 44,100	- - - - -	- - -	- - - -	327,914 150,500 1,500,000 2,890,000 126,100
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2028	Work in Progress Not started Work in Progress Not started Not started Not started	Funded Funded Funded Funded Funded Funded Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520	- - 46,295 - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 -	1,50 1,39	.06,090 - .00,000 .90,000 40,000	- - - - -	- - - - -	106,090 - 1,500,000 1,390,000 40,000	- 1,500,000 42,000 -	150,500 - - 44,100 -	- - - - - - 66,150	- - - - - - 69,458	- - - - - 72,930	327,914 150,500 1,500,000 2,890,000 126,100 208,538
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress	Funded Funded Funded Funded Funded Funded Funded Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943	-	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 -	1,50 1,39	.06,090 - .00,000 .90,000	- - - - -	- - - - - -	106,090 - 1,500,000 1,390,000	- 1,500,000 42,000	150,500 - - - 44,100	- - - - - - 66,150	- - - 69,458 -	- - - - - 72,930 -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143
Maintenance &	Boone - Preservation and Enhancements	Capital Replacement of BEB Electric Charging-20 Steam Pit Lift Boone NWG Battery Electric Bus (BEB) Charging Electrical System Upgrade N/S Boone 2026 HVAC, Capital Replacement M&A Facilities 2028 HVAC, Capital Replacement M&A Facilities 2028 Overhead Garage Door Replacement 2023-27 Overhead Garage Door Replacement 2028 -32	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058	- - 46,295 - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 - 400,058 -	1,50 1,39	.06,090 - .00,000 .90,000 40,000	- - - - - -	- - - - - -	106,090 - 1,500,000 1,390,000 40,000	- 1,500,000 42,000 -	150,500 - - 44,100 -	- - - - - 66,150 - 75,353	- - - 69,458 - 77,613	- - - - 72,930 - 79,942	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908
Maintenance &	Boone - Preservation and Enhancements	Capital Replacement of BEB Electric Charging-20 Steam Pit Lift  Boone NWG Battery Electric Bus (BEB) Charging Electrical System Upgrade N/S Boone 2026  HVAC, Capital Replacement M&A Facilities 2028  HVAC, Capital Replacement M&A Facilities 2028  Overhead Garage Door Replacement 2023-27  Overhead Garage Door Replacement 2028 -32  Capital Replacement of BEB Electric Charging-20	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474	- - 46,295 - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 - 400,058 - 615,474 -	1,50 1,39 2	.06,090 - .00,000 .90,000 - .00,000 - .00,000 - .00,000 - .00,000 - .00,000	- - - - - -	- - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 -	- 1,500,000 42,000 - 71,027 -	150,500 - - 44,100 - 73,158 - -	- - - - - 66,150 - 75,353 115,928	- - - 69,458 - 77,613 119,405	- - - - 72,930 - 79,942	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320
Maintenance &	Boone - Preservation and Enhancements	Capital Replacement of BEB Electric Charging-20 Steam Pit Lift  Boone NWG Battery Electric Bus (BEB) Charging Electrical System Upgrade N/S Boone 2026  HVAC, Capital Replacement M&A Facilities 2023  HVAC, Capital Replacement M&A Facilities 2028  Overhead Garage Door Replacement 2023-27  Overhead Garage Door Replacement 2028 -32  Capital Replacement of BEB Electric Charging-20  Automated Load Management	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work in Progress Not started Not started Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000	- - 46,295 - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 - 400,058 - 615,474 - 300,000 -	1,50 1,39 2	.06,090 - .00,000 .90,000 - .40,000 - .68,958 -  .40,000	- - - - - - - -	- - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - - 40,000	- 1,500,000 42,000 - 71,027 - - 40,000	150,500 - - 44,100 - 73,158 - - 40,000	- - - - - 66,150 - 75,353 115,928 40,000	- - 69,458 - 77,613 119,405 40,000	- - - - 72,930 - 79,942 122,987	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000
Maintenance &	Boone - Preservation and Enhancements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce World	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work started Work started Work started Not started Not started Work in Progress	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000	- - 46,295 - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 - 400,058 - 615,474 - 300,000 - 1,350,000 -	1,50 1,39 2	.06,090 - .00,000 .90,000 - .08,958 -  .40,000	- - - - - - - -	- - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - - 40,000 250,000	- 1,500,000 42,000 - 71,027 -	150,500 - - 44,100 - 73,158 - -	- - - - - 66,150 - 75,353 115,928	- - - 69,458 - 77,613 119,405	- - - - 72,930 - 79,942	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000
Maintenance &		Capital Replacement of BEB Electric Charging-20 Steam Pit Lift  Boone NWG Battery Electric Bus (BEB) Charging Electrical System Upgrade N/S Boone 2026  HVAC, Capital Replacement M&A Facilities 2023  HVAC, Capital Replacement M&A Facilities 2028  Overhead Garage Door Replacement 2023-27  Overhead Garage Door Replacement 2028 -32  Capital Replacement of BEB Electric Charging-20  Automated Load Management	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work in Progress Not started Not started Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000	- 46,295 - - - 96,980 - - - -	530,914 - 150,500 - 2,753,705 - 2,890,000 - 177,350 - 365,520 - 253,963 - 400,058 - 615,474 - 300,000 - 1,350,000 - 1,600,000 -	1,50 1,39 2 6 2 2,50	.06,090 - .00,000 .90,000 - .00,000 - .00,000	- - - - - - - - -	- - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 40,000 250,000 1,600,000	- 1,500,000 42,000 - 71,027 - - 40,000 250,000	150,500 - - 44,100 - 73,158 - - 40,000 200,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000
