U.S. Department
of Transportation
**Federal Transit
Administration**

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August 31, 2026

Karl Otterstrom
Chief Executive Officer
Spokane Transit Authority
1230 W. Boone Avenue
Spokane, WA 99201

**Subject: Spokane Transit - Division Street Bus Rapid Transit Project
National Environmental Policy Act
Categorical Exclusion Confirmation**

Dear Mr. Otterstrom:

The Federal Transit Administration (FTA) has reviewed the materials Spokane Transit submitted by e-mail October 5, 2023 through July 1, 2026, including an FTA Categorical Exclusion (CE) worksheet and supporting documentation describing the proposed Division Street Bus Rapid Transit (BRT) Project (Project) in Spokane, Washington.

FTA understands the Project would upgrade the existing Route 25 corridor into a high-performance transit line extending approximately 10 miles from downtown Spokane to the future Mead Transit Center near the intersection of US 2 and Farwell Road. The Project includes construction of approximately 43 BRT stations, roadway and operational improvements, procurement of 60-foot, zero-emission buses, and development of the Mead Transit Center at the northern terminus. Station amenities will include raised platforms, shelters, lighting, seating, and real-time passenger information displays.

A Stormwater Pollution Prevention Plan and Temporary Erosion and Sediment Control Plan will be implemented and identify best management practices to be applied during construction. The amount of stormwater runoff would not change during operation of the Project because the Project would be located within existing roadway rights-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 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.

The Project will result in a *de minimis* permanent use of B.A. Clark Park, including approximately 160 square feet of right-of-way acquisition and 297 square feet of temporary construction easement for a station near the park. These impacts occur in an area already used for sidewalk and transportation purposes and do not affect key park features, access, or recreational activities. Because the park is managed and owned by the City of Spokane Parks and Recreation Department (SPRD), FTA requested the department's written concurrence with the determination pursuant to 23 Code of Federal Regulations (CFR) Part 774.5(b)(2). On August 31, 2026, SPRD concurred with FTA's determination that the proposed improvements at B.A. Clark Park will result in a *de minimis* permanent use of the park and will not adversely affect the activities, features, or attributes of the park.

Under Section 106 of the National Historic Preservation Act, and pursuant to 36 CFR Part 800, FTA consulted with the Washington State Historic Preservation Officer (SHPO) and interested tribes. On June 8, 2026, in correspondence to SHPO and tribes, FTA determined the Project would result in **No Historic Properties Affected** to resources on or eligible for the National Register of Historic Places (NRHP). On July 9, 2026, SHPO concurred with FTA's determination. To address the unlikely event of encountering archaeological resources, Spokane Transit will implement an Inadvertent Discovery Plan during all ground-disturbing activities, and archaeological monitoring will be conducted by personnel that meets the Secretary of Interior Standards during construction.

This letter confirms FTA has determined the Project qualifies as a CE under the National Environmental Policy Act (NEPA) pursuant to 23 CFR Part 771.118(d). This determination applies only to the Project as described above and in the documentation Spokane Transit submitted to FTA October 5, 2023 through July 1, 2026, and is conditioned on implementation of the mitigation measures outlined in that documentation, including Section IV of the CE worksheet, and the requirements set forth in this letter. Should the Project scope change, or new information on the Project or its potential environmental effects be provided, FTA may require a re-evaluation of this NEPA determination and may withdraw or suspend the CE or require additional environmental reviews.

This confirmation is not an expressed or implied promise for Federal financial assistance. Please contact Thomas Bonetti at thomas.bonetti@dot.gov if you have any questions.

Thank you for coordinating with FTA.

Sincerely,

TODD NICHOLAS TILLINGER

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Todd N. Tillinger, P.E.
Lead Environmental Protection Specialist

cc: Brian Jennings, Deputy Director for Community Development, Spokane Transit
Don Skillingstad, Senior Project Manager, Spokane Transit