

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

## SPECIAL PLANNING & DEVELOPMENT COMMITTEE MEETING

Thursday, April 2, 2026

1:30 p.m. – 3:00 p.m.

**Northside Conference Room**  
**Spokane Transit Authority**  
**1230 W. Boone Avenue, Spokane, WA**  
*w/Virtual Public Viewing Option Link Below*

### AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report *(5 minutes)*
3. Committee Action *(5 minutes)*
  - A. Minutes of the March 4, 2026, Committee Meeting – *Corrections/Approval*
4. Committee Action -- Recommendation
  - A. Board Action - Consent Agenda *(20 minutes)*
    1. Connect 2035 Strategic Plan: Amendment Adoption (Resolution) *(Poole)*
    2. Special Revenue & Reserve Fund Designations (Resolution) *(Hamud)*
  - B. Board Action – Other/Committee Recommendation
5. Report to Committee *(45 minutes)*
  - A. 2027-2032 Transit Development Plan: Review Preliminary Revenue & Expenditure Forecast Assumptions *(Hamud)*
  - B. 2027-2032 Transit Development Plan: Tactical Framework *(Poole)*
  - C. Wellesley Corridor Development Plan: Engagement and Analysis Update *(Poole)*
  - D. Division Street Bus Rapid Transit: Design and Public Outreach Update *(Poole)*
  - E. Facilities Master Plan Update *(Rapez-Betty)*
6. CEO Report *(Otterstrom) (5 minutes)*
7. Committee Information *(no discussion/staff available for questions)*
8. Review May 6, 2026, Meeting Draft Agenda *(5 minutes)*
9. New Business
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, May 6, 2026, at 10:00 a.m. in person.

Optional Virtual Link: [Join the meeting now](#)

Meeting ID: 240 765 453 499 37

Password: q4bo3f7v

Call-in Number: 1-509-824-1714

Conference ID: 228 756 876#

*Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: [www.spokanetransit.com](http://www.spokanetransit.com). 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 [www.spokanetransit.com](http://www.spokanetransit.com). 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.*



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Chair Report
Meeting Date: April 2, 2026
Agenda Item: <b>2</b>

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** COMMITTEE CHAIR REPORT  
**Submitted by:** Kitty Klitzke, Chair, Planning & Development Committee

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**Purpose:** For information.  
**Recommendation:** n/a  
**Attachments and/or Online Links:** n/a

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



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Committee Action
Meeting Date: April 2, 2026
Agenda Item: <b>3A</b>

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** MINUTES OF THE MARCH 4, 2026, COMMITTEE MEETING  
**Submitted by:** Emily S. Poole, Chief Planning & Development Officer

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**Purpose:** For decision.  
**Recommendation:** Approve committee minutes as presented.  
**Attachments and/or Online Links:** Draft Minutes

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**SUMMARY:** Draft Minutes of the March 4, 2026, Planning & Development Committee meeting are attached for your information, corrections and/or approval.

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Spokane, Washington 99201-2686  
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**PLANNING & DEVELOPMENT COMMITTEE MEETING**

**DRAFT** Minutes of the March 4, 2026, Meeting

**Northside Conference Room**  
**Spokane Transit Authority, 1230 W. Boone Avenue, Spokane, WA**  
*w/Virtual Public Viewing Option*

**MEMBERS PRESENT**

Kitty Klitzke, City of Spokane - *Chair*  
Pam Haley, City of Spokane Valley  
Sarah Dixit, City of Spokane  
Elsa Martin, Small Cities (Cheney)  
*Ex-Officio*  
Rhonda Bowers, Labor Representative  
(*Non-voting*)  
Karl Otterstrom, Chief Executive Officer

**MEMBERS ABSENT**

Al French, Spokane County  
Dan Dunne, Small Cities (Liberty Lake)

**STAFF PRESENT**

Brandon Rapez-Betty, Chief Operations Officer  
Emily Poole, Chief Planning & Development  
Officer  
Nancy Williams, Chief Human Resources Officer  
Robert Hamud, Chief Financial Officer  
Carly Cortright, Chief Communications &  
Customer Service Officer  
Kade Peterson, Chief Information Officer  
Vicki Clancy, Executive Assistant to the Chief  
Planning & Development Officer

**PROVIDING LEGAL COUNSEL**

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

**GUESTS PRESENT**

Tara Limon, Principal Planner  
Brian Jennings, Director of Community  
Development

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1. CALL TO ORDER AND ROLL CALL

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

2. COMMITTEE CHAIR REPORT

Chair Klitzke had no updates for the Planning & Development Committee.

3. COMMITTEE ACTION

A. MINUTES OF THE FEBRUARY 4, 2025, COMMITTEE MEETING

**Ms. Pam Haley moved to approve the February 4, 2025, Planning & Development Committee meeting minutes. Ms. Sarah Dixit seconded, and the motion passed unanimously.**

4. COMMITTEE ACTION - RECOMMENDATION

A. BOARD ACTION - CONSENT AGENDA

1. CONNECT SPOKANE MINOR UPDATE: FINAL DRAFT RECOMMENDATION

Ms. Emily Poole presented the final draft recommendation for *Connect Spokane*, STA's Comprehensive Plan, which establishes a long-term vision and policy framework for transit in the region over the next 30 years. The plan guides decision-making by the Board of Directors, staff, and partnering agencies. The 2026 minor updates to the plan are anticipated to be completed this month, subject to Board adoption of the final draft. Staff proposed minor updates to improve the consistency and clarity of policies and related text throughout the document. Redlined draft changes were first presented at the Committee's November 2025 meeting. Following stakeholder feedback, a revised redline draft was presented at the February 2026 Committee meeting, and a public hearing was held at the February 19, 2026, Board meeting. Staff reviewed testimony, including a request from Councilmember Zack Zappone for clarification regarding the timing and frequency of plan updates. One oral comment and no written comments were received as part of the public hearing.

