Sole Source Aquifer Checklist

PROJECT NAME: Division Steet BRT Project

NAME OF SOLE SOURCE AQUIFER OR SOURCE AREA:
Spokane-Rathdrum Prairie Sole Source Aquifer

1. **Location of project:**
   The Division Street Bus Rapid Transit (BRT) Project (Project) is located within a 10-mile corridor along North Division Street, spanning from the future Mead Transit Center, in the vicinity of the intersection of US 2 and Farwell Road (north), to Wall Street/downtown (south) in Spokane, Washington (Figure 1). The route includes approximately 45 proposed BRT stations along the corridor. Please refer to **Figure 1** in the NEPA package for Project location.

2. **Project description.**
   The Project will operate between downtown Spokane and the future Mead Transit Center. The service will include branded BRT stations with raised platforms, real-time information signage, and off-board fare collection to reduce dwell time. Roadway enhancements supporting the BRT will feature Business Access and Transit (BAT) lanes, transit signal priority (TSP), and other corridor mobility improvements. The Project builds on recommendations from the DivisionConnects Study, which assessed transportation needs along the corridor and developed a long-term vision for mobility, land use, and infrastructure investment.

   ### Project Corridor
   The full Division BRT corridor spans 10 miles along North Division Street (U.S. Highway 2 and US 395) through the City of Spokane and parts of unincorporated Spokane County. The alignment begins near the future Mead Transit Center at US 2 and Farwell Road and continues west along Farwell/Hastings Road and then south along North Division Street. Between East Cleveland Avenue and North River Drive, the corridor operates as a couplet using Division Street and Ruby Street. The southern terminus is located in downtown Spokane at 2nd Avenue between Wall Street and Howard Street. Additional infrastructure improvements may be needed at STA's Boone Northwest Garage to support fleet charging and layover needs. Refer to **Figure 1** for Project vicinity and location map.

   ### Transit and Corridor Improvements
   The Project preserves much of the existing roadway configuration while integrating transit and multimodal enhancements. Key investments include:

   - **Dedicated BRT operations** using 60-foot zero-emission vehicles.
   - **Frequent service**, with 10- to 15-minute headways on weekdays and 15-minute service on nights and weekends.
   - **A new transit center** near Farwell Road and US 2.

- **Operational features** such as off-board fare collection, TSP, all-door boarding, and near-level platforms.
- **Side-running BAT lanes** along more than 50% of the corridor, primarily from North River Drive to the US 2/US 395 "Wye."
- **Protected bike and pedestrian facilities** along Ruby Street, including a mix of cycle-tracks, two-way bikeways, or shared-use paths where feasible.
- **ADA and pedestrian access upgrades**, including crosswalk improvements and reconstructed curb ramps.
- **Charging and layover infrastructure** in downtown Spokane.

Project Implementation Strategy

To optimize delivery and address timing considerations such as federal funding cycles, regional construction schedules, and design progression, the Project will advance through a Minimum Operable Segment (MOS) approach. The initial implementation focuses on the highest-priority segments and foundational infrastructure, while remaining corridor elements will be advanced as design and funding milestones are met. Please refer to **Figure 2a** through **Figure 2b** for details on the Station Locations and Routing design for the MOS.

Initial Implementation Scope (Phase 1)

The initial implementation scope of the Project focuses on delivering the foundational elements necessary to initiate corridor-based BRT service while maintaining eligibility for FTA Small Starts funding. This phase will include:

- **Station Design and Construction:**
  Build all BRT stations between downtown Spokane and Hawthorne Road. Minor improvements will be made at Hastings Park & Ride to support its use as the interim northern terminus.
- **Ruby Street Reconfiguration:**
  Modify the alignment of Ruby Street to enable sequencing of improvements, particularly to accommodate left-side BRT station placement.
- **BAT Lanes Implementation:**
  Install BAT lanes along the Division/Ruby couplet while preserving the four-lane configuration on Division and Ruby Streets.
- **Corridor-Based BRT Investments:**
  Implement the MOS as a corridor-based BRT Project to maintain FTA Small Starts eligibility, including:
  - Procurement of five-door, zero-emission BRT vehicles.
  - Deployment of TSP across most of the corridor.
  - Service levels that meet or exceed federal corridor-based BRT frequency requirements.
  - Consistent BRT branding applied to stations, vehicles, and service.
- **Accessibility and Bicycle Improvements:**
  Enhance ADA accessibility and bicycle infrastructure along the corridor where feasible.

