



2027-2032 Transit Development Plan

Open House

June 2026



Welcome!

- The purpose of this public open house is to provide an opportunity for feedback on the proposed 2027-2032 Transit Development Plan (TDP)
- The current 2026-2031 plan and the draft 2027-2032 plan is available on [STA's Transit Development Plan website](http://www.spokanetransit.com/tdp).
(www.spokanetransit.com/tdp)

2027-2032 Transit Development Plan

Draft for Public Comment

5/21/2026



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Agenda

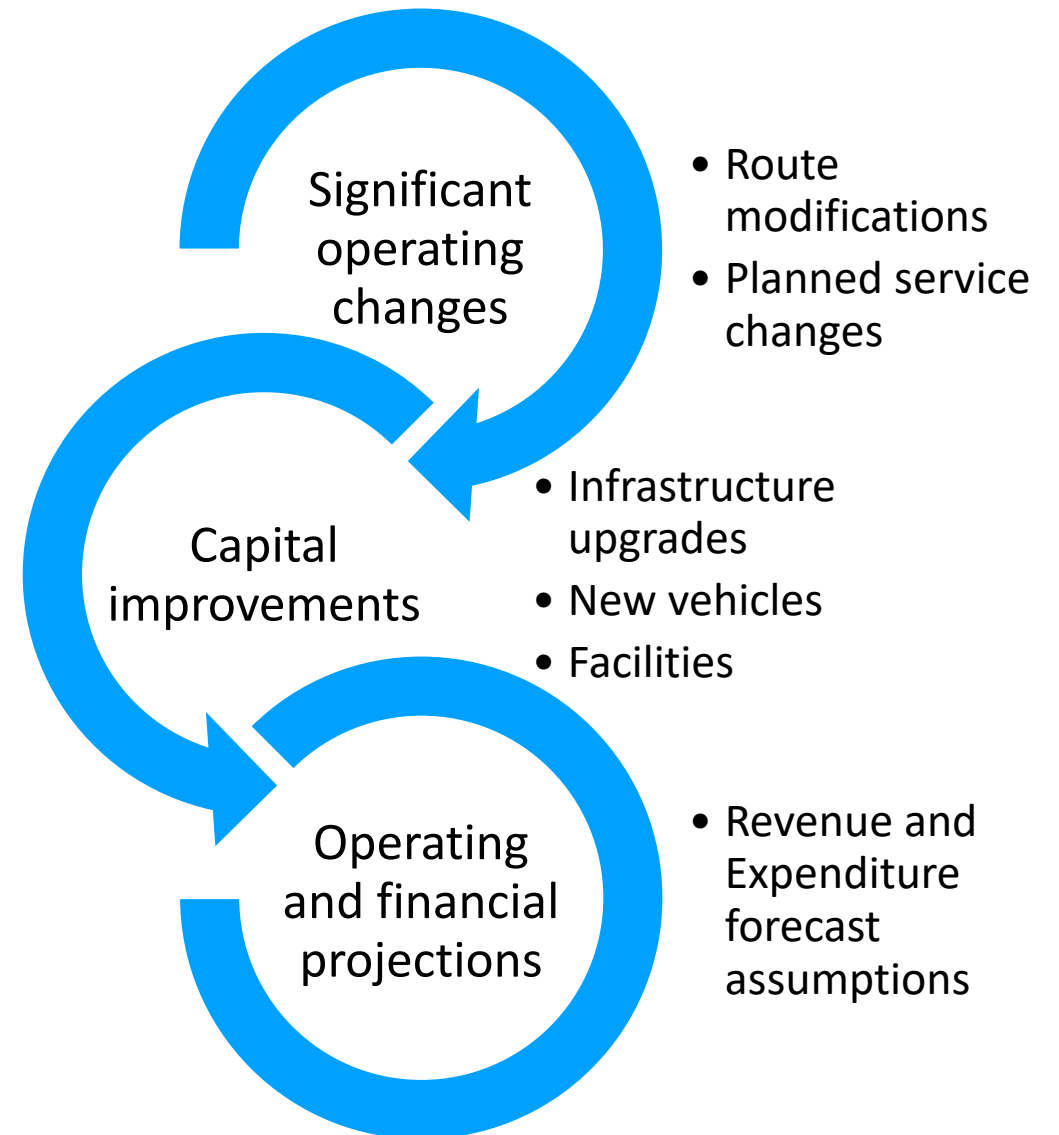
- Welcome
- Plan Overview
- Mid-range Tactical Framework
- Service Improvement Program (SIP)
- Capital Improvement Program (CIP)
- Financial Assumptions
- Featured CIP Projects
- Public Outreach Activities
- Questions