**Ms. Pam Haley moved to approve, by resolution, the proposed amendments to Connect Spokane: A Comprehensive Plan for Public Transportation Ms. Sarah Dixit seconded, and the motion passed unanimously.**

B. BOARD ACTION – OTHER/COMMITTEE RECOMMENDATION – *nothing presented*

5. REPORTS TO COMMITTEE

A. CONNECT 2035 STRATEGIC PLAN: DRAFT AMENDMENT

Ms. Emily Poole presented the Connect 2035 Strategic Plan Draft Amendment which includes several revisions based on *Connect Spokane* updates and Board and community discussions. The proposed amendments consist of changes to initiative timelines and descriptions including adjustments to the Mobility on Demand (MOD) pilot project timeline, revising the High Performance Transit (HPT) planning description in Spokane Valley to align with *Connect Spokane*, and expanding the Facilities Maintenance Plan implementation to align with the Phase 2 analysis focusing on Essential Support Facilities (ESF) rather than a clean energy campus. Additionally, the Zero Emission Vehicle (ZEV) Transition Plan description reflects the acquisition of buses for Division Street Bus Rapid Transit (BRT) and the requirement for future grant success for further ZEV acquisition. Staff are proposing adding a Community Van program under Goal 2 to support mobility needs through partner organizations. The public hearing will take place at the March 19, 2026, Board meeting. Final amendments and a resolution will be presented for committee recommendation in April 2026, followed by Board adoption.

Ms. Haley asked about the Community Van Program; there is a new organization in the Spokane Valley that may have a need for this type of program. Mr. Brandon Rapez-Betty responded that this program may be able to help them. Ms. Rhonda Bowers asked about Zero Emission grant funding and its potential impacts on the Division BRT. Mr. Rapez-Betty responded that the changes in this funding will not affect the Division BRT project.

B. 2027-2032 TRANSIT DEVELOPMENT PLAN: TACTICAL FRAMEWORK AND STAKEHOLDER OUTREACH

Ms. Emily Poole reviewed the tactical framework and stakeholder outreach approach for the 2027-

2032 Transit Development Plan (TDP), which is STA’s primary mid-range planning document and is scheduled for Board adoption in July 2026. Under Board Resolution 767-19, the Committee is responsible for coordinating the Board’s role in strategic and operational planning, including development of the TDP. Ms. Poole presented for discussion and feedback a framework aligned with the *Connect 2035* goals. During the discussion Ms. Klitzke encouraged statements to address the efforts towards capturing public sentiment, and community interest in the 2/10 of 1% renewal; Ms. Dixit requested more specificity in the statements.

Ms. Poole outlined a broader stakeholder outreach approach that extends beyond the required public hearing to increase participation in plan development. Open houses will begin in June, including a new hybrid open house. Several additional stakeholders were recommended by members of the committee including Spokane Public Schools and Spokane Homeless Association. The finalized framework alongside the TDP financial forecast and service assumptions will be presented at the April Planning & Development Committee meeting.

C. FIVE MILE MOBILITY HUB UPDATE

Ms. Poole introduced Mr. Brian Jennings, Director of Community Development. Mr. Jennings provided an update on the Five Mile Mobility Hub study, which supports the *Connect Spokane* goal of evaluating existing transit centers for potential mobility hub implementation. Mobility hubs are intended to support multiple travel options, including carshare, bikeshare, dockless vehicles, ride-sharing services, and future shared autonomous vehicles. Five Mile Park and Ride was identified as a candidate location and STA contracted with Toole Design Group to conduct a study of implementation options. The consultant will develop siting criteria, identify mobility hub features, evaluate locations across the region, and create design concepts and implementation recommendations for Five Mile Park and Ride. The draft Five Mile Mobility Hub Report is expected to be available for review in October 2026. The project will conclude with a final report and presentation at the December Board meeting.

Chair Klitzke shared her excitement for this concept and asked about ways mobility hubs can support more transportation modes. Mr. Jennings responded that through the study, staff will learn how others in the transit industry are using mobility hubs.

6. CEO REPORT

Double-Decker Rides Again – On February 21, 2026, Mr. Karl Otterstrom and Mr. Rapez-Betty rode the first double-decker bus (since temporarily taken out of service) from Spokane to Cheney and back. It was good to see firsthand the new safety protocols that have been put in place and also see the enthusiasm of our coach operator.

2026 Service Revisions – Kootenai County declined STA’s service connection which enables STA to serve Hillyard Without near-term removal of service in Peaceful Valley.

7. COMMITTEE INFORMATION – *nothing presented*

8. REVIEW APRIL 1, 2026, COMMITTEE MEETING AGENDA

The Committee reviewed the draft agenda for the upcoming April 1, 2026, Planning & Development Committee meeting. No changes were suggested at this time.

9. NEW BUSINESS – *nothing presented*

10. COMMITTEE MEMBER EXPRESSIONS – *nothing expressed*

11. ADJOURN

With no further business to come before the Committee, Chair Klitzke adjourned the meeting at 10:46 a.m.

Respectfully submitted,



Vicki Clancy  
Executive Assistant to the Chief Planning & Development Officer



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Board Action-Consent Agenda
Meeting Date: April 2, 2026
Agenda Item: <b>4A1</b>

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** CONNECT 2035 STRATEGIC PLAN: AMENDMENT ADOPTION (RESOLUTION)  
**Submitted by:** Emily S. Poole, Chief Planning & Development Officer  
Mike Tresidder, Senior Transit Planner

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**Purpose:** For decision.  
**Recommendation:** Recommend the Board approve, by resolution, the amendments to Connect 2035 Strategic Plan as presented.  
**Attachments and/or Online Links:** Connect 2035 Amendments  
<https://staconnect2035.com/connect-2035/proposed-connect-2035-amendments/>

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**SUMMARY:** Through discussions with the STA Board of Directors and the community, several projects identified in *Connect 2035* warrant adjustments to their timelines or description. Staff reviewed those projects and their potential adjustments, plus one potential addition to *Connect 2035*, in detail at the March 2026 Planning & Development Committee meeting. Those proposed edits may be found in the accompanying staff report.

A public hearing was held at the STA Board of Directors meeting on March 19, 2026. There were three comments – two written and one oral – submitted at the public hearing. All three comments indicated support for the new community van program. In addition, one of the written comments expressed support for early implementation of the mobility on demand pilots and aligning planning and facilities investments with outcomes. In addition, based on conversations with Board members at the public hearing, it seemed appropriate to revise the language describing the Community Van Program which is reflected in the accompanying staff report.

The purpose of today’s action is to recommend the Board adopt, by resolution, the amendment to *Connect 2035* to support implementation of the projects and completion of all projects in the plan.