Maintenance &	Boone - Preservation and Enhancements Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Not started Work started Not started Not started Not started Not started Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000	- 46,295 - - - 96,980 - - - - - -	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         11,737,331       -	1,50 1,39 2 4 25 1,60 <b>5,16</b>	.06,090 - .00,000 .90,000 - .68,958 - - .40,000 .50,000 .69,895	- - - - - - - - -	- - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000  5,169,895	- 1,500,000 42,000 - 71,027 - - 40,000	150,500 - - 44,100 - 73,158 - - 40,000	- - - - - 66,150 - 75,353 115,928 40,000	- - 69,458 - 77,613 119,405 40,000	- - - - 72,930 - 79,942 122,987	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000
Maintenance &		779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade	Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work started Work started Work started Not started Not started Work in Progress	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000	- 46,295 - - - 96,980 - - - -	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -	1,50 1,39 2 4 2,50 1,60	.06,090 - .00,000 .90,000 40,000 - .68,958 -	- - - - - - - - -	- - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 40,000 250,000 1,600,000	- 1,500,000 42,000 - 71,027 - - 40,000 250,000 - <b>2,012,300</b>	150,500 - - 44,100 - 73,158 - - 40,000 200,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000	- - 69,458 - 77,613 119,405 40,000 200,000	- - - - 72,930 - 79,942 122,987 - - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000
Maintenance &	Boone - Preservation and Enhancements Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000	- 46,295 - - - 96,980 - - - - - -	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         11,737,331       -	1,50 1,39 2 1,60 5,16	.06,090 - .00,000 .90,000 - .68,958 - - .40,000 .50,000 .69,895	- - - - - - - - -	- - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000  5,169,895	- 1,500,000 42,000 - 71,027 - - 40,000 250,000 - 2,012,300	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309	- - - - - 66,150 - 75,353 115,928 40,000 200,000	- - 69,458 - 77,613 119,405 40,000 200,000	- - - - 72,930 - 79,942 122,987 - - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 <b>9,082,270</b> 80,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Not started Not started Work in Progress Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000	- 46,295 - - - - 96,980 - - - - - - - - - - -	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -         800,000       -	1,50 1,39 2 1,60 5,16	.06,090 - .00,000 .90,000 .40,000 - .68,958 -  .40,000 .50,000 .69,895 80,000 20,000	- - - - - - - - - - - 49,495	- - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000  5,169,895 80,000 20,000	- 1,500,000 42,000 - 71,027 40,000 250,000 <b>2,012,300</b>	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - 497,431	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - - - 275,859 -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 <b>9,082,270</b> 80,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program Facility Master Plan Program Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000	- 46,295 96,980 143,428 23,051 - 23,051	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -         800,000       -         1,376,949       -	1,50 1,30 2 1,60 5,16 8	.06,090 - .00,000 .90,000 40,000 - .68,958 - .40,000 .50,000 .69,895 80,000 20,000	- - - - - - - - - - - - 49,495	- - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - 2,012,300 - 300,000	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - 497,431	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - - - - <b>275,859</b> - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 9,082,270 80,000 880,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program Facility Master Plan Program Total Fleck Center - Preservation and Improvements	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Work in Progress Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000 1,400,000 957,000	- 46,295 96,980 143,428 23,051 - 23,051 461	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -         800,000       -         1,376,949       -         956,539       -	1,50 1,30 2 1,60 5,16 8	.06,090 - .00,000 .90,000 .40,000 - .68,958 -  .40,000 .50,000 .69,895 .80,000 .20,000 .00,000		- - - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000 100,000	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - 2,012,300 - 300,000	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - 497,431	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - - - - <b>275,859</b> - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 9,082,270 80,000 800,000 62,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program  Facility Master Plan Program Total Fleck Center - Preservation and Improvements Fleck Center - Preservation and Improvements Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements  862 Fleck Bus/Van Wash Replacement	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000 1,400,000 957,000	- 46,295 96,980 143,428 23,051 - 23,051 461	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -         800,000       -         1,376,949       -         956,539       -         30,000       -	1,50 1,30 2 1,30 2 1,60 5,16 8 2	.06,090 - .00,000 .90,000 .40,000 - .68,958 -  .40,000 .50,000 .69,895 .80,000 .20,000 .00,000		- - - - - - - - - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000 100,000	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - <b>2,012,300</b> - 300,000 <b>300,000</b>	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - 497,431	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - - - - <b>275,859</b> - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 9,082,270 80,000 800,000 62,000 62,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program  Facility Master Plan Program Total Fleck Center - Preservation and Improvements Fleck Center - Preservation and Improvements Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements  862 Fleck Bus/Van Wash Replacement	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000 1,400,000 957,000 957,000 30,000	- 46,295 96,980 143,428 23,051 - 23,051 461 461	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         1,600,000       -         576,949       -         800,000       -         1,376,949       -         956,539       -	1,50 1,30 2 1,30 2 1,60 5,16 8 2	.06,090 - .00,000 .90,000 .40,000 - .68,958 - .40,000 .50,000 .69,895 .80,000 .20,000 .00,000 .12,505 -		- - - - - - - - - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000 100,000 62,000 -	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - 2,012,300 - 300,000 300,000 - 30,000	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - 497,431	- - 69,458 - 77,613 119,405 40,000 200,000	- - - 72,930 - 79,942 122,987 - - - - - - - - - - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 9,082,270 80,000 800,000 62,000 62,000 30,000
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program  Facility Master Plan Program Total Fleck Center - Preservation and Improvements Fleck Center - Preservation and Improvements Total	Capital Replacement of BEB Electric Charging-20 Steam Pit Lift  908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2023 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements  862 Fleck Bus/Van Wash Replacement  867 Drill Press Replacements 915 Main Boone TI Projects 2023-2027	Work in Progress Not started Work in Progress Not started Not started Work in Progress	Funded	350,000 530,914 150,500 2,800,000 2,890,000 1777,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000 1,400,000 957,000 30,000 530,914 615,477	- 46,295 96,980 143,428 23,051 - 23,051 461 461	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         576,949       -         800,000       -         1,376,949       -         956,539       -         30,000       -         513,033       -         615,477       -	1,50 1,30 2 1,30 2 1,60 5,16 8 2	.06,090 - .00,000 .90,000 .40,000 - .68,958 - .40,000 .50,000 .69,895 .80,000 .20,000 .00,000 .12,505 -		- - - - - - - - - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000 100,000 62,000 -	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - 2,012,300 - 300,000 300,000 - 30,000	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000 112,551 -	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - - <b>497,431</b> - - -	- - - 69,458 - 77,613 119,405 40,000 200,000 - <b>506,476</b> - - - -	- - - - 72,930 - 79,942 122,987 - - - - - - - - - - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 9,082,270 80,000 800,000 880,000 62,000 62,000 30,000 327,914 358,322
Maintenance &	Boone - Preservation and Enhancements Total Facility Master Plan Program  Facility Master Plan Program Total Fleck Center - Preservation and Improvements Fleck Center - Preservation and Improvements Total	779 Capital Replacement of BEB Electric Charging-20 876 Steam Pit Lift 908 Boone NWG Battery Electric Bus (BEB) Charging 918 Electrical System Upgrade N/S Boone 2026 920 HVAC, Capital Replacement M&A Facilities 2028 921 HVAC, Capital Replacement M&A Facilities 2028 926 Overhead Garage Door Replacement 2023-27 927 Overhead Garage Door Replacement 2028 -32 963 Capital Replacement of BEB Electric Charging-20 971 Automated Load Management 1024 Boone Clean Buildings- Dept of Commerce Worl 1025 NW Boone Fire Suppression Upgrade  828 Facilities Master Plan Update 1041 Tenant Improvements  862 Fleck Bus/Van Wash Replacement  867 Drill Press Replacements 915 Main Boone TI Projects 2023-2027 916 Main Boone TI Projects 2028-2032	Work in Progress Not started Work in Progress Not started Not started Work in Progress Not started Not started Work in Progress	Funded	350,000 530,914 150,500 2,800,000 2,890,000 177,350 365,520 350,943 400,058 615,474 300,000 1,350,000 1,600,000 11,880,759 600,000 800,000 1,400,000 957,000 957,000 30,000 530,914	- 46,295 96,980 143,428 23,051 - 23,051 461 461	530,914       -         150,500       -         2,753,705       -         2,890,000       -         177,350       -         365,520       -         253,963       -         400,058       -         615,474       -         300,000       -         1,350,000       -         576,949       -         800,000       -         1,376,949       -         956,539       -         30,000       -         513,033       -	1,50 1,30 1,39 2 1,60 5,16 8 2 1,00	.06,090 - .00,000 .90,000 .40,000 - .68,958 - .40,000 .50,000 .69,895 .80,000 .20,000 .00,000 .12,505 -		- - - - - - - - - - - - - - - - - - -	106,090 - 1,500,000 1,390,000 40,000 - 68,958 - 40,000 250,000 1,600,000 5,169,895 80,000 20,000 100,000 62,000 -	- 1,500,000 42,000 - 71,027 - 40,000 250,000 - 2,012,300 - 300,000 300,000 - 30,000	150,500 44,100 - 73,158 - 40,000 200,000 - 620,309 - 480,000	- - - - - 66,150 - 75,353 115,928 40,000 200,000 - - <b>497,431</b> - - -	- - - 69,458 - 77,613 119,405 40,000 200,000 - <b>506,476</b> - - - -	- - - - 72,930 - 79,942 122,987 - - - - - - - - - - - -	327,914 150,500 1,500,000 2,890,000 126,100 208,538 213,143 232,908 358,320 200,000 1,100,000 1,600,000 <b>9,082,270</b> 80,000 <b>800,000</b> <b>880,000</b> <b>62,000</b> 30,000 327,914