Plan Requirements

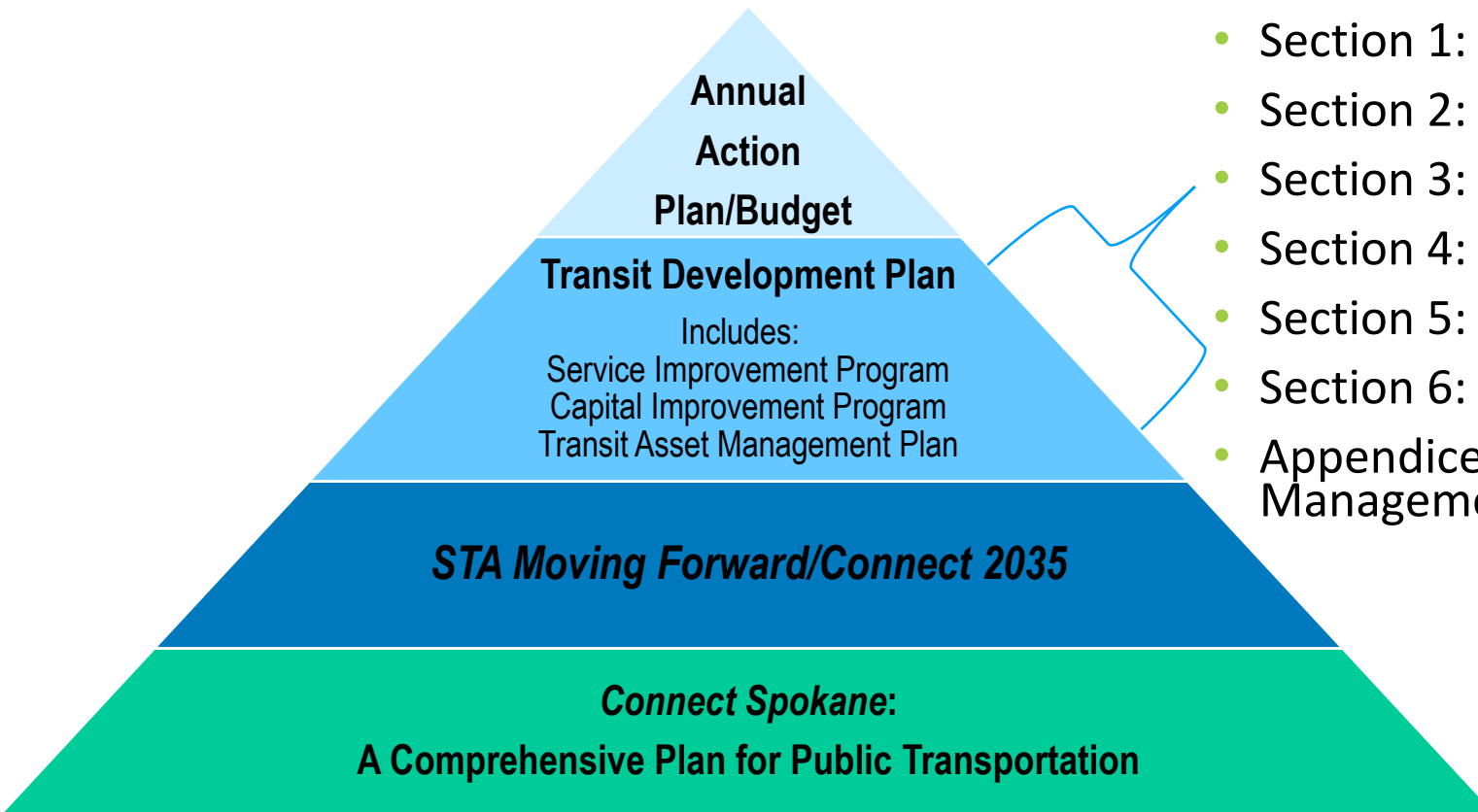
- State law (RCW 35.58.2795) requires transit agencies to prepare and submit a six-year transit development plan (TDP) annually
 - How the agency intends to meet state/local priorities for public transportation
 - A description of capital improvements and significant operating changes
 - A financial plan
- The plan also sets forth projects of regional significance for inclusion in the transportation improvement program (TIP)
- Distribute to
 - Washington State Department of Transportation (WSDOT)
 - Transportation Improvement Board (TIB)
 - Local jurisdictions within the Public Transportation Benefit Area (PTBA)
 - Spokane Regional Transportation Council (SRTC)
- Conduct one or more public hearings

Plan Overview

- The TDP provides updates on STA's various transit activities and is used as a part of WSDOT's annual report to the State Legislature
- The TDP will demonstrate alignment of the tactical framework to WSDOT's transportation policy goals
 - Economic vitality
 - Environment
 - Stewardship
 - Mobility
 - Safety
 - Preservation



Hierarchy of STA Plans



Sections of the TDP:

- Section 1: Introduction and Agency System Overview
- Section 2: 2025 in Review
- Section 3: Mid-Range Tactical Framework (2027-2032)
- Section 4: Service Improvement Program (2027-2029)
- Section 5: Capital Improvement Program (2027-2032)
- Section 6: Operating and Financial Projections
- Appendices: Annual Action Plan, Transit Asset Management Plan, among others