**SPOKANE TRANSIT AUTHORITY**

**Staff Report:** Agenda Item **4A1**

**Presented to:** Planning & Development Committee

**SUBJECT:** CONNECT 2035 AMENDMENTS

<b>Connect 2035 Project Description</b>	<b>Revised Project Description</b>	<b>Targeted Delivery Year</b>	<b>Revised Delivery Year</b>
Implement a Mobility-on-Demand pilot in Latah Valley	<i>(no changes to project description)</i>	2027-2029	2026-2028
Implement a Mobility-on-Demand pilot in North Spokane Valley	<i>(no changes to project description)</i>	2027-2029	2026-2028
Conduct planning and design for future HPT corridors: extend Route 90 - Sprague to the Appleway Park-n-Ride	Conduct planning and preliminary design for a future HPT corridor in Spokane Valley and Liberty Lake, serving Sprague and Appleway, among other activity centers and destinations	2032	<i>(no changes to targeted delivery year)</i>
No existing project description	<p><b>Under Goal 2: Lead and Collaborate with Community Partners</b></p> <p>Implement a Community Van program whereby a van or other passenger vehicle is made available to an identified partner organization to provide mobility assistance for targeted groups or individuals that align with STA’s mission, organizational priorities, and strategic goals.</p>		2026-2028

Connect 2035 Project Description	Revised Project Description	Targeted Delivery Year	Revised Delivery Year
Implement the Zero-Emission Vehicle Transition Plan <i>ZETVP 2: Resume Purchase of Fixed-Route EV</i>	<i>ZETVP 2: Continue purchase of ZEV fixed-route coaches for Division BRT and other fixed-route operations, contingent upon successful grant funding and availability of in-route charging infrastructure</i>  <i>[Partner agencies column updated to omit names of bus manufacturers]</i>	2029-2035	<i>(no changes to targeted delivery year)</i>
Implement the Facilities Master Plan to create a Clean Energy Campus <i>FMP 1: Build Out Plaza Public Space</i>  <i>FMP 2: Open Training Facility</i>  <i>FMP 3: Clean Energy Campus #1</i>	<i>Implement the Facilities Master Plan to construct and provide Essential Support Facilities</i>  <i>ESF 1: Renovate the Plaza for public meeting and administrative space</i>  <i>ESF 2: Build the near-term operator training course</i>  <i>ESF 3: Construct new Fixed Route Operations Center</i>  <i>ESF 4: Build a new Paratransit and Rideshare Operations base</i>  <i>ESF 5: Acquire property for future clean energy base</i>	2032  2027  2029  2032	2026 – 2035          2028  2028  2028-2030  2029-2030  2028

Redline text revisions for Page 35 “Core Investments: ~~Clean Energy Campus~~ Essential Support Facilities & Zero Emission Buses”

We are continuing our work to create a ~~healthier resilient~~ region ~~and reduce greenhouse gas emissions~~ by purchasing zero emission vehicles when practicable and building essential support facilities to maintain and enhance transit operations long into the future. ~~a new clean energy campus for STA to store and charge these vehicles.~~

### ~~Clean Energy Campus~~ Essential Support Facilities

~~STA is committed to reducing the carbon impact of our campus through new and energy-efficient facilities. The new campus will contribute to our operational efficiency that have lower maintenance costs. The future campus showcases our commitment to sustainability and positions STA as a leader in environmental responsibility, inspiring broader adoption of similar practices.~~

Critical to investing in and sustaining transit operations in the coming decades is a thoughtful and timely investment in essential support facilities. This includes but is not limited to maintenance, storage, training, and administrative facilities. Investments in essential support infrastructure ensure STA can address existing needs while pursuing its long-term commitment to reducing the carbon impact of our operations through new and energy-efficient vehicles and facilities. These investments are informed by the STA Facilities Master Plan which has identified a strategic complement of investments to support Fixed Route and Paratransit operations, vehicle maintenance, operator training, administrative offices, and an improved public meeting location and configuration. Additionally, STA is committed to acquiring property to support a new clean energy base which we envision constructing later next decade (subject to funding availability) to support transit expansion and sustainable operations for decades to come.

### **Zero Emission Vehicles**

STA currently has 36 battery electric buses and aims to achieve a 100% zero-emission bus fleet by 2045 to meet state requirements. To date STA has primarily funded the transition to zero-emission technologies through available grant funding and will continue to identify, pursue, and leverage these opportunities to reduce the burden on Spokane taxpayers. In addition to environmental benefits, zero emission buses offer lower operating and maintenance costs, helping to ensure the long-term financial sustainability of our transit system.

## RESOLUTION NO. XXX-26

A RESOLUTION FOR THE PURPOSE OF AMENDING CONNECT 2035 STRATEGIC PLAN

SPOKANE TRANSIT AUTHORITY  
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

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

WHEREAS, STA adopted by Resolution No. 803-22 the *Connect 2035* Phase 1 Strategic Foundation document and the accompanying *Connect 2035* Phase 1 Technical Report, setting the foundation for Phase 2 strategic planning that followed;

WHEREAS, STA adopted Resolution No. 818-24, a resolution establishing the funding and investment principles for the development of *Connect 2035* Phase 2;

WHEREAS, STA adopted by Resolution No. 831-24 the *Connect 2035* Strategic Plan (the "Plan") that identified projects, initiatives, and investments to maintain and improve public transit in the Spokane region;

WHEREAS, STA adopted by Resolution No. 836-25, a resolution which amended the appendix to the *Connect 2035* Strategic Plan and incorporated the relevant sequencing and timeline of the identified projects, initiatives, and investments within the Plan;

WHEREAS, through discussions with the STA Board of Directors and the community, the general scope description or timeline for five projects identified in the Plan should be updated; and one additional project that is consistent with the goals of *Connect 2035* should be added; and

WHEREAS, the STA Board of Directors conducted a duly noticed public hearing on March 19, 2026 concerning a proposed amendment to the Plan, reflecting adjustments and other revisions to more accurately reflect the implementation of improvements identified in the Plan; and

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

Section 1. The STA Board of Directors hereby adopts the amendments and associated text updates to the Connect 2035 Strategic Plan that is attached as Exhibit A

Section 2. The STA Board of Directors hereby directs and authorizes the Chief Executive Officer to effectuate and finalize these amendments and take all other necessary and proper action to administer the Connect 2035 Strategic Plan.

