

**FTA Region 10  
CATEGORICAL EXCLUSION and  
DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET**

**Note:** The purpose of this worksheet is to assist sponsoring agencies (grantees) in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a Categorical Exclusion (CE) or Documented Categorical Exclusion (DCE). The use and submission of this particular worksheet is NOT required. The worksheet is provided merely as a helpful tool for assembling information needed by FTA to determine the likelihood and magnitude of potential project impacts. **NOTE: Fields are expandable, so feel free to use more than a line or two if needed.**

Submission of the worksheet does not satisfy NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation. Project activities may not begin until this process is complete. Contact the FTA Region 10 office at (206) 220-7954 if you have any questions or require assistance. If this is the first time you have filled out this form, FTA encourages you to review [http://www.fta.dot.gov/documents/FTA\\_CE\\_Presentation.pdf](http://www.fta.dot.gov/documents/FTA_CE_Presentation.pdf). Feel free to contact Region 10 for additional assistance. **Please see the end of this document for submittal procedures.** For links to other agencies or for further topical guidance, please go to Region 10's [Grantee Resources: Environment](#) site.

<b>I. Project Description</b>		
Sponsoring Agency <b>Spokane Transit Authority (STA)</b>	Date Submitted <b>10/23/14</b>	FTA Grant Number(s) (if known) <b>WA-95-X081</b>
Project Title <b>West Plains Transit Center Geotechnical/Environmental Investigation</b>		
Project Description (brief, 1-2 sentences) <b>STA is proposing to conduct geotechnical and environmental investigations on approximately 8-acres (Area of Potential Effect) proposed for purchase by STA for a future transit center (See Exhibit A). The information will be used for preliminary engineering design efforts and will support future NEPA compliance for the whole project.</b>		
Purpose and Need for Project (brief, 1-2 sentences, include as an attachment if adopted statement is lengthy) <b>The purpose of this project phase is to conduct an environmental review and geotechnical analysis to be used for the development of the future West Plains Transit Center. This transit center is needed for multiple reasons as identified in the attached Purpose and Need Statement (See Exhibit B).</b>		
Project Location (include City and Street address) <b>Medical Lake Interchange, Exit 272, Interstate 90 and Highway 902 (See Exhibit C,D,E)</b>		
Project Contact (include phone number, mailing address and email address) <b>Don Skillingstad, Capital Projects Manager, Spokane Transit Authority 1230 W. Boone Ave., Spokane, WA 99201 509/344-1869 dskillingstad@spokanetransit.com</b>		
<p>If your project involves construction, include the following:</p> <ul style="list-style-type: none"> <li>• Project vicinity map</li> <li>• Project site plan showing access points and project boundaries</li> <li>• Other useful maps as appropriate (topo, for instance, depending on circumstances, and/or Google Earth aerial, NEPA Assist, etc.)</li> <li>• A few photographs of the site if useful to illustrate important features</li> <li>• Details pertaining to the depth of soil excavation</li> <li>• Note if the soil has been previously disturbed by prior construction or other activity</li> <li>• List parks or recreation areas within the project vicinity</li> <li>• Any previous consultations that might be relevant? (HUD, SHPO, or DOTs)</li> </ul>		

## II. NEPA Class of Action

Answer the following questions to determine the project's potential class of action. If the answer to any of the questions in Section A is "YES", contact the FTA Region 10 office to determine whether the project requires preparation of a NEPA environmental assessment (EA) or environmental impact statement (EIS).

### A. Will the project significantly impact the natural, social and/or economic environment?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.1 Is the significance of the project's social, economic or environmental impacts unknown?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.2 Is the project likely to require detailed evaluation of more than a few potential impacts?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.3 Is the project likely to generate intense public discussion, concern or controversy, even though it may be limited to a relatively small subset of the community?

- YES (contact FTA Regional office)  
 NO (continue)

### B. Does the project appear on the following list of Categorical Exclusions (CEs)?

The types of activities listed below describe actions which, when the corresponding conditions are met, are under usual circumstances categorically excluded from further NEPA analysis under [23 CFR 771.118\(c\)](#). Unusual circumstances may include, but are not limited to, the presence of wetlands, historic buildings and structures, parklands, or floodplains in the project area, or the potential for the project to impact other resources. (Descriptions of each type of activity, and corresponding conditions, are available [here](#); this worksheet simply lists the name of each exclusion.)