Mid-range Tactical Framework

- The mid-range tactical framework reflects the goals established in Connect 2035:
 - Goal 1: Elevate the customer experience
 - Goal 2: Lead and collaborate with community partners to enhance the quality of life in our region
 - Goal 3: Strengthen our capacity to anticipate and respond to the demands of the region
- Review relevant content:
 - 2026-2031 Board Mid-range Tactical Framework
 - Connect 2035 initiatives
 - Service Improvements
 - Capital Investments
 - Major themes for the TDP time-period

Goal 1: Elevate the customer experience

- Advance Division Street BRT through Project Development
- Upgrade Route 33 Wellesley to High Performance Transit
- Implement Mobility-On-Demand pilots across the PTBA
- Continue to implement and evaluate the safety ambassador program
- 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 on the Division Transit Oriented Development (TOD) study
- Plan and implement a pilot TOD program
- Expand opportunities for community partners, especially community-based organizations (CBOs), to collaborate with STA on key efforts.
 - Collaborating on the Opportunity Fare Program.
 - Establish a CBO network for engagement with underrepresented communities.
 - Increase engagement to reach new riders and developing resources in languages other than English.

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

- Engage community partners in educational efforts related to the planned renewal of the 2/10 of a 1% sales tax.
 - Provide information about STA Moving Forward projects
 - Provide information about investment benefits
- Utilize relationships to evolve business-to-business product offerings.
 - Identify partner organizations to provide mobility assistance by introducing the Community Van program.
- Partner in developing and implementing plans for multimodal transportation needs and opportunities.
 - Implement Mobility on Demand (MOD) pilots.
- Continue to implement and evaluate the eligibility-based reduced fare program.
- 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
- Develop and implement the Facilities Master Plan
- Develop user-friendly dashboards for ease of access and use of publicly available data
- Develop and implement a customer relationship management system to streamline customer interactions
- Continue implementing organizational development program

Service Improvement Program (SIP)

- Provides a road map for near-term fixed-route service improvements; updated annually
- Reflects ongoing implementation of Board-adopted plans
 - Adopted Connect 2035 initiatives
 - Concepts may continue to implement Connect Spokane design principles
 - Response to route performance evaluation results
- Service improvements still require Board or CEO approval leading up to a change, often including phases of additional public input and consultation
- The SIP also includes a summary of recent requests for new service to support future considerations for service investments and adjustments

2027-2029 Service Improvement Themes

The planned service improvement themes are listed in the table below and described further in the following slides.

2027	2027 is focused on an adjustment to routes in North Spokane , including connecting service to West Plains and launching a Mobility on Demand Pilot focused on elderly or disabled passengers
2028	2028 is primarily focused on the completion of Argonne Station Park and Ride , the restructure of routes in greater Spokane Valley , and implementation of the <i>Connect 2035</i> Mobility on Demand Pilot in Liberty Lake
2029	2029 is focused on the <i>Connect 2035</i> Mobility on Demand Pilot serving the West Plains , and providing later service on select routes

2027 Planned Improvements

- **Mobility on Demand** pilot launching for **elderly or disabled passengers**
- **Route 20 SFCC** is proposed to have simplified routing that travels consistently on Main and Clarke Avenues in **Peaceful Valley** from downtown Spokane, resulting in interline changes to Route 33 Wellesley and Route 36 North Central
- **Route 23 Maple/Ash** and **Route 223 Shadle/Indian Trail** (northbound) routing change to utilize Belt Street in the vicinity of **Shadle Park**
- **Route 61 Highway 2/Fairchild** is proposed to terminate all outbound trips at the Fairchild Main Gate
- New **Route 602**, providing connecting service between **Spokane Falls Station** and **West Plains**
- New **Route 220**, providing **targeted service** between **SFCC** and **Downtown Spokane** on **Riverside Avenue**
- **Route 664 EWU South Hill Express** is proposed to be discontinued
- Continue *Connect 2035* initiatives for bus stop shelter and lighting improvements