Section 3. This resolution shall take effect and be in force immediately upon passage.

ADOPTED by STA at a regular meeting thereof held on the 16<sup>th</sup> day of April 2026.

Attest:

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Dana Infalt  
Clerk of the Authority

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Lance Speirs  
STA Board Chair

Approved as to form:

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Megan Clark  
Legal Counsel



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Board Action-Consent Agenda
Meeting Date: April 2, 2026
Agenda Item: <b>4A2</b>

**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** SPECIAL REVENUE & RESERVE FUND DESIGNATIONS (RESOLUTION)  
**Submitted by:** Robert Hamud, Chief Financial Officer

**Purpose:** For decision.  
**Recommendation:** Approve, by Resolution, the Special Revenue & Reserve Fund Designations as presented and forward to the Board Consent agenda.  
**Attachments and/or Online Links:** STAFF REPORT: SPECIAL REVENUE & RESERVE FUND DESIGNATIONS  
 SPECIAL REVENUE & RESERVE FUND DESIGNATIONS (RESOLUTION)

**SUMMARY:** In accordance with STA Board Resolution 681-11, the Planning & Development Committee is accountable for designing and coordinating the Board’s participation in Spokane Transit’s strategic and operational planning. In 2007, Resolution 630-A 07 established a Cash Reserve policy that included a restricted operating reserve comprising 15% of annual operating expenditures. In 2022, Resolution 804-22 established a Real Estate Acquisition reserve of \$25 million. All of these reserves currently reside in the General Fund.

This resolution will direct the CEO to establish five new special revenue funds that will be created and appropriated in the 2027 Budget Resolution. The new funds will establish individual funds for both the Board approved reserves as well as capital operating budgets separate from the General Fund, in line with other transportation agency budgets. The passage of this resolution will create a new structure of funds for STA and will be part of the annual budgeting and appropriations process in upcoming years, and be reflected in financial forecasting and capital programs.

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item 4A2  
**Presented to:** Planning & Development Committee  
**SUBJECT:** SPECIAL REVENUE & RESERVE FUND DESIGNATIONS (RESOLUTION)

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**Fund 01 General Fund (Existing):** Will continue to house the general operating revenues and expenditures of the STA including sales tax, farebox, state and federal ongoing operational support grants, and all “day-to-day” operational expenditures of STA.

**Fund 02 Operating Reserve Fund:** Resolution 630-A 07 sets aside 15% of annual General fund operating expenditures to be held in reserve. Right now, the reserve still “resides” within the General Fund. The 2027 budget will create this fund and appropriate an amount equal to 15% of the annual operating budget appropriation to hold as a separately reported reserve on the financial statements and budget. This reserve will only be spent or transferred back to the General Fund with a board-approved appropriation or annual budget action as needed.

**Fund 03 Capital Projects Fund:** This fund will be appropriated with funding intended to fulfill the STA Capital Improvement Program and include funding for general capital and facilities projects. The intention is for the Board to approve annual support transfers to the Capital Projects Fund from the General fund during the budget process to support the Capital Improvement Program. This fund will be fully appropriated each year to account for variable spending of multi-year capital projects. The fund balance of the fund will be determined by the appropriation requirement of approved and active Capital projects, with the determination to be set during the annual budget process. This fund will be reported separately from the General Fund. Grant proceeds tied to specific projects will be deposited directly into the Capital Projects fund beginning in 2027.

**Fund 04 Vehicle Replacement Fund:** Resolution 369-89 established a Capital Acquisition reserve “account” intended to hold reserves for vehicle replacement at levels determined during the annual budget process. The creation of this fund is to be used for all vehicle equipment and replacement, with annual appropriated transfers from the General Fund to fulfill the long-term vehicle replacement plan of STA. Currently, STA shows annual expenditures and a fleet replacement reserve amount that are housed in the General Fund. This resolution will shift the reserve funds and annual fleet replacement expenditures from the General Fund to the new Vehicle Replacement Fund and will be reported as a separate fund on STA’s annual financial statements.

**Fund 05 Technology Projects Fund:** This fund will house all Information Technology Projects and upgrades and will be intended to be appropriated annually during the budget process with annual budgeted transfers from the General Fund. Presently, capital and non-capital IT projects appear as different expenditure categories in the annual budget. The creation of a fund for IT projects will better reflect the annual and multi-year IT requirements of the agency. Please note that IT operations, including salaries, will still reside in the General Fund.

**Fund 06 Real Estate Acquisition Fund:** Resolution 804-22 established \$25 million real estate acquisition reserve that was set aside in the General Fund. In addition, a \$5 million right of way acquisition reserve

is also held in the general fund. The Real Estate Acquisition Fund will replace both reserves beginning in the 2027 budget and be maintained at a Board approved minimum level during annual budget appropriations, funded with both revenues from the General Fund and proceeds from any sale or disposal of STA real estate, and or grant funding or donations dedicated to property and/or right of way acquisition.

**Note:** Resolution 630-A 07 STA also established a Risk Management reserve of an amount of \$5.5 million within the general fund to cover insurance losses. In addition, there is a reserve for L&I reserves to cover workers' compensations claims. These reserve amounts are currently set aside in General Fund during the annual budget process. These two reserves will still be committed within the General Fund for the 2027 budget and subsequent years.

**Funding:** All funds created by this resolution will still be housed in the main STA cash bank account, accounted for separately in the financial statements and software. No new cash bank accounts will be created with the establishment of these funds.

This resolution will supersede Resolutions 630 A-07, 804-22 and 369-89.