- YES (If checked AND there are no special circumstances, check the applicable box and briefly describe the activity in Section III. A; then proceed to the signature block on the back page.)  
 NO (continue to Section II. C)

#### [23 CFR 771.118\(c\)\(1-13\)](#)

- (1) Utility and Similar Appurtenance Action  
 (2) Pedestrian or Bicycle Action  
 (3) Environmental Mitigation or Stewardship Activity

- (4) Planning and Administrative Activity
- (5) Activities Promoting Transportation Safety, Security, Accessibility and Communication
- (6) Acquisition, Transfer of Real Property Interest
- (7) Acquisition, Rehab, Maintenance of Vehicles or Equipment
- (8) Maintenance, Rehab, Reconstruction of Facilities
- (9) Assembly or Construction of Facilities
- (10) Joint Development of Facilities
- (11) Emergency Recovery Actions  
(Several conditions attach to this type of CE. We recommend you consult with FTA if you think this CE may apply to your action.)
- (12) Projects Entirely within the Existing Operational Right-of-Way.
- (13) Federally Funded Projects  
(Must be less than \$5 million in federal funding, or having a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.
- This worksheet is being submitted pursuant to the recently adopted Categorical Exclusion 23 CFR 771.118(c)(16), for localized geotechnical and environmental analysis, and other investigations for preliminary design and permitting purposes.**

**C. Does the project appear on the following list of potential documented Categorical Exclusions?**

Projects that are categorical exclusions under [23 CFR 771.118\(d\)](#) require additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.

- YES (Check correct box below and continue to Part III)
- NO (Contact FTA Regional Office)

[23 CFR 771.118\(d\)\(1-6\)](#)

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes.
- (2) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes.
- (3) Acquisition of land for hardship or protective purposes. (NOTE: Hardship and protective buying will be permitted only for one or a limited number of parcels, and only where it will not limit the evaluation of alternatives (including alignments) for planned construction projects.
- (4) Acquisition of right-of-way. (NOTE: No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, where appropriate, has been completed.)
- (5) Construction of bicycle facilities within existing transportation right-of-way.
- (6) Facility modernization through construction or replacement of existing components.
- "Other" actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and will not result in significant environmental effects. Actions must not: induce significant impacts to planned growth or land use; require the relocation of significant numbers of people; have a significant impact on any natural, cultural, recreational, historic or other resource; cause significant air, noise, or water quality impacts; have significant impacts on travel patterns; or

otherwise have significant environmental impacts (either individually or cumulatively).

### III. Information Required for Documented Categorical Exclusions

If you checked “Yes” to any of the options in Part II. C, complete each relevant subject area for Part III. Sections B-AA and submit to FTA. Depending on the project, some of the subject areas may not be applicable. In such cases, no discussion is needed.

The list below is not all-inclusive. If your proposed project has the potential to cause impacts to resources which are not listed below, please provide supplemental information about those potential impacts.

#### A. Detailed Project Description

Describe the project and explain how it satisfies the purpose and need identified in Part I.

**STA and its design team is proposing to complete geotechnical and other environmental investigations for preliminary design, and for environmental analysis and permitting purposes (See Exhibit M). The geotechnical work will include:**

- One (1) 20’ deep x 8” dia. groundwater monitoring well; to remain for approximately 12-months
- One (1) 20’ deep x 8” dia. boring; to be backfilled
- Ten (10) test pits 4’x6’x12’deep; to be backfilled

The environmental investigation will consist of the following:

- Hand shovel probes 12-24” deep throughout the site to determine the presence of wetlands; the number of probes is dependent on site conditions
- Hand shovel probes 12-24” deep throughout the site to determine the presence of cultural or archaeological resources; the number of probes is dependent on site conditions
- If resources are discovered, additional exploration may be needed as outlined in the Inadvertent Discovery Plan

#### B. Location and Zoning

Attach a map identifying the project’s location and surrounding land uses. Note any critical resource areas (historic, cultural or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, etc). Briefly describe the project area’s zoning and indicate whether the proposed project is consistent with it. Briefly describe the community (geographic, demographic, economic and population characteristics) in the project vicinity.

**N/A – Not required per Part II,B above.**

#### C. Traffic

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.

**N/A – Not required per Part II,B above.**

**D. Aesthetics**

Will the project have an adverse effect on a scenic vista?

- No
- Yes, describe

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

- No
- Yes, describe

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- No
- Yes, describe

**E. Air Quality**

Does the project have the potential to impact air quality?

- No
- Yes, describe

Is the project located in an EPA-designated non-attainment or maintenance area?

- No
- Yes, indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.
  - Carbon Monoxide (CO)
  - Ozone (O<sub>3</sub>)
  - Particulate Matter (PM<sub>10</sub> or PM<sub>2.5</sub>)

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

- No
- Yes Date of USDOT conformity finding:

**F. Coastal Zone**

Is the proposed project located in a designated coastal zone management area?