Full BRT Build-Out and Supporting Improvements (Future Phases)
Division Street BRT Enhancements:

- Construct a dedicated bicycle and pedestrian facility along Ruby Street.
- Install BAT lanes on the mainline Division Street segment.
- Complete the remaining BRT stations between Hawthorne Road and the Mead Transit Center.
- Construct the new Mead Transit Center.
- Enhance service capacity and span of service, as needed, to support ridership growth and operational goals for full BRT.

Nonmotorized Improvements
The Project incorporates nonmotorized improvements throughout the corridor, closing sidewalk gaps, improving ADA compliance, and creating safer crossing environments. New painted crosswalks will be added where necessary, and existing crossings will be upgraded to enhance visibility and pedestrian safety where feasible. ADA curb ramps will be reconstructed at key locations, particularly at and around BRT station sites.

Construction of the Project is anticipated to take up to 3 years. Construction activities are anticipated to be primarily within the existing transportation right-of-way. Staging areas will be located adjacent to the proposed Project within vacant lots, as available; and if required, additional staging areas will be identified during final design. During construction, existing transit service will continue to be provided, but some stops may be temporarily moved to new locations.

The Project area is primarily located within the existing transportation right-of-way, which has been previously disturbed by roadway and utility infrastructure development. Minor property acquisitions are anticipated from adjacent parcels, but construction activity will largely take place within already disturbed or developed areas.

3. **Is there any increase of impervious surface? If so, what is the area?**
   Along the Project corridor, most improvements would occur within the existing roadway right-of-way, which is already largely impervious. Construction of the 45 BRT stations and associated roadway modifications would result in only minor increases in impervious surface along the 10-mile alignment, approximately 31,000 square feet of new impervious area. In addition, about 524,000 square feet of impervious area would be restored along the alignment. The planned Mead Transit Center near US 2 and Farwell Road is expected to add approximately 277,000 square feet of new impervious surface. Overall, the Project would introduce approximately 308,000 square feet of new impervious surface while restoring 524,000 square feet. Impervious surface totals are summarized in Table 1.

Table 1: Impervious Surface Totals

	Area of Potential Effect		
	Existing Impervious Surface (SF)	**Restored** Impervious Surface (SF)	**New Impervious** Surface (SF)
Mead Transit Center	0	0	277,000
BRT Alignment	17,621,000	524,000	31,000
Total	**17,621,000**	**524,000**	**308,000**

BRT = Bus Rapid Transit; SF = square feet

4. **Describe how storm water is currently treated on the site?**
   The Project is primarily located within existing transportation right-of-way and areas already covered by impervious surfaces, most of which will remain after construction. A minor increase in impervious surface area is expected, primarily due to the conversion of landscaped areas to hard surfaces. For most of the corridor, this increase will not trigger the need for new stormwater treatment or disposal facilities, because runoff will continue to be directed to existing systems. Stormwater from the BRT station platforms will sheet flow into adjacent streets and be collected by the existing street conveyance system.

   The Mead Transit Center site is currently undeveloped and does not contain any existing stormwater infrastructure or treatment facilities. Stormwater runoff at present infiltrates naturally into the ground through pervious soils and vegetated areas, with some potential for shallow sheet-flow across the site during precipitation events.

5. **How will storm water be treated on this site during construction and after the project is complete?**
   A Stormwater Pollution Prevention Plan (SWPPP) and Temporary Erosion and Sediment Control Plan would be prepared, which will identify best management practices (BMPs) to be implemented. The amount of stormwater runoff would not change during operation of the Project because the Project would be located within existing roadway right-of-way and areas associated with existing impervious surfaces. Any new stormwater facilities would be constructed in accordance with City of Spokane design standards and in accordance with the Spokane Regional Stormwater Manual.