## RESOLUTION NO. XXX-26

A RESOLUTION FOR THE PURPOSE OF THE ESTABLISHMENT OF NEW SPECIAL REVENUE FUNDS FOR  
THE 2027 BUDGET

SPOKANE TRANSIT AUTHORITY  
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

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

WHEREAS, the STA Board of Directors, pursuant to applicable state law and the STA Bylaws, Article III Section 3.1(5), shall have the power to prepare and adopt a budget and establish financial policies;

WHEREAS, STA staff has recommended the establishment of new special revenue funds beginning with the 2027 Annual Budget in order to provide more transparency and efficiency to the fiscal management of the organization. These funds will include the following:

- Fund 01 – General Fund (Existing): Will be the general operating revenues and expenditures of the STA.
- Fund 02 – Operating Reserve Fund: Will hold an operating reserve in the amount of 15% of the total annual operating appropriation or other amount as designated by the Board, superseding Resolution 630A-07 This reserve will be replenished to the minimum amounts if any monies are spent during an emergency or other designation by the Board.
- Fund 03 – Capital Projects Fund: This fund will be appropriated with funding intended to fulfill the STA Capital Improvement Program and include funding for general capital and facilities projects. The intention is for the Board to approve annual support transfers to the Capital Projects Fund from the General fund during the budget process to support the Capital Improvement Program.
- Fund 04 – Vehicle Replacement Fund: The intention of this fund is to be used for all vehicle equipment and replacement, with annual appropriated transfers from the General Fund to fulfill the long-term vehicle replacement plan of STA to supersede Resolution 369-89 which established a Capital equipment replenishment reserve account.
- Fund 05 – Technology Projects Fund: This fund will house all Information Technology Projects and upgrades and will be intended to be appropriated annually during the budget process with annual budgeted transfers from the General Fund.
- Fund 06 – Real Estate Acquisition Fund: This fund will be maintained at a Board approved minimum level during annual budget appropriations, funded with both revenues from the

General Fund and proceeds from any sale or disposal of STA real estate superseding Resolution 804-22 which established a Real Estate acquisition reserve.

WHEREAS, STA will continue to maintain in the General Fund, the Risk Management Reserve originally established by Resolution 630-A-07, and the Labor & Industry reserve for workers compensation.

WHEREAS, pursuant to Resolution No. \_\_\_\_\_, the Board shall establish each fund and appropriate funding in the 2027 annual budget resolution.

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

Fund	Description
01	General Fund
02	Operating Reserve Fund
03	Capital Projects Fund
04	Vehicle Replacement Fund
05	Technology Projects Fund
06	Real Estate Acquisition Fund

Section 1. The STA Board of Directors hereby approves the establishment of five (6) new special revenues funds beginning in the 2027 budget, in addition to the existing General Fund which will continue to house the Risk Management reserve of an amount of \$5.5 million to cover insurance losses as well as the reserve for L&I reserves to cover workers' compensations claims which level is determined in the annual budget.

Section 2. The STA Board of Directors hereby authorizes and instructs the Chief Executive Officer to carry out the 2027 budget development and multi-year forecasting to establish the new funds authorized by this Resolution. STA may establish and implement written policies and procedures to ensure the proper administration, oversight, and accountability of the funds, in compliance with all applicable laws, regulations, and funding requirements.

Section 3. Upon enactment of this Resolution, Resolutions 630A-07, 804-22, 369-89 are hereby superseded and rescinded in full.

ADOPTED by STA at a regular meeting thereof held on the 16<sup>th</sup> day of April 2026.

Attest:

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Dana Infalt  
Clerk of the Authority

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Lance Speirs  
STA Board Chair

Approved as to form:

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Megan Clark  
Legal Counsel



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Report to Committee

Meeting Date: April 2, 2026

Agenda Item: **5A**

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** 2027-2032 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY REVENUE & EXPENDITURE FORECAST ASSUMPTIONS  
**Submitted by:** Robert Hamud, Chief Financial Officer

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**Purpose:** For information.  
**Recommendation:** n/a  
**Attachments and/or Online Links:** STAFF REPORT: 2027-2032 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY REVENUE & EXPENDITURE FORECAST ASSUMPTIONS

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**SUMMARY:** As part of the preparation of the 2027-2032 Transit Development Plan (TDP), STA is required to incorporate financial projections for this 6-year period. The initial step in this preparation is to seek affirmation by the Committee of the financial assumptions used in deriving the 2027-2032 forecast.

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item **5A**  
**Presented to:** Planning & Development Committee  
**SUBJECT:** 2027-2032 TRANSIT DEVELOPMENT PLAN: REVIEW PRELIMINARY REVENUE & EXPENDITURE FORECAST ASSUMPTIONS

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Staff recommends that the financial assumptions generally remain in line with those reviewed and approved by the Board in 2024, as detailed below:

### **Revenue**

- Sales Tax growth is assumed to be 2.2% for 2026 and 2.7% for 2027, then resuming an approximate 3.5% annual growth trend applied from the 2027 forecast annually through 2032.
- The two-tenths of a percent voter-approved sales tax increase sunseting in 2028 will be renewed for 2029 and beyond.
- There are two planned 10% across-the-board fare increases during the 2027-2032 TDP period, one in 2028 and the other in 2031.
- FTA Section 5307 Urbanized Area Formula grant funds are used primarily for preventive maintenance. This is the third largest source of operating revenue and is forecasted to grow at a 1% rate from 2026 budgeted levels through 2032.
- State operating funding through the Paratransit/Special Needs formula grant will grow at 1% per year from the 2026 budgeted level. This formula grant was doubled beginning in 2023 through the Move Ahead Washington 16-Year Transportation Package (MAW) supported through the 2021 Washington Climate Commitment Act.
- State operating funds also reflect the MAW Transit Support grant at the full annual estimated amount of \$6.5 million through the TDP period, as part of STA's adoption of zero-fare for youth 18 years and under.
- Interest income on cash balances will decrease over the 2027-2032 TDP period due to budgeted spend-downs of reserves for the local share of Capital projects and vehicle purchases.

### **Expenditures**

- The 2026 annual budget provides the baseline for operating expenses.
- STA Moving Forward service changes are completed in the current 2026 fiscal year and service levels remain relatively stable, while addressing service optimizing efforts within Connect 2035.
- Operating expenses grow at 3.5% annually over the 2027-2032 TDP period, accounting for wage and benefit increases and inflation.
- The Capital Improvement Program is fully funded through the TDP period.