- No
- Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding, if available.

**G. Environmental Justice**

Determine the presence of minority and low-income populations (business owners, land owners, and residents) within about a quarter-mile of the project area. Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations. Guidance is [here](#).

**N/A – Not required per Part II,B above.**

**H. Floodplains**

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain?

No

Yes, describe potential impacts, indicate if the project will impact the base flood elevation, and include or link to the FEMA Flood Insurance Rate Map (FIRM) with the project location identified.

**N/A – Not required per Part II,B above.**

**I. Hazardous Materials**

Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground storage tanks; or a history of industrial uses of the site.

No, describe steps taken to determine whether hazardous materials are present on the site.

Yes, note mitigation and clean-up measures that will be taken to remove hazardous materials from the project site. If the project includes property acquisition, identify if a Phase I Environmental Site Assessment for the land to be acquired has been completed and the results.

**N/A – Not required per Part II,B above.**

**J. Navigable Waterways**

Does the proposed project cross or have the potential to impact a navigable waterway?

No

Yes, describe potential impacts and any coordination with the US Coast Guard.

**N/A – Not required per Part II,B above.**

**K. Noise and vibration**

Does the project have the potential to increase noise or vibration?

NO

YES, describe impact and provide map identifying sensitive receptors such as schools, hospitals, parks and residences. If the project will result in a change in noise and vibration sources, you must use FTA's "Transit Noise and Vibration Impact Assessment" methodology to determine impact.

**N/A – Not required per Part II,B above.**

**L. Prime and Unique Farmlands**

Does the proposal involve the use of any prime or unique farmlands?

- No
- Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

**N/A – Not required per Part II,B above.**

**M. Historic & Cultural Resources**

Impacts to cultural, historic, or recreational properties may trigger Section 106 or tribal consultations or a Section 4(f) evaluation, requiring consideration of avoidance alternatives.

Does the project involve any ground disturbing activities?

- No
- Yes, provide the approximate maximum ground disturbance depth. Also provide information on previous disturbances or where ground disturbance will occur.

**N/A – Not required per Part II,B above.**

Are there any historic resources in the vicinity of the project?

- No
- Yes, Attach photos of structures more than 45 years old that are within or adjacent to the project site and describe any direct or indirect impacts the project may cause.

**N/A – Not required per Part II,B above.**

**N. Biological**

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act? Determine this by obtaining lists of threatened and endangered species and critical habitat from the US Fish and Wildlife Service and the National Marine Fisheries Service.

**N/A – Not required per Part II,B above.**

Describe any critical habitat, essential fish habitat or other ecologically sensitive areas within or near the project area.

**N/A – Not required per Part II,B above.**

**O. Recreational**

Is the project located in or adjacent to a park or recreation area?

- No
- Yes, provide information on potential impacts to the park or recreation area. Please also indicate if the park involved Land and Water Conservation Act funds (Section 6(f))

**N/A – Not required per Part II,B above.**

**P. Seismic and Soils**

Are there any unusual seismic or soil conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

- No
- Yes, describe

**N/A – Not required per Part II,B above.**

**Q. Water Quality**

Does the project have the potential to impact water quality, including during construction.

- No
- Yes, describe potential impacts and best management practices which will be in place.

**N/A – Not required per Part II,B above.**

Will there be an increase in new impervious surface or restored pervious surface?

- No
- Yes, describe potential impacts and proposed treatment for stormwater runoff.

**N/A – Not required per Part II,B above.**

Is the project located in the vicinity of an EPA-designated sole source aquifer (SSA)?

- No
- Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also include the approximate amount of new impervious surface created by the project. (May require completion of SSA worksheet.)

**N/A – Not required per Part II,B above.**

**R. Wetlands**

Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?

- No
- Yes, describe potential impacts

**N/A – Not required per Part II,B above.**

**S. Construction Impacts**

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

**N/A – Not required per Part II,B above.**

**T. Cumulative and Indirect Impacts**

Are cumulative and indirect impacts likely?

No

Yes, describe the reasonably foreseeable:

a) Cumulative impacts, which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

**N/A – Not required per Part II,B above.**

b) Indirect impacts, which are caused by the action but are later in time or farther removed in distance, yet are still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

**N/A – Not required per Part II,B above.**

**U. Property Acquisition**

If property is to be acquired for the project, indicate whether acquisition will result in relocation of businesses or individuals.