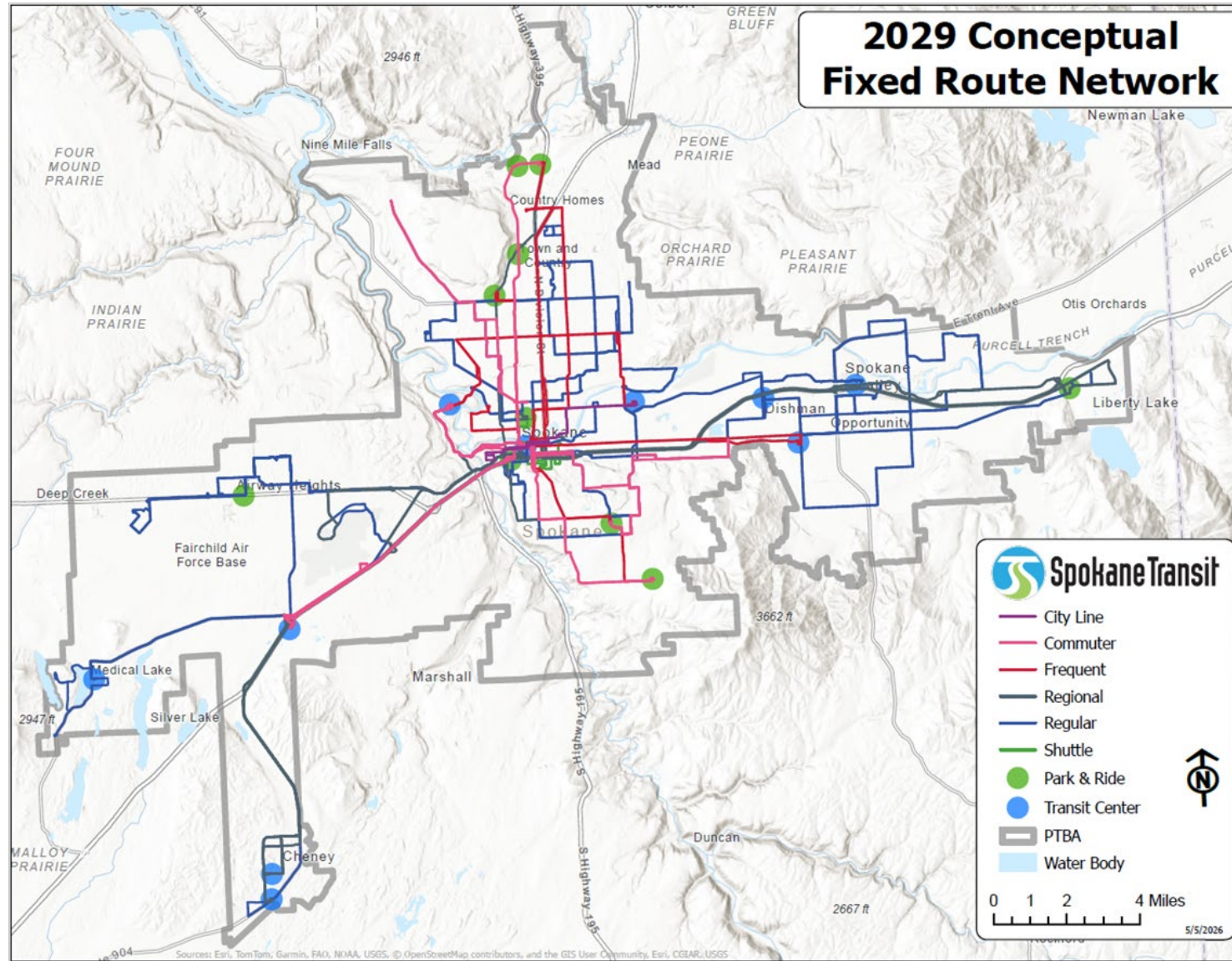
2028 Planned Improvements

- **Routes 7 Valley/Airport** and **771 Mirabeau Express** begin service to the new **Argonne Station Park and Ride**
- Restructure of the service network in **Spokane Valley** will be implemented to expand service coverage while also targeting areas of strong demand
- **Mobility on Demand** pilot initiative providing service in **Liberty Lake** is programmed
- Continue all *Connect 2035* initiatives for bus stop improvements