   Stormwater from the future Mead Transit Center will be managed on-site through full infiltration. The exact approach will be determined during final design, which is still in progress and will be implemented in a later phase. Permanent stormwater facilities will be designed to meet Washington State Department of Ecology requirements and will be sized to allow stormwater to infiltrate through native or engineered soils capable of absorbing and filtering pollutants before reaching groundwater. Soil media within the basins will be selected or amended

to enhance pollutant removal through filtration, adsorption, and biological processes, ensuring protection of aquifer water quality.

6. **Are there any underground storage tanks present or to be installed? Include details of such tanks.**
   The Project does not include the installation of any underground storage tanks.

7. **Will there be any liquid or solid waste generated? If so how will it be disposed of?**
   No liquid or solid waste would be generated by the Project.

8. **What is the depth of excavation?**

   Stations and Alignment

   Depths will range from approximately 2 feet to a maximum of 10 feet. Most disturbances will be around 5 feet deep to accommodate utility relocations. The deepest excavations up to 10 feet are anticipated at vehicle charging station locations, which require underground inductive charging infrastructure or pole foundations for conductive charging. Specific disturbance depths by construction element include:

   - Pavement Sections: up to 16 inches.
   - Platform Footings/Foundations: up to 30 inches.
   - Stormwater/Utilities: up to 60 inches (5 feet).
   - Signals/ITS: up to 60 inches (5 feet).
   - Retaining Walls: up to 36 inches.
   - Vehicle Charging Locations: up to 10 feet.

   The Project area is primarily located within the existing transportation right-of-way, which has been previously disturbed by roadway and utility infrastructure development. Minor property acquisitions (Phase 1) affecting 22 parcels are anticipated, but construction activity will largely take place within already disturbed or developed areas.

   Mead Transit Center

   The Mead Transit Center will require excavation for utility installation, grading, stormwater infrastructure, foundation work, and roadway improvements. These activities will extend below the surface throughout the Project area of potential effect area. The anticipated depth of excavation will vary depending on the construction element but generally includes:

   - Shallow Excavation (2 to 4 feet): for grading, sidewalks, asphalt parking areas, curbs, and minor utilities.
   - Moderate Excavation (4 to 8 feet): for stormwater infrastructure such as catch basins, storm drains, infiltration facilities, and possibly bioswales or detention vaults.

- Deeper Excavation (up to ~10 feet or more): may be required for underground utility installation, stormwater detention vaults, or structural foundations.

Exact depths will be refined during final design. However, based on the scope and standard construction practices, most excavations will likely range from 2 to 10 feet below ground surface, with deeper excavations localized to utility crossings or stormwater infrastructure. Excavation at these depths is not anticipated to impact the aquifer.

9. **Are there any wells in the area that may provide direct routes for contaminants to access the aquifer and how close are they to the project?**
   There are no known wells in the Project area.

10. **Are there any hazardous waste sites in the project area, especially if the waste site has an underground plume with monitoring wells that may be disturbed? Include details.**
    A review of federal and state environmental databases, including records of hazardous waste sites, indicates that no sites would be disturbed by Project construction or operation. There are no identified underground plumes, monitoring wells, or other hazardous waste facilities in the Project vicinity that would be affected.

    Parametrix reviewed an environmental database search and identified and screened sites within the Division Street BRT Corridor that have known or suspected conditions that could impact the Project. A total of 1,096 sites and 386 orphan sites were identified by Environmental Data Resources within 0.25 miles to the proposed Division Street BRT Project. The majority of sites were found to have low potential risk and no likely impact on the Project. Several sites were identified as having moderate to high potential risk. Additional investigation may be necessary to resolve some potential moderate or high-risk sites depending upon the selection of station locations and potential partial or full parcel acquisitions. Please refer to the Hazardous Materials Report in **Attachment H** for further details on these site locations.

    A contaminated media management plan (CMMP) would be developed for the Project for contractors to adhere to during construction of the stations. The depth to groundwater is approximately 100 feet below ground surface for the majority of the corridor. Groundwater is much shallower near the Spokane River: within 20 feet to 50 feet below ground surface. However, the depth of excavation during construction would be above groundwater levels, and no impacts to groundwater are anticipated.

11. **Are there any deep pilings that may provide access to the aquifer?**
    There are no pilings associated with the Project. The deepest excavation would be up to 10 feet for the installation of charging equipment for the BRT vehicles and pole installation.