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Report to Committee
Meeting Date: April 2, 2026
Agenda Item: <b>5B</b>

**Presented To:** Planning & Development Committee

**Referral Committee:** n/a

**Title:** 2027-2032 TRANSIT DEVELOPMENT PLAN: TACTICAL FRAMEWORK

**Submitted by:** Emily S. Poole, Chief Planning & Development Officer  
Madeline Arredondo, Associate Transit Planner

**Purpose:** Receive report.

**Recommendation:** n/a

**Attachments and/or Online Links:** [https://www.spokanetransit.com/projects/transit-development-plan/Draft 2027-2032 Mid-range Tactical Framework](https://www.spokanetransit.com/projects/transit-development-plan/Draft-2027-2032-Mid-range-Tactical-Framework)

**SUMMARY:** STA’s primary mid-range planning document is the Transit Development Plan (TDP). The 2027-2032 TDP is expected to be adopted in July 2026 and will include the Capital Improvement Program, the Service Improvement Program, and STA’s Program of Projects for formula grants received from the Federal Transit Administration (FTA). As a step in the annual preparation of STA’s TDP, the Committee prepares and recommends to the Board of Directors guidance statements that align with the agency’s strategic plan, *Connect 2035*, and responds directly to the goals identified:

- Elevate the customer experience.
- Lead and collaborate with community partners to enhance the quality of life in our region.
- Strengthen our capacity to anticipate and respond to the demands of the region.

On March 4, 2026, the Planning & Development Committee was offered an opportunity to review existing guidance statements and consider revisions for the 2027-2032 TDP. Based on feedback from Committee members, the guidance statements have been revised to provide specificity and address stakeholder engagement. Staff removed one milestone related to the delivery of *STA Moving Forward* due to it being completed prior to the 2027-2032 TDP timeframe. STA also presented the planned stakeholder outreach approach for Committee review. Feedback from committee members produced additional outreach to organizations discussed, including local school districts.

Staff propose the revised text on the attached document that represents a proposed narrative to tie the *Connect 2035* goals to planned milestones during the upcoming six-year period.

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item **5B**

**Presented to:** Planning & Development Committee

**SUBJECT:** 2027-2032 TRANSIT DEVELOPMENT PLAN: TACTICAL FRAMEWORK

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### **Tactical Framework for the 2027-2032 Transit Development Plan (TDP)**

Staff revised the mid-range tactical framework following input from committee members at the March Planning and Development Committee meeting:

#### **Goal 1: Elevate the customer experience.**

- ~~Finish delivery of STA Moving Forward to expand ridership and deliver on commitments including key High Performance Transit investments.~~
- Advance Division Street Bus Rapid Transit (BRT) through Project Development toward a future Federal Transit Administration (FTA) capital investment grant.
- Upgrade Route 33 Wellesley to High Performance Transit.
- Implement Mobility-On-Demand (MOD) pilots across the Public Transportation Benefit Area (PTBA).
- Continue to implement and evaluate the safety ambassador program with trained personnel on buses and at facilities.
- Implement fixed route network optimization.
  - Address increased and changing travel demand by implementing service improvements in Spokane Valley.
- Implement shelter and lighting program.

#### **Goal 2: Lead and collaborate with community partners to enhance the quality of life in our region.**

- Partner in developing and implementing the regional transportation and land use visions.
  - Review jurisdictional comprehensive plans.
  - Collaborate with Spokane City and Spokane County on the Division Transit Oriented Development (TOD) study.
- Plan and implement a pilot TOD program and partner with regional jurisdictions to further TOD land use planning.
- Expand opportunities for community partners, especially community-based organizations (CBO), to collaborate with STA on key efforts such as the design and implementation of initiatives in Connect 2035.
  - Collaborating with CBOs to identify communities that would benefit from the Opportunity Fare Program.
  - Establish a CBO network to support and strengthen our engagement efforts with underrepresented communities.

- o Increase engagement efforts to reach new riders with information on how to ride the bus by installing signage and developing new rider resources in languages other than English.
- Engage community partners in educational efforts related to the expiration and planned renewal of voter-approved 2/10 of a 1% sales tax prior to late 2028.
  - o Prepare and communicate information about implementation of *STA Moving Forward* projects and status of delivery.
  - o Prepare and communicate information about how investments have benefited residents and communities in our region.
- Utilize relationships with public and private entities, continuously gathering feedback to evolve business-to-business product offerings and aligning service delivery strategies with community needs.
  - o Identify partner organizations to provide mobility assistance for targeted groups by introducing the Community Van program.
- Partner in developing and implementing plans to connect to and address multimodal transportation needs and opportunities in the region.
  - o Implement Mobility-on-Demand (MOD) pilots to serve multimodal needs and evaluate opportunities to consider demand for transit across the PTBA.
- Continue to implement and evaluate the eligibility-based reduced fare program for riders experiencing low incomes.
- Continue efforts to gauge community sentiment, understanding, and interest in transit.

**Goal 3: Strengthen our capacity to anticipate and respond to the demands of the region.**

- Begin to implement the initiatives from *Connect 2035* that were identified as high priorities by the community and the STA Board.
- Develop and implement the Facilities Master Plan to position STA for strategic growth that supports STA's growing and changing role in the region.
- Develop user-friendly public-facing dashboards for key performance indicators and ease access and use publicly available data.
- Develop and implement a customer relationship management system to streamline customer interactions and improve service delivery.
- Continue implementing organizational development program.



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Report to Committee
Meeting Date: April 2, 2026
Agenda Item: <b>5C</b>

**Presented To:** Planning & Development Committee

**Referral Committee:** n/a

**Title:** WELLESLEY CORRIDOR DEVELOPMENT PLAN: ENGAGEMENT AND ANALYSIS UPDATE

**Submitted by:** Emily S. Poole, Chief Planning & Development Officer  
Mike Tresidder, Senior Transit Planner

**Purpose:** Receive report.

**Recommendation:** n/a

**Attachments and/or Online Links:** Wellesley Corridor Development Plan: Engagement and Analysis Update

**SUMMARY:** Route 33 Wellesley has been identified as a future High Performance Transit (HPT) investment in both *Connect Spokane* (STA's comprehensive plan) and *Connect 2035* (STA's strategic plan). The first step in recognizing Route 33 Wellesley as an HPT route is to complete a corridor development plan (CDP) for approval by the Board. Staff will present an update on the first round of community engagement, a proposed method for evaluating and ranking stops for infrastructure improvements, a look ahead at plans and dates for future engagement and next steps.