2029 Planned Improvements

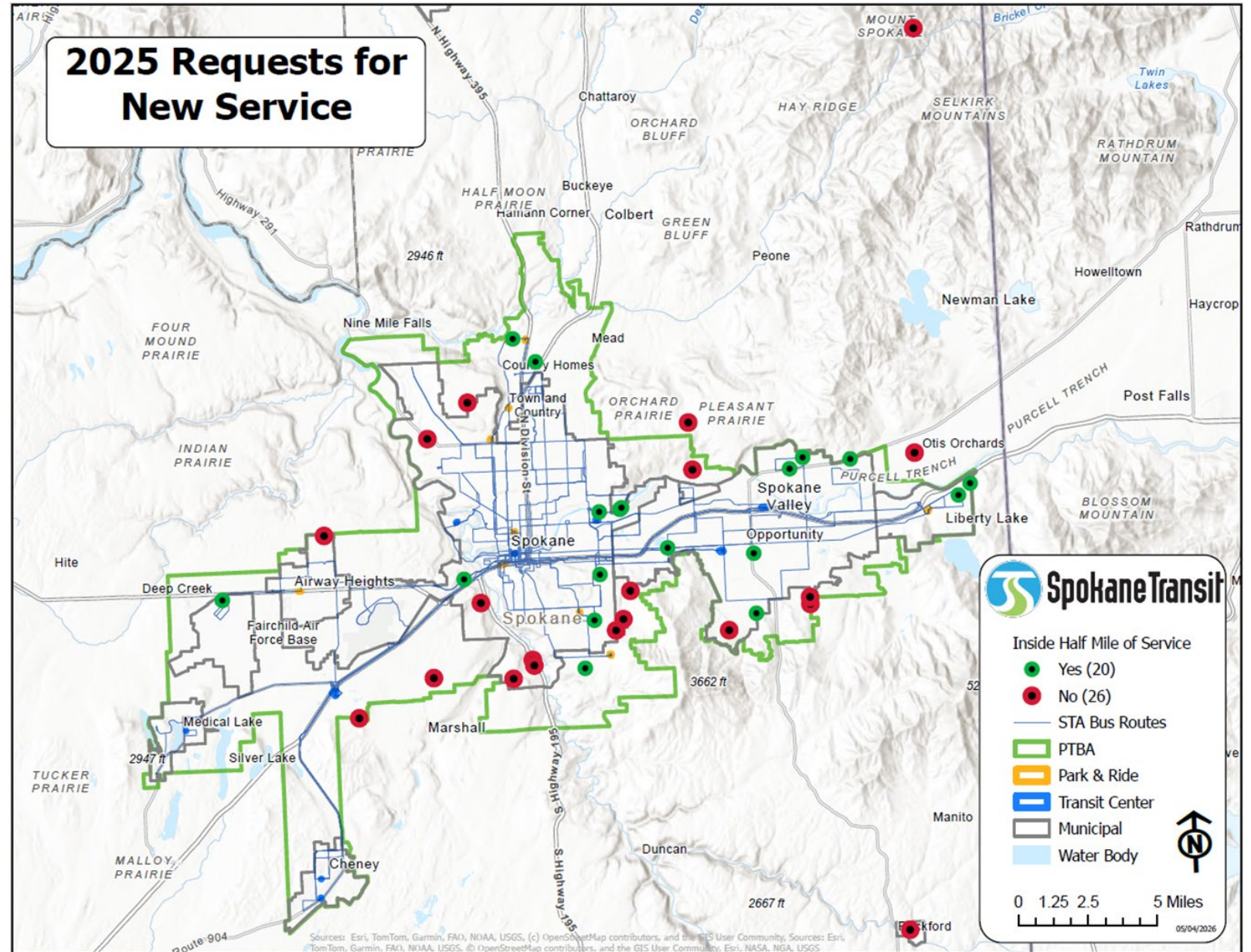
- The fourth **Mobility on Demand Pilot**, serving west of Spokane on the **West Plains**
- **Later service** on select routes, weeknights and Saturday nights
- Minor adjustments to the network if needed in response to rider and operator feedback
- Continue all *Connect 2035* initiatives for bus stop improvements

2029 Conceptual Fixed Route Network



Requests for New Service

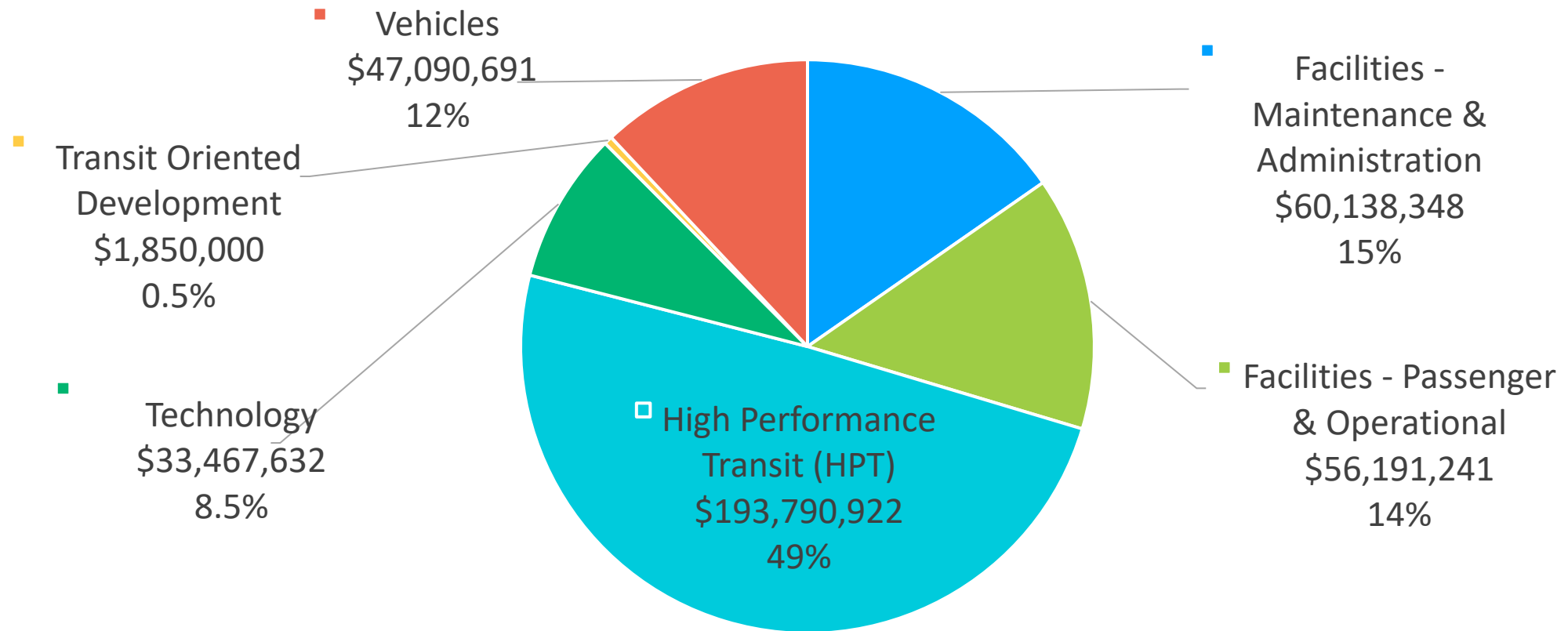
- Requests for new service received by STA during 2025
- Feedback informs regular performance reviews and long-range planning