DRAFT 2025-2030 CIP Page 1 of 4

New Projects (Pending)								2025	by Funding Sou	rce							
					Ex	penditure PTD	Remaining										2025-2030
<b>Program Category</b>	Program Name	ID Project Name	Project Status	Financial Status	Budget Control as	•	Budget QTY	2025 - Local 2	2025 - State 20	25 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total 2		Total CIP
Maintenance &	Miscellaneous Equipment and Fixtures	925 Miscellaneous Equipment and Fixtures 2028-20	3: Not started	Funded	255,844	-	255,844 -	-	-	-	-	-	-	48,189	49,635	51,124	148,948
		930 Press	Not started	Funded	25,000	-	25,000 -	25,000	-	-	25,000	-	-	-	-	-	25,000
		1042 Paratransit Shop Tire Changer	Not started	Pending	25,000	-	25,000 -	25,000	-	-	25,000	-	-	-	-	-	25,000
		1043 Paratransit Shop Tire Balancer	Not started	Pending	12,000	-	12,000 -	12,000	-	-	12,000	-	-	-	-	-	12,000
		1044 Ventrac 4520 Tractor	Not started	Pending	90,000	-	90,000 -	90,000	-	-	90,000	-	-	-	-	-	90,000
		1045 Main Boone Shop Mobile Lift 1046 Training Simulator	Not started Not started	Pending Pending	110,000 100,000		110,000 - 100,000 -	110,000 100,000		-	110,000 100,000	-	-	-	-	-	110,000 100,000
	Miscellaneous Equipment and Fixtures Total	1040 Hanning Simulator	Not started	renumg	2,096,715	37,226	2,059,489 -	510,526	-	_	510,526	183,831	246,837	164,117	169,041	174,112	1,448,464
Facilities - Maintenance					16,334,474	-	16,130,308 -	5,792,926	49,495	-	5,842,421	2,496,131	1,347,146	661,548	675,517	449,971	11,472,734
Facilities - Passenger					, ,	·	, ,	, ,	•		. ,	, ,	, ,	·	,		
& Operational	Near Term Investments	948 Bus Stops for Hayford & McFarlane (West Plain	s) Work in Progress	s-N Funded-NT	600,000	-	600,000 -	98,000	-	-	98,000	23,000	-	-	-	-	121,000
		949 New Bus Stops & Comfort Stn -Spokane Valley	Work in Progress	s-N Funded-NT	794,000	7,117	786,883 -	19,921	-	-	19,921	-	-	-	-	-	19,921
		950 East Fifth Avenue Bus Stop Accessibility & Impr	<b>o</b> Work in Progress	s-N Funded-NT	348,000	630	347,370 -	171,680	-	-	171,680	-	-	-	-	-	171,680
	Near Term Investments Total				1,742,000	7,747	1,734,253 -	289,601	-	-	289,601	23,000	-	-	-	-	312,601
	Park and Ride Upgrades	900 South Hill P&R Improvements	Closeout	Funded	700,000	536,860	163,140 -	88,212	-	-	88,212	-	-	-	-	-	88,212
		<ul><li>928 Park and Ride Major Preservation 2023-2027</li><li>929 Park and Ride Major Preservation 2028-2032</li></ul>	Not started Not started	Funded Funded	106,182 123,091	-	106,182 - 123,091 -	21,218	<u>-</u>	-	21,218	21,854	22,510	- 23,185	- 23,880	- 24,597	65,582 71,662
		1065 On-route BEB charging infrastructure - Hastings		Pending	3,615,000	-	3,615,000 -	415,000	-	-	415,000	3,200,000	<u>-</u>	23,103	23,000	24,597	3,615,000
		1066 On-route BEB charging infrastructure - Route 9		Pending	4,900,000	_	4,900,000 -	700,000	_	_	700,000	4,200,000	_	_	_		4,900,000
	Park and Ride Upgrades Total				9,444,273	536,860	8,907,413 -	1,224,430	-	-	1,224,430	7,421,854	22,510	23,185	23,880	24,597	8,740,456
	Plaza Preservation and Improvements	845 Plaza Preservation and Improvements 2023-202	7 Work in Progress	s Funded	273,420	42,842	230,578 -	54,636	-	-	54,636	56,275	57,964	-	-	-	168,875
		958 Plaza Preservation & Improvements 2028-2032	Not started	Funded	316,971	-	316,971 -	-	-	-	-	-	-	59,703	61,494	63,339	184,536
		1026 Plaza Clean Buildings- Dept of Commerce Work	Work in Progress	s Funded	1,657,690	-	1,657,690 -	315,000	-	-	315,000	330,750	211,940	-	-	-	857,690
		1047 Plaza Compactor Replacement	Not started	Pending	78,000	-	78,000 -	78,000	-	-	78,000	-	-	-	-	-	78,000
		1048 Plaza Fire Panel Replacement	Not started	Pending	390,248	-	390,248 -	390,248	-	-	390,248	-	-	-	-	-	390,248
		1049 Plaza Ice/Water Machine	Not started	Pending	24,214	-	24,214 -	24,214	-	-	24,214	-	-	-	-	-	24,214
		1050 Plaza Sidewalk Scrubber 1051 Plaza Miscellaneous Equipment	Not started	Pending Pending	103,000 646,842	-	103,000 - 646,842 -	103,000 100,000	-	-	103,000	103,000	106,090	- 109,273	- 112,551	- 115,928	103,000 646,842