- Engagement to date has included:
- Northwest Neighborhood Council
  - Hillyard Neighborhood Council
  - City of Spokane planning staff
  - Internal STA planning and development staff
  - Rogers High School Leadership class

Staff continue to follow up with North Hill and Nevada Heights neighborhood councils, as well as Shadle Park High school and the Spokane Community Colleges. Emerging themes from completed community engagement and the project schedule is included in the attached staff report

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item 5C

**Presented to:** Planning & Development Committee

**SUBJECT:** WELLESLEY CORRIDOR DEVELOPMENT PLAN: ENGAGEMENT AND ANALYSIS UPDATE

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Route 33 Wellesley has been identified as a future High Performance Transit (HPT) investment in both Connect Spokane and in Connect 2035. In Connect Spokane, Route 33 is identified as a future HPT route in the policy HP 4.0 High Performance Transit Network map, which is the foundation, framework, and basis for future service improvements. In Connect 2035, the upgrade of Route 33 Wellesley to a High Performance Transit Line was identified as an initiative under Goal 1 – Elevate the Customer Experience. Route 33 Wellesley is an important crosstown route traveling from Spokane Falls Community College (SFCC) to Spokane Community College (SCC) and passing through a number of diverse neighborhoods and commercial corridors. The first step in recognizing Route 33 Wellesley as an HPT line is to complete a corridor development plan for approval by the Board. To date, STA has been awarded \$630,000 in Spokane Regional Transportation Council (SRTC) CMAQ grant funds for planning, engineering, and design activities for the Wellesley Corridor Development Plan.

In meeting with community members and students, several themes emerged:

- **Safety:** This took several different forms, not all of which can be directly addressed by STA, but includes:
  - Bus stops with minimal waiting room, especially high use stops, directly next to a busy roadway
  - Lack of protected crossings in certain parts of the corridor
  - Minimal protection from elements at majority of Route 33 stops
- **Embrace a holistic approach:** Identify all other benefits to the additional infrastructure, such as increased attention to stops, the opportunity to partner with community partners/students, and the opportunity to explore new and creative ways to install infrastructure in a constrained corridor.
- **Focus on key destinations:** Several stops were identified as key stops in need of infrastructure, including:
  - Haven (new NEPDA development),
  - Crestline (transfer to Route 27 Crestline)
  - Pittsburg and Perry (Rogers High School)
  - Nevada (transfer to Route 28 Nevada)
  - Ash (Shadle Park High School)

The project schedule for the Wellesley Corridor Development Plan follows.

<b>Timeframe</b>	<b>Activities</b>	<b>Audience</b>
<b>November 2025</b>	Introduced project, corridor development planning process, and engagement plan	P&D Committee
<b>November 2025 – January 2026</b>	Write background and existing condition sections; develop engagement materials	N/A
<b>February 2026</b>	Brief on existing conditions and scheduled engagement activities	P&D Committee
<b>February/March 2026</b>	Engagement Round 1: Focus on existing conditions, desired outcome from transit and transit stops, and potential trade-offs	Neighborhood groups Trip generators City of Spokane staff
<b>April 2026</b>	Update on Engagement Round 1 to date Preview of infrastructure analysis method	P&D Committee
<b>April 2026 – May 2026</b>	Continued Round 1 engagement  Develop concepts for stops and stop locations	Neighborhood groups
<b>June 2026</b>	Engagement Round 2: Focus on potential concepts and trade-offs	Same as Engagement Round 1
<b>July 2026</b>	Update on Engagement Round 2 to date	P&D Committee
<b>July 2026</b>	Apply for Regional Mobility Grant	N/A
<b>July-August 2026</b>	Finish draft plan	N/A
<b>September 2026</b>	Review draft plan	P&D Committee
<b>September 2026</b>	Engagement Round 3: Review recommendations	Neighborhood groups
<b>October 2026</b>	Report on engagement round 3	P&D Committee
<b>October 2026</b>	Public Hearing	STA Board
<b>November 2026</b>	Recommendation for adoption	P&D Committee
<b>November 2026</b>	Adoption	STA Board



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Report to Committee

Meeting Date: April 2, 2026

Agenda Item: **5D**

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** DIVISION STREET BUS RAPID TRANSIT: DESIGN AND PUBLIC OUTREACH UPDATE  
**Submitted by:** Emily S. Poole, Chief Planning & Development Officer  
Don Skillingstad, Senior Project Manager

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**Purpose:** Receive report.  
**Recommendation:** n/a  
**Attachments and/or Online Links:** DIVISION STREET BUS RAPID TRANSIT: DESIGN AND PUBLIC OUTREACH UPDATE

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**SUMMARY:** Division Street Bus Rapid Transit (BRT) is currently in the project development phase. The purpose of this report is to highlight current design and public outreach activities for this important regional project.

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item 5D  
**Presented to:** Planning & Development Committee  
**SUBJECT:** DIVISION STREET BUS RAPID TRANSIT: DESIGN AND PUBLIC OUTREACH UPDATE

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**BACKGROUND:** Division Street Bus Rapid Transit (BRT) is envisioned to be the second BRT line in the Spokane region, extending from Downtown Spokane along the Division Street Corridor for approximately ten miles to the Mead area. The project is identified in the region’s Metropolitan Transportation Plan and has garnered state legislative and financial support as a complementary investment to the North Spokane Corridor (NSC). The Board approved Minimum Operable Segment (MOS) is scheduled to begin revenue service in 2030 with future phases to follow. The MOS includes:

- Construct BRT stations from Downtown Spokane to Hastings Park and Ride
- Ruby Street stations move to the left side
- Implement Business Access and Transit (BAT) lanes through the couplet (Cataldo Avenue to North Foothills Drive/Cleveland Avenue)
- Pursue a “Corridor-Based BRT” Capital Investment Grant

**UPDATES:** The following presents a general update on the public outreach and project design. During the committee meeting, staff will present detailed information on ongoing outreach and design activities.

### ***Project Outreach Update***

Since the last Committee and Board update in December 2025, the project team has continued public outreach efforts. Staff attended most of the neighborhood council meetings along the alignment in February and will attend the remaining council meetings throughout March to provide an update on the project. All outreach materials have been updated to reflect the Minimum Operable Segment (MOS) as approved by the Board in 2025, including all station cutsheets, project maps, the interactive map, 3D animations of stations and the project website. Staff will continue to coordinate with property and business owners throughout the project corridor as design continues.

The station artwork/neighborhood identification project has begun. The team has met with most of the neighborhood councils to provide information on the identification/artwork program and how to get involved. The project will continue throughout 2026.