**Note:** For acquisitions over \$500,000, FTA concurrence in the property's valuation is also required.

**N/A – Not required per Part II,B above.**

**V. Energy**

If the project includes the construction or reconstruction of a building, identify potential opportunities to conserve energy which could be employed. This includes building materials and techniques used for construction; special innovative conservation features; fuel use for heating, cooling and operations; and alternative renewable energy sources.

**N/A – Not required per Part II,B above.**

**W. Public Involvement**

Describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public meetings (e.g. board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

**N/A – Not required per Part II,B above.**

**X. Mitigation Measures**

Describe all measures to be taken to mitigate project impacts.

**N/A – Not required per Part II,B above.**

**Y. Other Federal Actions**

Provide a list of other federal NEPA actions related to the proposed project or in the vicinity.

**N/A – Not required per Part II,B above.**

**Z. State and Local Policies and Ordinances**

Is the project in compliance with all applicable state and local policies and ordinances?

No, describe noncompliance:

Yes

**AA. Related Federal and State/Local Actions**

Corps of Engineers Permit (Section 10, Section 404)

Coast Guard Permit

Coastal Zone Management Certification

Critical Area Ordinance Permit

ESA and EFH Consultation

Floodplain Development Permit

Forest Practice Act Permit

Hydraulic Project Approval

Local Building or Site Development Permits

Local Clearing and Grubbing Permit

National Historic Preservation Act-Section 106 consultation

National Pollutant Discharge Elimination System General Construction Permit

Shoreline Permit

Solid Waste Discharge Permit

Sole Source Aquifer Consultation

Section 4(f) (Historic or Recreational Properties; Wildlife Refuges)

Section 6(f) (Recreational Properties)

Section 106 (Historic Properties)

Stormwater Site Plan (SSP)

Temporary Erosion and Sediment Control Plan (TESC)

Water Rights Permit

Water Quality Certification—Section 401

Tribal Consultation or Permits (if any, describe below)

Other

Others (describe as applicable):

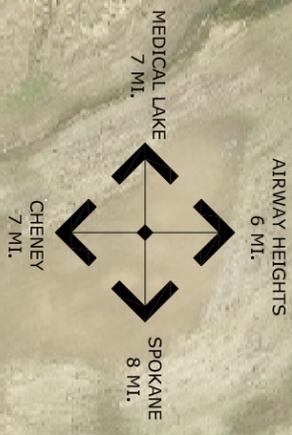
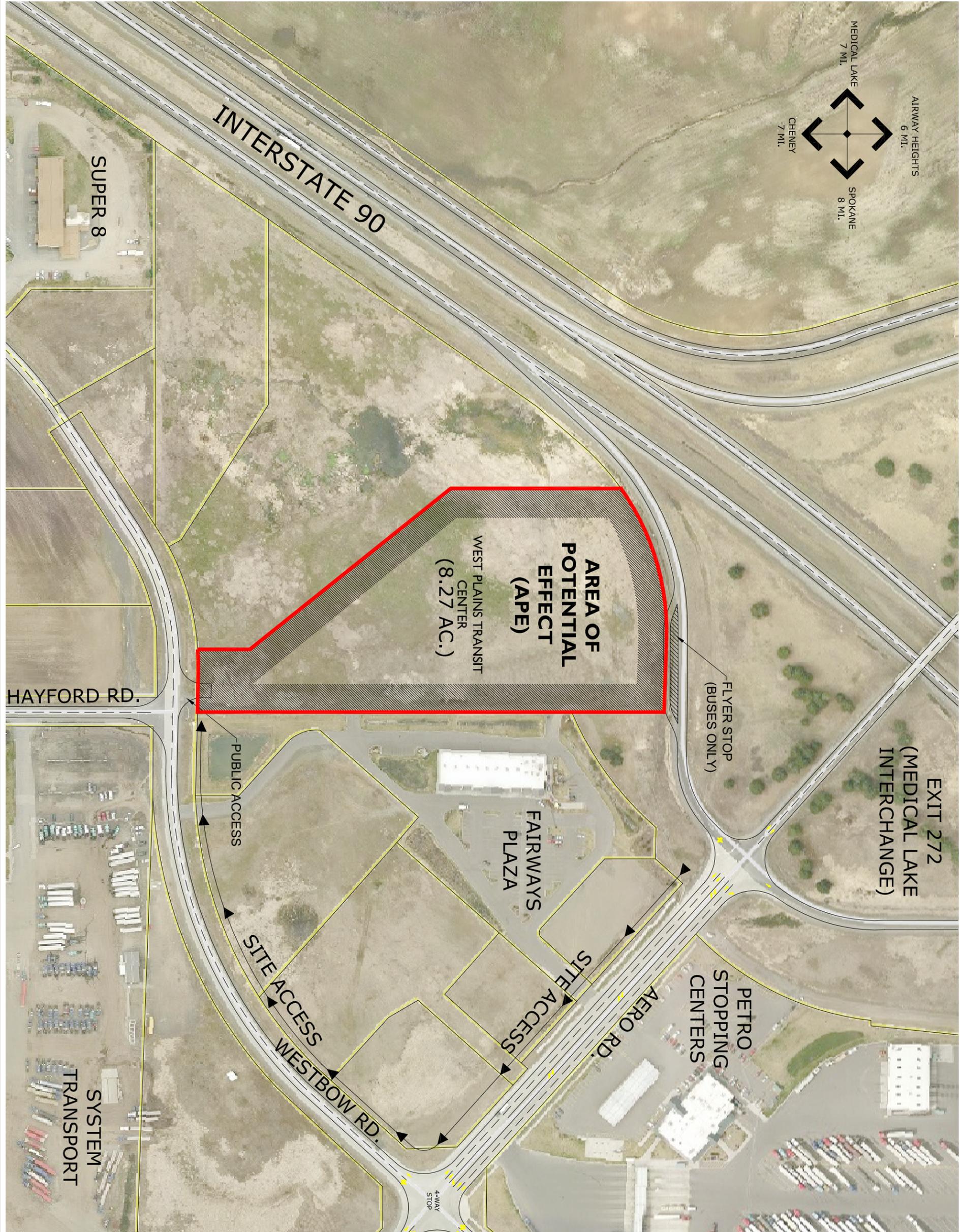
<b>Submitted By (name, title):</b> Wendy J. Planner <u>TU</u>	<b>Date:</b> 10/22/2014
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Please submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below, or submit an electronic version to [fta.tro10mail@dot.gov](mailto:fta.tro10mail@dot.gov). Contact FTA at the number below if you are unsure of these procedures. Modifications are typically necessary.