Capital Improvement Program (CIP)

- Outlines planned capital expenditures for a six-year period through 2032
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants

2027-2032 CIP by Program Category



- Facilities - Maintenance & Administration
- High Performance Transit (HPT)
- Transit Oriented Development

- Facilities - Passenger & Operational
- Technology
- Vehicles

CIP & Connect 2035 Projects

Connect 2035 Projects	
<u>Project</u>	<u>Amount</u>
BRT Fleet	\$ 39,497,438
Division BRT Construction & Implementation	\$ 127,961,559
Wellesley HPT: Design & Construction	\$ 9,474,416
Vehicles (Mobility on Demand)	\$ 600,000
Paratransit and Rideshare Operational Base	\$ 29,500,000
Training Course	\$ 2,800,000
Fixed Route Operations Center	\$ 11,350,000
Clean Energy Base	\$ 10,000,000
Transit Oriented Development Pilot	\$ 1,850,000
Downtown Charging and Layover Facility	\$ 10,100,000
Facilities – Passenger and Operational	\$ 17,315,412
Technology Projects	\$ 546,247
High Performance Transit Projects	\$ 10,684,382
Total	\$ 271,679,454



FTA: Programs of Projects (POP)

- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

Financial Assumptions: Revenue

- **Sales Tax Revenue**

- 2.7% growth for 2027, 3.5% growth per year for 2027 to 2032
- Assume renewal of 2/10th of a percent voter-approved sales tax rate for 2029-2045

- **Fare Revenue**

- Adjust the current fare structure with two planned 10% across-the-board fare increases during the 2027-2032 TDP period and apply current fare revenue per passenger to projected ridership less estimated foregone revenue from low-income fare pilot program. The projected fare increases are planned for 2028 and 2031

Financial Assumptions: Revenue

- **Other Revenue**
 - FTA Section 5307 Urbanized Area formula grant for Preventive Maintenance – assume 1% annual growth from the 2026 budget levels through 2032
 - State Operating Grants
 - Paratransit/Special Needs formula grant funding assume 1% per annum
 - Move Ahead Washington Transit Support grant funding assumed \$6.5 million annually
 - Interest Income Earning Rate = 1.5% for 2027-2032

Financial Assumptions: Expenditures

- The baseline for operating expenses is the 2026 original annual budget
- STA Moving Forward service changes complete in 2026 with service levels relatively stable, while addressing optimizing efforts with Connect 2035
- Operating expenses grow at 3.5% over the 2027-2032 TDP period, accounting for wage and benefit increases and inflation
- Fully fund the 2027-2032 Capital Improvement Program through the 2027-2032 TDP period

Featured CIP Projects – Division Street Bus Rapid Transit (BRT)

- This will be STA's second Bus Rapid Transit (BRT) project
 - Frequent and reliable service
 - 10+ miles, 43 uniquely branded stations
 - Zero emission 60-foot buses
- New transit center and downtown charging/layover location
- Business Access and Transit (BAT) lanes
- Transit Signal Priority (TSP)
- Construction begins 2028
- Opens for service in 2030



Facilities Master Plan (FMP)

- STA's Facilities Master Plan (FMP) is the agency's roadmap for its operations, maintenance and administrative facility needs
- The FMP builds on *Connect 2035* and the current year TDP and focuses on:
 - Fixing space limits at current facilities
 - Preparing for future growth
 - Transitioning to a zero-emissions fleet so transit stays clean, reliable, and sustainable
- Learn more at:
www.spokanetransit.com/projects/facilities-masterplan