		1051 Plaza Miscellaneous Equipment  1052 Plaza Roof Replacement	Not started Not started	Pending	660,708		660,708 -	100,000			100,000	500,000	160,708	109,273	112,331	115,926	660,708
		1053 HVAC, Capital Replacement Plaza 2025-2030	Not started	Pending	375,000	_	375,000 -	50,000	_	_	50,000	55,000	60,000	65,000	70,000	75,000	375,000
		1067 Plaza Bay 1 Design and Construction	Not started	Pending	810,000	-	810,000 -	110,000	-	-	110,000	690,000	10,000	-	-	-	810,000
	Plaza Preservation and Improvements Total				5,336,093	42,842	5,293,251 -	1,225,098	-	-	1,225,098	1,735,025	606,702	233,976	244,045	254,267	4,299,113
	Route & Stop Facility Improvements	743 MF: Service Change Bus Stops 2021-2023	Work in Progress	s-N Funded-MF	1,850,940	1,720,502	130,438 -	25,697	-	-	25,697	-	-	-	-	-	25,697
		789 North Havana Street Sidewalk Improvement Pr	oj Work in Progress	s Funded	270,000	7,387	262,613 -	177,613	-	-	177,613	-	-	-	-	-	177,613
		822 Bus Stop Improvements - 2026	Not started	Funded	100,000	-	100,000 -	-	-	-	-	100,000	-	-	-	-	100,000
		823 Operational Improvements - 2026	Not started	Funded	200,000	-	200,000 -	-	-	-	-	200,000	-	-	-	-	200,000
		888 Bus Stop Accessibility Improvement Project 202	-		1,116,250	-	1,116,250 -	269,500	-	-	269,500	224,000	230,000	177,000	30,250	-	930,750
		894 Cooperative Projects 2022-2027 896 Indian Trail Layover Improvement Project	Work in Progress  Not started	s Funded Funded	3,000,000 225,000	670,869	2,329,131 - 225,000 -	500,000 150,000	-	-	500,000 150,000	500,000	335,021	-	-	-	1,335,021 150,000
		898 Route Segment Investment Projects	Work in Progress		1,767,500	5,555	1,761,945 -	261,945	_	-	261,945	_	- -	_	-	_	261,945
		899 Shelters & Lighting Program	Work in Progress		991,200	45,464	945,736 -	249,800	-	-	249,800	207,077	71,500	-	_	-	528,377
		903 Whitworth University Comfort Station	Work in Progress		354,257	1,169	353,088 -	13,088	-	-	13,088	25,000	-	-	-	-	38,088
		1014 North Freya Corridor Bus Stops	Not started	Funded	400,000	-	400,000 -	50,000	-	-	50,000	350,000	-	-	-	-	400,000
		1015 North Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000 -	-	-	-	-	85,000	515,000	515,000	465,000	-	1,580,000
		1016 South Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000 -	-	-	-	-	85,000	515,000	515,000	465,000	-	1,580,000
		1017 Spokane Valley Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000 -	-	-	-	-	85,000	515,000	515,000	465,000	-	1,580,000
		1018 West Plains Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000 -	-	-	-	-	85,000	515,000	515,000	465,000	-	1,580,000
		<ul><li>1019 Sprague-Bernard to Division</li><li>1022 Veterans Administration -Bus Stop &amp; Crosswalk</li></ul>	Work in Progress		3,700,000	-	3,700,000 - 500,000 -	3,000,000	-	-	3,000,000	200,000	-	-	-	-	3,200,000 425,000
		1022 Veterans Administration -Bus Stop & Crosswalk 1039 Service Change Improvements - 2024	Work in Progress Work in Progress		500,000 1,500,000	-	500,000 - 1,500,000 -	400,000 200,000	-	_	400,000 200,000	25,000	-	-	-	-	200,000
		1054 Property Acquisition Due Diligence-7 Mile	Not started	Pending	300,000	- -	300,000 -	-	-	_	200,000	300,000	_			_	300,000
		1055 Property Acquisition Due Diligence-Latah Valle	Not started  Not started	Pending	300,000	_	300,000 -	-	-	-	-	300,000	-	-	-	-	300,000
		1056 Annual Service Change-2025	Not started	Pending	725,000	-	725,000 -	725,000	-	-	725,000	-	-	-	-		725,000
		1057 Annual Service Change-2026	Not started	Pending	760,000	-	760,000 -	-	-	-	-	760,000	-	-	-		760,000
		1058 Annual Service Change-2027	Not started	Pending	1,100,000	-	1,100,000 -	-	-	-	-	-	1,100,000	-	-		1,100,000
		1059 Annual Service Change-2028	Not started	Pending	960,000	-	960,000 -	-	-	-	-	-	-	960,000	-	-	960,000
		1060 Annual Service Change-2029	Not started	Pending	1,000,000	-	1,000,000 -	-	-	-	-	-	-	-	1,000,000	-	1,000,000