12. **Are Best Management Practices planned to address any possible risks or concerns?**
    The SWPPP would identify BMPs to address stormwater during construction. Project contractors would adhere to a CMMP if contaminated soil is encountered during the Project.

13. **Is there any other information that could be helpful in determining if this project may have an effect on the aquifer?**
    The Project proposes limited changes to pollutant-generating impervious surfaces along the BRT corridor. No additional information has been identified that would suggest the Project may affect the Aquifer beyond what has already been addressed in this document. The Project will incorporate permanent stormwater management facilities at the planned Mead Transit Center site designed to meet Washington State Department of Ecology requirements.

14. **Does this Project include any improvements that may be beneficial to the aquifer, such as improvements to the wastewater treatment plan?**
    This Project does not propose any improvements that would be beneficial to the aquifer, such as enhancements to the wastewater treatment plan.

The EPA Sole Source Aquifer Program may request additional information if impacts to the aquifer are questionable after this information is submitted for review.

Bonetti, Thomas <thomas.bonetti@dot.gov>

EPA R10 SSA Determination: Spokane Transit Division Street BRT Project

1 message

Tucker, Michelle <Tucker.Michelle@epa.gov> Wed, Mar 11, 2026 at 7:42 PM
To: "Bonetti, Thomas (Volpe)" <thomas.bonetti@dot.gov>

Good evening,

Thank you for submitting your project information to the US EPA Region 10 Sole Source Aquifer Program. The Sole Source Aquifer Program reviews projects that are both proposed in a federally-designated Sole Source Aquifer review area and receive federal financial assistance. Information submitted by project proponents is reviewed to determine if the action has a potential to endanger human health by contaminating the aquifer.

We have completed our review of the Spokane Transit Division Street BRT Project. We find that the project, as described in your submission, will not have a significant adverse impact on the Spokane Valley – Rathdrum Prairie SSA. Therefore, the federal funding for the project may proceed.

Please note that the finding of no significant adverse impact is conditioned on the assumption that best management practices identified in your submittal will be implemented to protect the aquifer from contamination.

This correspondence only addresses requirements of the EPA Sole Source Aquifer Program. You are responsible for complying with any other federal environmental requirements.

Please retain this email for your records.

Michelle Tucker M.S.

Program Manager

Groundwater and Drinking Water

US Environmental Protection Agency

tucker.michelle@epa.gov

From: Bonetti, Thomas (Volpe) <Thomas.Bonetti@dot.gov>
Sent: Wednesday, January 14, 2026 9:47 AM

To: Tucker, Michelle <Tucker.Michelle@epa.gov>
Subject: FW: EPA R10 SSA Determination: Spokane Transit Division Street BRT Project
Importance: High

You don't often get email from thomas.bonetti@dot.gov. Learn why this is important

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Hi Michelle,

Here is the original email with the checklist/questionnaire, project information, and appropriate attachments.

If you need anything else, please don't hesitate to reach out. Thank you!!

-Tom

U.S. Department of Transportation
Volpe Center

Tom Bonetti

Environmental Protection Specialist

U.S. DOT Volpe National Transportation Systems Center

Cell: 413-544-0621 | Email: thomas.bonetti@dot.gov

From: Bonetti, Thomas (Volpe)
Sent: Tuesday, November 25, 2025 10:19 AM
To: Brittain, Jeffrey <brittain.jeffrey@epa.gov>; Tucker.Michelle@epa.gov
Subject: EPA R10 SSA Determination: Spokane Transit Division Street BRT Project

Hi Jeff and Michelle,

Attached for your review is a completed Sole Source Aquifer Checklist for the Spokane Transit – Division Street BRT (Bus Rapid Transit) Project, in Spokane, Washington. EPA previously received a SSA review request for the Geotechnical Investigations aspect for this project on October 10, 2024, and approved by email on October 24, 2024. Please review and let me know if you have questions or concerns.

Thank you,

-Tom

Tom Bonetti

Environmental Protection Specialist

Environmental Science and Engineering Division , V-326

U.S. DOT Volpe National Transportation Systems Center

220 Binney Street, Cambridge MA 02142

Cell: 413-544-0621 | Email: thomas.bonetti@dot.gov

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