Boone Campus: Fixed Route Operations Center

- Adjacent to the greater STA Boone Campus
- Expands Fixed Route Operations
- Improved frontline workforce and agency operations



Facilities Master Plan (FMP) Continued

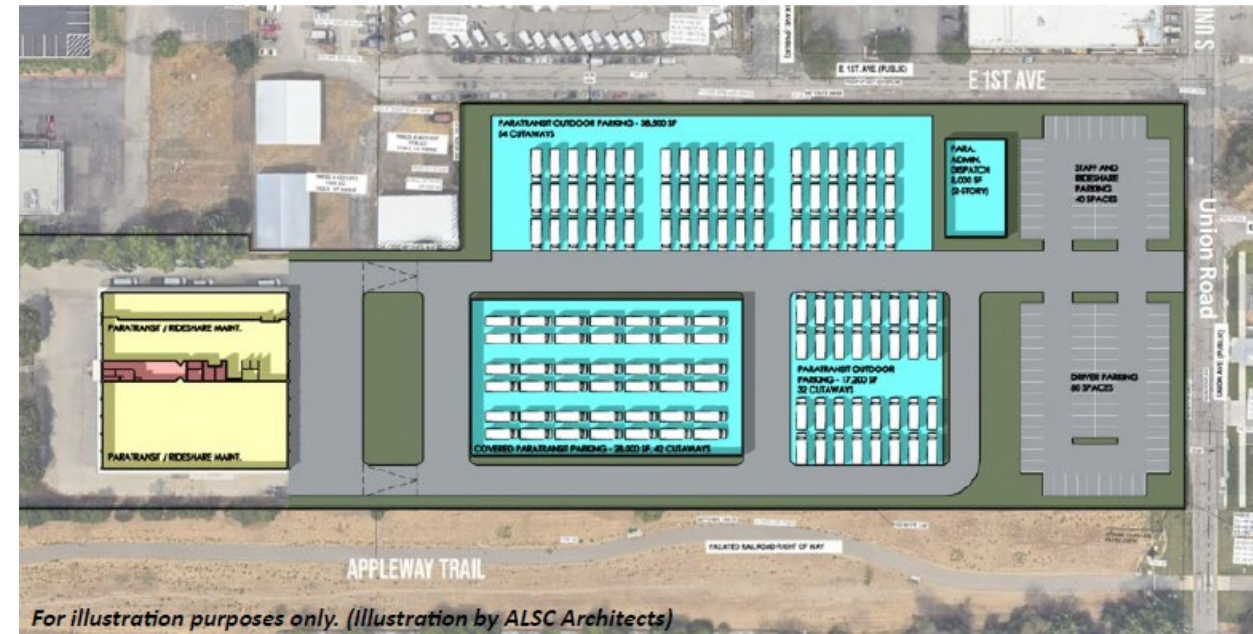
Mission/Greene: Training Facility

- Future coach operator training course
- Improves capacity for STA as a whole
- Increases effectiveness for developing a well-trained workforce