DRAFT 2025-2030 CIP Page 2 of 4

Projects (Pending)									202	5 by Funding Sou	ırce							
						E.	xpenditure PTD	Remaining										2025-2030
am Category	Program Name II	D F	Project Name	Project Status	Financial Status	Budget Control as		Budget QT	Y 2025 - Local	2025 - State 20	025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total 2	2030 Total	Total CIP
perational	Route & Stop Facility Improvements		Annual Service Change-2030	Not started	Pending	1,000,000	-	1,000,000 -	-	-	-						1,000,000	1,000,00
<b>,</b>	mouto a stop radiity improvements	1062		Not started	Pending	980,000		980,000 -				-		_			980,000	
		1063		Not started	Pending	3,220,000		3,220,000 -	180,000		-	180,000	1,000,000	1,100,000	930,000	10,000	-	3,220,00
		1064	Enhanced Customer Information Signage	Not started	Pending	241,000	-	241,000 -	50,000	-	-	50,000	35,000	36,000	38,000	40,000	42,000	
	Route & Stop Facility Improvements Total					32,881,147	2,450,946	30,430,201 -	6,252,643	-	-	6,252,643	4,566,077	4,932,521	4,165,000	2,940,250	2,022,000	24,878,4
	Transit Center Upgrades	1023	West Plains Transit Center- Operational Expansic	Work in Progress	Funded	7,000,000	-	7,000,000 -	1,380,000	4,320,000	-	5,700,000	100,000	-	-	-	-	5,800,00
	Transit Center Upgrades Total					7,000,000	-	7,000,000 -	1,380,000	4,320,000	-	5,700,000	100,000	-	-	-	-	5,800,00
	Operational Total					56,403,513	3,038,395	53,365,118 -	10,371,772	4,320,000	-	14,691,772	13,845,956	5,561,733	4,422,161	3,208,175	2,300,864	44,030,6
hnology	Business Systems Replacement	841	Enterprise Asset Management System Implemen	Work in Progress	Funded	1,410,000		1,410,000 -	1,240,000		- '	1,240,000						1,240,0
	Business Systems Replacement Total					1,410,000		1,410,000 -	1,240,000		-	1,240,000	-				-	1,240,0
	Communications Technology Upgrades		Small Real-Time Digital Signage Pilot	Not started	Pending	80,000		80,000 -	80,000		-	80,000	-				- 1	80,0
		1100		Not started	Pending	2,000,000		2,000,000 -		-	-	-	1,000,000	1,000,000			-	2,000,0
	Communications Tasks along Ungrades Tatal	1101	Motorola Two Way Radio Replacement consultin	Not started	Pending	300,000		300,000 -	- 80,000		-	- 80,000	1 000 000	300,000	-		-	300,0
	Communications Technology Upgrades Total	1007	Makila Data Bautan Bankaamant 2020	Not started	Fron de d	2,380,000		2,380,000 -	80,000		-	80,000	1,000,000	1,300,000	-		-	2,380,0
	Computer Equipment Preservation and Update		Mobile Data Router Replacement 2028  Mobile Data Router Replacement 2029-All except	Not started Not started	Funded Funded	500,000 513,000	<del>-</del> -	500,000 - 513,000 -		<del>-</del>	<b>-</b> -		<b>-</b> -	-	500,000	- 513,000	-	500,0 513,0
	Computer Equipment Preservation and Updates To		Mobile Data Nouter Replacement 2025-All excep	Not started	rundeu	1,013,000		1,013,000 -	-	-		-	-	-	500,000	513,000	-	1,013,0
	Fare Collection and Sales Technology		Genfare Farebox Upgrade	Not started	Pending	500,000		500,000 -	50,000			50,000	450,000		300,000	313,000		500,0
	Fare Collection and Sales Technology Total	1070	Germane Funesion Opplicate	Not started	remains	500,000		500,000 -	50,000			50,000	450,000				-	500,0
	IS End User Equipment	1087	PC Refresh	Not started	Pending	653,000	_	653,000 -	-	_	_	-	-	428,000	225,000	_	_	653,0
	IS End User Equipment Total					653,000	-	653,000 -	-	-	-	-		428,000	225,000	-	-	653,0
	IS Infrastructure and End User Equipment	336	Fiber Communications	Work in Progress	Funded	1,004,355	547,155	457,200 -	109,300			109,300	112,600	115,900	119,400		-	457,2
	• •	934	Network Switch Replacement	Not started	Funded	720,000	-	720,000 -	-	-	-	-	720,000	-	-	-	-	720,0
		936	Cyber Security Technologies	Not started	Funded	290,000	-	290,000 -	75,000	-	-	75,000	-	-	-	-	-	75,0
		941	Desktop and Laptop Refresh	Not started	Funded	653,000	-	653,000 -	-	-	-	-	428,000	225,000	-	-	-	653,0
		1071	Archival Storage	Not started	Pending	175,000	-	175,000 -	-	-	-	-		-		175,000	-	175,0
		1072	Uninterruptable Power System-Boone Comm Ro	Not started	Pending	23,000		23,000 -	23,000	-	-	23,000	-				-	23,0
		1073	Uninterruptable Power System-Boone Datacente	Not started	Pending	31,000		31,000 -	31,000	-	- 1	31,000			-	-	-	31,0
		1074	Uninterruptable Power System-Fixed Route Disp	Not started	Pending	70,000		70,000 -	-	-	-	-	70,000		-	-	-	70,0
		1075		Not started	Pending	45,000	-	45,000 -		-	- 1	-	-		-	45,000	-	45,0
		1076		Not started	Pending	83,000	-	83,000 -		-	-	-	83,000			-	-	83,0
		1077	and the second of the second o	Not started	Pending	29,000		29,000 -		-		-	-		29,000		-	29,0
		1078	_	Not started	Pending	200,000		200,000 -	111 000			-	200,000			-	-	200,0
		1079 1080		Not started	Pending	672,000 184,000		672,000 -	141,000 86,000			141,000 86,000	206,000	121,000	98,000	204,000	-	672,0 184,0
		1080	Primary Storage Servers-Boone	Not started	Pending Pending	405,000		184,000 - 405,000 -	180,000			180,000			98,000	225,000	-	405,0
		1081		Not started Not started	Pending	322,000		322,000 -	180,000			180,000	143,000			-	- 179,000	
		1083	Voice Gateway and SIP Router	Not started	Pending	108,000		108,000 -	108,000			108,000	-				179,000	108,
		1083	Wireless Controllers and AP's	Not started	Pending	153,000		153,000 -	56,000			56,000			31,000		66,000	
		1085	Firewalls-Boone Internal	Not started	Pending	62,000		62,000 -	62,000			62,000			-		-	62,
		1086	Mobile Data Routers-non-revenue vehicles	Not started	Pending	134,000	-	134,000 -		-	-	-	134,000	-	-	-	- 1	134,
	IS Infrastructure and End User Equipment Total					5,363,355	547,155	4,816,200 -	871,300	-	-	871,300	2,096,600	461,900	277,400	649,000	245,000	4,601,
	Security and Access Technology	1088	Security Cameras/NVR-Boone	Not started	Pending	313,000		313,000 -	-	-	-	-	-		-	313,000		313,0
		1089	Security Cameras/NVR-City Line BRT	Not started	Pending	300,000		300,000 -	-		-	-	-		300,000		-	300,0
		1090		Not started	Pending	90,000		90,000 -	-	-	- 1	-			-	90,000	-	90,0
		1091		Not started	Pending	69,000		69,000 -				-				69,000	-	69,0
		1092	Security Cameras/NVR-Liberty Lake P&R	Not started	Pending	108,000		108,000 -				-					108,000	
		1093		Not started	Pending	147,000		147,000 -	65,000			65,000					82,000	
		1094	Security Cameras/NVR-Moran Prairie P&R	Not started	Pending	65,000		65,000 -				-	65,000		-		-	65,
		1095		Not started	Pending	250,000		250,000 -							250,000	04.000	-	250,
		1096	Security Cameras/NVR-South Hill P&R	Not started	Pending Panding	94,000		94,000 -								94,000	-	94
		1097	Security Cameras/NVR-VTC Security Cameras/NVR-West Plains TC	Not started	Pending Pending	125,000 147,000		125,000 - 147,000 -	65,000			- 65,000				125,000	- 82,000	125 <sub>0</sub>
	Security and Access Technology Total	1098	Security Cameras/NVN-West Plants IC	Not started	Pending	1,708,000		1,708,000 -	130,000			130,000	65,000		550,000	691,000	272,000	-
	Security and Access recimology rotal					1./05.000	-	1,700,000 -	1 130.000		-	130,000	05,000		550,000	091,000	272,000	1,708,
	Smart Bus Implementation	1000	Fleet Telematics	Not started	Pending	2,500,000		2,500,000 -	2,500,000			2,500,000						2,500,0

