

SPOKANE TRANSIT AUTHORITY
AMENDMENT TO
RFQ 2026-11183 – TRANSIT ORIENTED DEVELOPMENT MARKET ANALYSIS &
FEASIBILITY STUDY

AMENDMENT NO. 1

Amendment 1 consists of this cover page and two (2) attachments:

- Responses to Questions and Requests for Approved Equals, Clarifications, or Changes
- Slides of the Site Location

This Amendment is hereby made a part of the RFQ document to the same extent as though it were originally included therein. All Proposers shall acknowledge receipt and understanding of this addendum by completing the information required on Attachment A, Proposal Response Form, and returning the signed page with their proposal on or before the proposal due date.

Jennifer Anderson
Procurement Coordinator

Question #	Document Section	Page Number	Question	STA Response
1	NA	NA	On the site intentions, is there any desire to maintain any amount of park and ride capacity at the site or is that to be determined by this study?	The study will evaluate what is possible and prudent for retaining some parking capacity for riders and other uses on site. The current capacity and role of the 'park and ride' at the site is intended to go away.
2	NA	NA	Could you comment on what your vision is for community engagement or public engagement through this phase of the planning?	While we are trying to determine what is possible based on the feasibility study, engagement with the public will be necessary and STA would manage/handle that in house utilizing content generated from the study/analysis.
3	NA	NA	Are you able to share any information on the budget allocated for this project?	Typically, we don't share our budget because we're looking to understand what it's going to cost us to get what we need. Then if necessary, we can pursue adjusting our budget.
4	NA	NA	Do you have a vision for the type of transit oriented development you'd like to see, or is it kind of fairly open-ended on your part?	We don't wish to predetermine the highest and best use. We want to see what the market and site constraints could support, then see what it would take to achieve that. If this were a larger site or larger planning area we might consider it, but for now, at only 2.23 acres we are waiting to see what the feasibility study shows.
5	NA	NA	Do you foresee any changes relative to the transit stop as far as any rider, operator amenities, or capacity of bays, or does that relatively remain the same, albeit potentially altered in some way?	It should remain the same. Part of the exercise will be to work with our service team to try to understand the service provided and how the facility is used. We don't want to diminish any kind of service levels or uses of the site by our operations. This is about maintaining what we have currently for our routes, increasing ridership, and bringing in and adding value with suitable development.
6	NA	NA	Has the team spoken about any sort of phasing, interim phasing alternatives as part of the work?	Not at this point.
7	NA	NA	Regarding STA's goal for this project, is this purely about identifying the most feasible project that generates the most revenue for the land, or is there also a need to factor in things like community benefits in the form of affordable housing or other uses on the site?	As our first effort, we wish to identify the most feasible project that will be successful from a development standpoint with the goal of moving towards a joint development opportunity that would deliver an additional revenue stream for the Authority. It is also important to state that any project delivers community benefits through infill development, rider amenities and increased ridership.