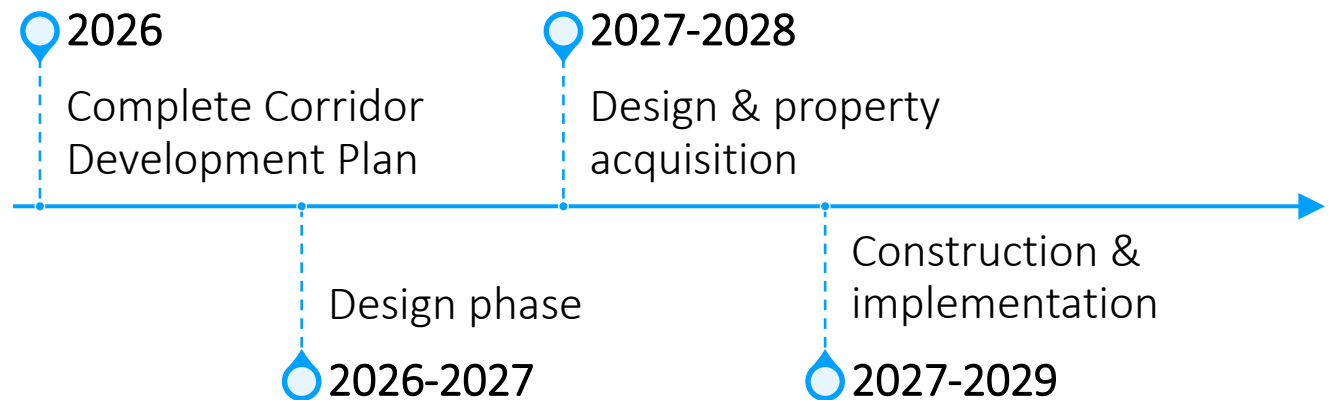
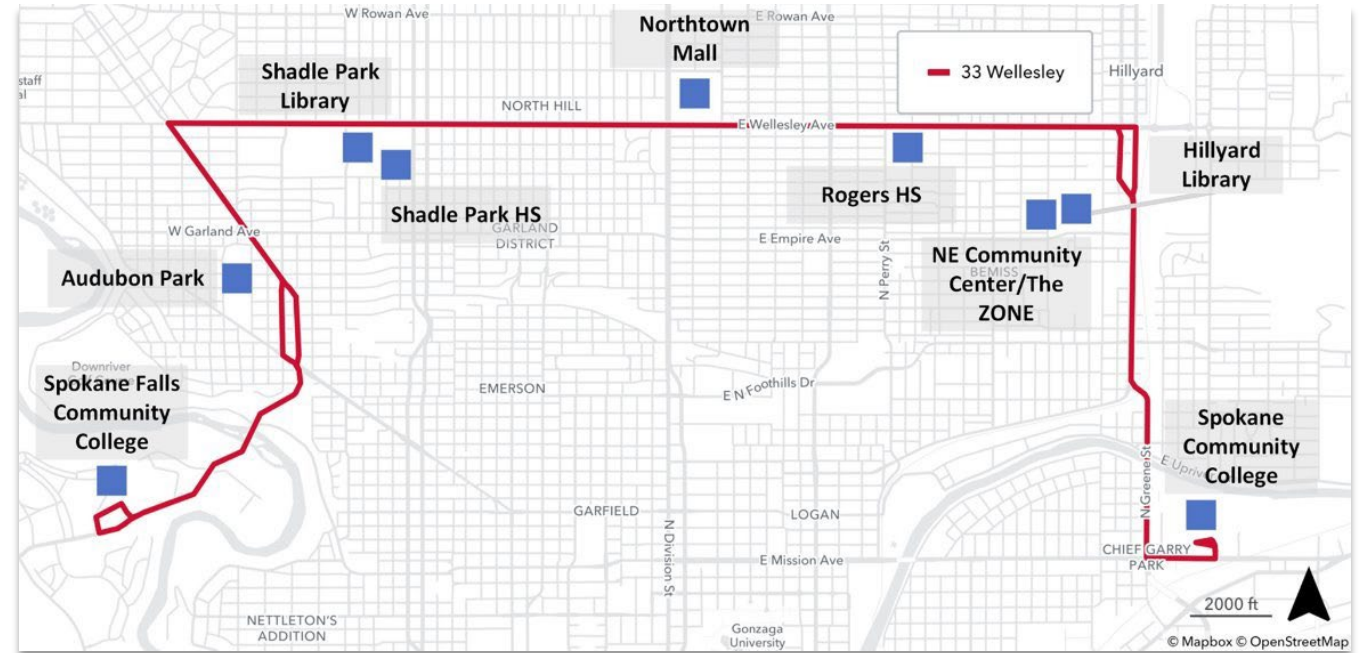
Fleck: Paratransit and Rideshare Facility

- Adjacent to Fleck maintenance and operations facility
- Consolidates all of Paratransit and Rideshare operations and maintenance
- Increases operational capacity for the department



Featured CIP Projects – Wellesley HPT

- This High Performance Transit (HPT) route will support the Wellesley corridor
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- This project will invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders



Featured CIP Projects – Argonne Station

- Argonne Station is planned to include:
 - An eastbound flyer stop
 - ~ 40 parking spaces
 - A transit-only lane on the eastbound I-90 on-ramp, along with signal improvements
 - Four boarding and alighting bays
- The project will:
 - Improve connections within Spokane Valley
 - Support potential future connections to the City Line
 - Provide direct access to Spokane International Airport and Liberty Lake
 - Install amenities such as real-time information, shelters, lighting, and seating



Completed Outreach

Date	Description
April 8, 2026	Citizen Advisory Committee (CAC)
May 20, 2026	City of Spokane Transportation Commission
May 21, 2026	Public notice issued, public comment period begins
May 21, 2026	Spokane Regional Transportation Council (SRTC) Transportation Open House
May 26, 2026	Pedestrian Transportation and Traffic Committee (PeTT)
May 27, 2026	SRTC Transportation Technical Committee (TTC) & Transportation Advisory Committee (TAC)



Upcoming Outreach Activities

Date	Description
June 10, 2026	STA Citizens Advisory Committee meeting
June 11, 2026	SRTC Board of Directors meeting
June 11, 2026	In-person Open House: Spokane Valley Library (3 – 6 p.m.)
June 18, 2026	STA Board of Directors – Public Hearing
July 1, 2026	STA Planning and Development Committee meeting – Recommend adoption
July 16, 2026	STA Board of Directors – Proposed plan adoption

Please visit [STA's Transit Development Plan webpage](http://www.spokanetransit.com/tdp) (www.spokanetransit.com/tdp) for more information.



Questions?





Thank You!

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