DRAFT 2025-2030 CIP Page 3 of 4

							202	5 by Funding So	ource						_	
Program Category	Program Name	ID Project Name	Project Status Financial Status	E Budget Control a	expenditure PTD s of 12/31/2023	Remaining Budget QTY	7 2025 - Local	2025 - State	2025 - Federal	2025 Total	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2025-2030 Total CIP
Technology Total				15,527,355	547,155	14,980,200 -	4,871,300	-	-	4,871,300	3,611,600	2,189,900	1,552,400	1,853,000	517,000	14,595,200
High Performance Transit																
Implementation	Cheney Line	764 MF: Cheney Corridor Improvements	Work in Progress-N Funded-MF	4,490,000	3,639,248	850,752 -	72,752	-	-	72,752	-	_	-	-	-	72,752
	Cheney Line Total			4,490,000	3,639,248	850,752 -	72,752	-	-	72,752	-	-	-	-	-	72,752
	I-90/Valley Line	469 MF: Mirabeau Transit Center Improvemen	ts Work in Progress-N Funded-MF	6,360,000	551,297	5,808,703 -	719,231	824,183	-	1,543,414	-	-	-	-	-	1,543,414
		477 MF: Appleway Station Park and Ride	Work in Progress-N Funded-MF	10,388,000	38,954	10,349,046 -	1,126,988	3,343,399	1,790,659	6,261,046	2,888,000	-	-	-	-	9,149,046
		545 MF: Preliminary Engineering I-90 HPT Corr	ridor Fa Work in Progress-N Funded-MF	707,516	657,109	50,407 -	50,407	-	-	50,407	-	-	-	-	-	50,407
		955 Argonne Station Park and Ride	Work in Progress-N Funded-MF	13,000,000	-	13,000,000 -	500,000	2,000,000	-	2,500,000	6,250,000	3,750,000	-	-	-	12,500,000
		1020 <b>1-90/Valley HPT, Route 7</b>	Work in Progress Funded	3,100,000	-	3,100,000 -	2,400,000	-	-	2,400,000	-	-	-	-	-	2,400,000
	I-90/Valley Line Total			33,555,516	1,247,360	32,308,156 -	4,796,626	6,167,582	1,790,659	12,754,867	9,138,000	3,750,000	-	-	-	25,642,867
	Monroe-Regal Line	479 MF: Monroe-Regal Shelter and Stop Enhar	ncemer Work in Progress-N Funded-MF	5,810,798	4,616,089	1,194,709 -	601,419	-	-	601,419	-	-	-	-	-	601,419
		897 Monroe-Regal Line HPT Branding	Work in Progress Funded	688,937	62,985	625,952 -	125,952	-	-	125,952	-	-	-	-	-	125,952
	Monroe-Regal Line Total			6,499,735	4,679,074	1,820,661 -	727,371	-	-	727,371	-	-	-	-	-	727,371
	Sprague Line	901 Sprague Line HPT Branding	Work in Progress Funded	1,207,607	7,676	1,199,931 -	1,000,000	-	-	1,000,000	199,931	-	-	-	-	1,199,931
	Sprague Line Total			1,207,607	7,676	1,199,931 -	1,000,000	-	-	1,000,000	199,931	-	-	-	-	1,199,931
	West Broadway Line	952 West Broadway Line Improvements	Work in Progress-N Funded-NT	1,880,000	-	1,880,000 -	1,540,000	-	-	1,540,000	-	-	-	-	-	1,540,000
		953 Broadway Cooperative Reconstruction Inf	rastruc Work in Progress-N Funded-NT	400,000	-	400,000 -	160,000	-	-	160,000	-	-	-	-	-	160,000
		954 Broadway Supporting Amenities	Work in Progress-N Funded-NT	200,000	-	200,000 -	100,000	-	-	100,000	40,000	-	-	-	-	140,000
	West Broadway Line Total			2,480,000	-	2,480,000 -	1,800,000	-	-	1,800,000	40,000	-	•	-	-	1,840,000
	nsit Implementation Total			48,232,858	9,573,358	38,659,500 -	8,396,749	6,167,582	1,790,659	16,354,990	9,377,931	3,750,000	-	-	-	29,482,921
Connect 2035	BRT Fleet	1028 <b>2035: BRT Fleet -2029</b>	Not started Funded-2035	37,313,472	-	37,313,472 16	-	-	-	-	-	-	-	37,313,472	-	37,313,472
	BRT Fleet Total			37,313,472	-	37,313,472 16		-	-	-	-	-	-	37,313,472	-	37,313,472
	Connect 2035 Future Initiatives	1033 <b>2035</b> : Future Projects, including Facilities	Not started Funded-2035	160,000,000		160,000,000 -	20,000,000	-	5,000,000	25,000,000	25,000,000	10,000,000	10,000,000	10,000,000	10,000,000	90,000,000
	Connect 2035 Future Initiatives Total			160,000,000	-	160,000,000 -	20,000,000	-	5,000,000	25,000,000	25,000,000	10,000,000	10,000,000	10,000,000	10,000,000	90,000,000
	Division Street BRT	895 <b>2035</b> : Division Line BRT: Project Developm	<u> </u>	15,000,000		14,905,766 -	-	4,500,000	-	4,500,000	4,750,000	894,000	-	-	-	10,144,000
		956 <b>2035: Division BRT Construction and Imple</b>	ementa Not started Funded-2035	154,476,082		154,476,082 -	-	-	-	-	-	54,000,000		10,476,082	-	154,476,082
	Division Street BRT Total			169,476,082	94,234	169,381,848 -	-	4,500,000	-	4,500,000		54,894,000		10,476,082	-	164,620,082
	Wellesley Line	1069 Wellesley HPT Line Design and Construction	on Not started Pending	9,325,000	-	9,325,000 -	45,000	180,000	-	225,000	810,000	740,000	7,550,000	-	-	9,325,000
	Wellesley Line Total			9,325,000	-	9,325,000 -	45,000	180,000	-	225,000	810,000	740,000	7,550,000	-	-	9,325,000
Connect 2035 Total				376,114,554		376,020,320 16								57,789,554		
Grand Total				565,038,767	13,457,308	551,581,459 195	58,482,617	19,107,589	9,740,659	87,330,864	76,326,571	84,312,153	118,660,338	72,521,003	14,115,154	453,266,083

Allocation by Funding Source	
Local	58,482,617 58,018,411 35,224,153 39,114,378 39,872,165 11,515,154 242,226,877
State	19,107,589 10,520,192 15,592,000 26,040,000 6,394,000 100,000 77,753,781
Federal	9,740,659 7,787,968 33,496,000 53,505,960 26,254,838 2,500,000 133,285,425
Total	87,330,864 76,326,571 84,312,153 118,660,338 72,521,003 14,115,154 453,266,083
Allocation by Financial Status	
Status Quo	28,877,181 21,226,466 10,026,355 8,075,065 12,158,898 537,907 80,901,872
Moving Forward	19,909,620 10,683,105 3,750,000 34,342,725
Near Term Investments	2,089,601 63,000 2,152,601
Connect 2035	29,500,000 29,750,000 64,894,000 100,000,000 57,789,554 10,000,000 291,933,554
Pending Approval	6,954,462 14,604,000 5,641,798 10,585,273 2,572,551 3,577,247 43,935,331
Total	87,330,864 76,326,571 84,312,153 118,660,338 72,521,003 14,115,154 453,266,083
Allocation by Procured/Managed	
Procured	18,704,031 18,636,511 6,883,750 5,670,619 47,616,820 1,382,358 98,894,089
Managed	68,626,833 57,690,060 77,428,403 112,989,719 24,904,183 12,732,796 354,371,994
Total	87,330,864 76,326,571 84,312,153 118,660,338 72,521,003 14,115,154 453,266,083

DRAFT 2025-2030 CIP Page 4 of 4

### **PLANNING & DEVELOPMENT COMMITTEE MEETING**

May 1, 2024

**AGENDA ITEM 5F**: 2025-2030 TRANSIT DEVELOPMENT PLAN: REVIEW FINANCIAL FORECAST

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** Monique Liard, Chief Financial Officer

Karl Otterstrom, Chief Planning & Development Officer

**SUMMARY:** Staff will provide an overview of the proposed financial forecast to be included in the draft Transit Development Plan: 2025-2030.

**BACKGROUND:** A major element of the state-required Transit Development Plan (TDP) is the Operating and Financial Projections.