### ***Project Design Update***

Project design activities continue to move forward. The project team continues to develop the 60% design packages for submittal to agencies for review. The design packages for 3 of the 8 zones have been submitted for review and will continue to be submitted approximately every 5-6 weeks. The 60% architectural plans for the station amenities will be completed in March for submittal to agencies for review.

The team continues to hold regular design meetings internally and with agency partners.

The final traffic impact analysis has been approved by all agencies. A future addendum will be prepared which will analyze transit signal priority (TSP) implementation throughout the Division Street corridor once operating parameters are developed by the City of Spokane.

The FTA continues to review the NEPA environmental package and staff are addressing comments and questions by FTA.

The FTA continues to review ratings and risk and readiness packages. The team meets monthly with FTA to provide a project update and has held several meetings with the PMOC to address questions and comments on both packages.



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Report to Committee
Meeting Date: April 2, 2026
Agenda Item: <b>5E</b>

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** FACILITIES MASTER PLAN UPDATE  
**Submitted by:** Brandon Rapez-Betty, Chief Operations Officer  
Jessica Kelch, Senior Project Manager

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**Purpose:** Receive report.  
**Recommendation:** n/a  
**Attachments and/or Online Links:** Facilities Master Plan Update

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**SUMMARY:** At the June 26, 2025 Board Meeting, staff presented a Phase 1 update of the Facilities Master Plan. At that time the Board of Directors approved resolution 838-25 accepting the Phase I report and authorizing staff to advance near-term projects. The motion further tasked staff to complete Phase II, which further clarified the plan for establishing a clean energy base and other long-term requirements.

Staff will provide a brief update.

## SPOKANE TRANSIT AUTHORITY

**Staff Report:** Agenda Item 5E  
**Presented to:** Planning & Development Committee  
**SUBJECT:** FACILITIES MASTER PLAN UPDATE

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### **Background:**

As a result of Resolution 838-25 and Phase I of the Facilities Master Plan (FMP), staff added several new projects to the 2026–2031 Capital Improvement Plan (CIP). These projects were adopted by the Board in July 2025 as part of the Transit Development Plan (TDP). Updates to both the CIP and the TDP are currently underway and include refinements to project priorities based on Connect 2035 goals, immediate facility needs, and the timing of strategic opportunities.

### **Capital Improvement Projects (2026–2030)**

- Training course
- Paratransit and Rideshare Operations Base
- Fixed Route Operations Center on newly acquired- property at the Boone Campus
- STA Plaza public meeting and administrative space
- Clean Energy Base property acquisition, with development anticipated after approximately 2035

### **Strategic Actions (2026–2028)**

- **Facilities Department Operations Base:** In the near term, staff are utilizing a combination of leased space and existing structures at the STA Valley Service Center (Fleck). The FMP includes a permanent operations base for this department in the future.
- **Temporary fixed route- maintenance capacity:** Staff are pursuing leased maintenance space where feasible and making operational changes to improve efficiency within existing maintenance bays.
- **Temporary administrative office space:** Proposals are being evaluated for leasing administrative office space in downtown Spokane.

As presented during the February 2026 Board Workshop, staff are actively advancing the actions identified above, and focus is narrowing on properties that meet the requirements for a future Clean Energy Base. The Facilities Master Plan is being updated to reflect newly acquired properties, revised operational assumptions, Zero Emission transition planning, administrative needs, and alignment with Connect 2035. The final draft will include updated project scenarios, timelines, and cost projections and is anticipated to be ready for Board review in late May or early June, with approval targeted for July.



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CEO Report
Meeting Date: April 2, 2026
Agenda Item: <b>6</b>

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** CEO REPORT - INFORMATION  
**Submitted by:** Emily Poole, Chief Planning & Development Officer

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**Purpose:** Receive report.  
**Recommendation:** For discussion.  
**Attachments and/or Online Links:** n/a

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



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Review Committee Meeting Draft Agenda

Meeting Date: April 2, 2026

Agenda Item: **8**

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** REVIEW MAY 6, 2026, COMMITTEE MEETING DRAFT AGENDA  
**Submitted by:** Emily S. Poole, Chief Planning & Development Officer

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**Purpose:** For information.  
**Recommendation:** For information.  
**Attachments and/or  
Online Links:** n/a

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**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 May 6, 2026.

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## PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, May 6, 2026

10:00 a.m. – 11:30 a.m.

**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 *(15 minutes)*
  - A. Minutes of the April 2, 2026, Committee Meeting – *Corrections/Approval*
4. Committee Action -- Recommendation
  - A. Board Action - Consent Agenda *(5 minutes)*
  - B. Board Action – Other/Committee Recommendation
5. Report to Committee *(40 minutes)*
  - A. 2027-2032 Transit Development Plan: Proposed 2027-2029 Service Improvements *(Poole)*
  - B. 2027-2032 Transit Development Plan: Proposed 2027-2032 Capital Improvements Program *(Poole)*
  - C. 2027-2032 Transit Development Plan: Review Financial Forecast *(Poole)*
  - D. Transit Oriented Development: Pilot Project Update *(Poole)*
  - E. Facilities Master Plan Phase 2: Capital Program Update *(Rapez-Betty)*
6. CEO Report *(Otterstrom) (15 minutes)*
7. Committee Information *(no discussion/staff available for questions)*
8. Review June 3, 2026, Meeting Draft Agenda *(5 minutes)*
9. New Business
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, June 3, 2026, at 10:00 a.m. in person.

Optional Virtual Link: **Join the meeting now**

Meeting ID: XXX XXX XXX XXX X

Password: XXXXXXXX

Call-in Number: 1-509-824-1714

Conference ID: XXX XXX XXX

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New Business
Meeting Date: April 2, 2026
Agenda Item: 9

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** NEW BUSINESS  
**Submitted by:** n/a

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**Purpose:** For discussion.  
**Recommendation:** n/a  
**Attachments and/or  
Online Links:** n/a

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



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Committee Member Expressions

Meeting Date: April 2, 2026

Agenda Item: **10**

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**Presented To:** Planning & Development Committee  
**Referral Committee:** n/a  
**Title:** COMMITTEE MEMBER EXPRESSIONS  
**Submitted by:** n/a

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**Purpose:** Receive expressions.  
**Recommendation:** n/a  
**Attachments and/or  
Online Links:** n/a

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