The revenue and expenditure forecast assumptions to be included in the 2025-2030 Transit Development Plan were reviewed and discussed at the March 27, 2024, Planning & Development Committee and the April 18, 2024, Board of Directors meeting. The Board of Directors provided general support of these assumptions and staff compiled a draft financial forecast incorporating these assumptions.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM 5G**: TRANSIT-ORIENTED DEVELOPMENT: PILOT PROJECT FUNDING

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

Brian Jennings, Deputy Director for Community Development

**SUMMARY:** Staff will present a proposed framework for advancing Transit-Oriented Development (TOD) within STA's Public Transportation Benefit Area (PTBA) implementing Near-Term Investment Project D-04: Launch Transit-Oriented Development Partnership.

**BACKGROUND:** In December of 2021, The STA Board adopted resolution 790-21 identifying potential near-term investment project #D-04 that would advance up to two pilot TOD opportunities in connection to existing transit facilities. The resolution programmed up to \$2 million for the project. In response to the resolution, staff have developed a framework for promoting and incentivizing TOD development in jurisdictions within the PTBA. As presented below, we propose to consider a more strategic approach to TOD investments that can provide equal access to TOD resources to jurisdictions across the PTBA.

PTBA Jurisdictions - \$1 Million Allocated

The proposed framework has three components:

- 1) **Identify and prioritize** current or future station locations in the PTBA with the greatest potential for TOD and need for physical improvements via capital investment.
- 2) **Small scale technical assistance grants** via a competitive Request for Proposals (RFP) process open to all jurisdictions in the PTBA. The funding will assist with planning, design, or preliminary engineering work that moves infrastructure projects closer to implementation.
- 3) **Station-Area planning grants** -Issue RFP for larger Station-Area Planning Grants that develop and deliver new land-use and sub-area plans intended for implementing TOD in concert with planned transit investments.

STA Properties - \$1 Million Allocated

- 1) **Identify and prioritize** STA-owned facilities will also be considered and evaluated as part of this process.
- 2) **STA-owned properties** Use funds for strategic land acquisitions, preliminary site-planning/programming, or feasibility analysis for redevelopment opportunities.

Initial analysis and development by staff will begin in 2024 with the front-end study. Review of the findings, public outreach, and gathering local input on the priority list of locations would follow in the fall. After further refining based on public input, a final list of identified locations would be brought forward to the Board for official adoption as TOD areas of emphasis within the PTBA.

**RECOMMENDATION TO COMMITTEE:** Receive report.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

**AGENDA ITEM** <u>6</u>: CEO REPORT - INFORMATION

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** E. Susan Meyer, Chief Executive Officer

**SUMMARY:** At this time, the CEO will have an opportunity to comment on various topics of interest regarding Spokane Transit.

### **PLANNING & DEVELOPMENT COMMITTEE MEETING**

May 1, 2024

**AGENDA ITEM** \_\_\_\_ **8** : JUNE 5, 2024, COMMITTEE MEETING DRAFT AGENDA REVIEW

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** Karl Otterstrom, Chief Planning & Development Officer

**SUMMARY:** At this time, members of the Planning & Development Committee will have an opportunity to review and discuss the items proposed to be included on the agenda for the meeting of June 5, 2024.

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

### PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, June 5, 2024 10:00 a.m. – 11:30 a.m.

# STA Northside Conference Room Spokane Transit Authority 1230 W. Boone Avenue, Spokane, WA

w/Virtual Public Viewing Option Link Below

#### **DRAFT AGENDA**

- 1. Call to Order and Roll Call
- 2. Committee Chair Report (5 minutes)
- 3. Committee Action (5 minutes)
  - A. Minutes of the March 27, 2024, Committee Meeting -- Corrections/Approval
- 4. Committee Action
  - A. Board Consent Agenda
    - 1. Wellesley High Performance Transit: Regional Mobility Grant Application Approval (Otterstrom)
    - 2. STA Moving Forward: Delivery Amendment Draft (Resolution) (Otterstrom)
  - B. Board Discussion Agenda -- none
- 5. Reports to Committee (55 minutes)
  - A. Connect Spokane Comprehensive Plan Update: Draft Elements Review (Otterstrom)
  - B. Connect 2035 Strategic Plan: Workshop Preview Performance Measures, Initiatives List, Evaluation Criteria (Otterstrom)
  - C. Division Street Bus Rapid Transit: Design and Public Outreach Update (Otterstrom)
  - D. 2025-2030 Transit Development Plan: Complete Draft (Otterstrom) (Public Hearing at June 20, 2024, Board meeting)
  - E. I-90 / Valley High Performance Transit Corridor Development Plan: Route 7 Supplemental (Otterstrom)
- 6. CEO Report (E. Susan Meyer) (15 minutes)
- 7. Committee Information
- 8. Review July 10, 2024, Committee Meeting Draft Agenda
- 9. New Business
- 10. Committee Members' Expressions (5 minutes)
- 11. Adjourn

Next Committee Meeting: Wednesday, July 10, 2024, (second Wednesday) at 10:00 a.m. in person.

Virtual Link: Join <u>here</u>

Password: Members: 2024 Guests: 0624

Call-in Number: 1-408-418-9388 | Event #: XXXX XXXX

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: <a href="www.spokanetransit.com">www.spokanetransit.com</a>. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate. Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see <a href="www.spokanetransit.com">www.spokanetransit.com</a>. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call (509) 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

### PLANNING & DEVELOPMENT COMMITTEE MEETING

May 1, 2024

AGENDA ITEM 9: NEW BUSINESS

**REFERRAL COMMITTEE:** n/a

**SUBMITTED BY:** n/a

**SUMMARY:** At this time, the Committee will have the opportunity to initiate discussion regarding new business relating to Planning & Development.

### **PLANNING & DEVELOPMENT COMMITTEE MEETING**

May 1, 2024

**AGENDA ITEM** \_\_\_\_: COMMITTEE MEMBERS' EXPRESSIONS

**REFERRAL COMMITTEE**: n/a

**SUBMITTED BY:** n/a

**<u>SUMMARY</u>**: At this time, members of the Planning & Development Committee will have an opportunity to express comments or opinions.