Federal Transit Administration, Region 10  
915 2nd Avenue, Suite 3142  
Seattle, WA 98174-1002

phone: (206) 220-7954  
fax: (206) 220-7959  
[fta.tro10mail@dot.gov](mailto:fta.tro10mail@dot.gov)

**For links to further topical guidance, please visit Region 10's [Grantee Resources: Environment](#) webpage.**

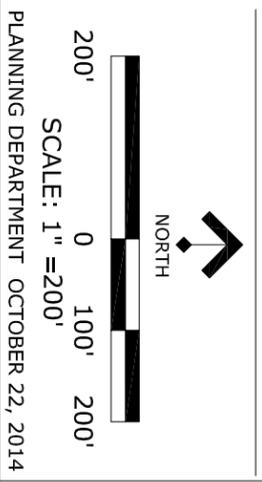
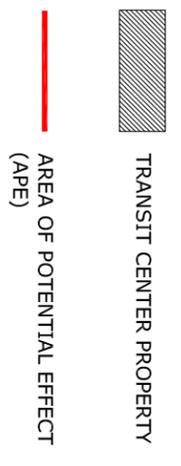


**PROJECT DESCRIPTION:**

- THE WEST PLAINS TRANSIT CENTER WILL INCLUDE:
- 100+ SPACE PARK AND RIDE LOT
  - PARK AND RIDE LOADING PLATFORM
  - EASTBOUND OFF-RAMP FLYER STOP
  - SHELTERS, BENCHES, BICYCLE LOCKERS
  - REAL TIME INFORMATION SIGNAGE
  - LANDSCAPING, LIGHTING, SECURITY

**PROJECT BENEFITS**

- IMPROVED CONNECTIVITY AMONG AIRWAY HEIGHTS, MEDICAL LAKE AND CHENEY
- INCREASED TRANSIT ACCESS
- INCREASED PARK AND RIDE CAPACITY
- INCREASED EFFICIENCY OF EXISTING SERVICES
- ALLOWS RIDERS TO AVOID TRAVELING TO DOWNTOWN SPOKANE
- REDUCES VEHICLE MILES TRAVELED BY 1.1 MILLION
- CAN BE ADAPTED FOR FUTURE HIGH PERFORMANCE TRANSIT VEHICLES
- WILL SPEED TRAVEL TIMES THROUGH INCREASED EFFICIENCY
- DEDICATED TRANSIT LANES



# Purpose and Need Statement

## 1. Project Description

The Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and the Washington State Department of Transportation (WSDOT), is completing an Interchange Justification Report and Design Plans in order to implement one element of its High Performance Transit (HPT) Network near the SR 902/Medical Lake Interchange with Interstate 90 (I-90) at Exit 272.

This report documents the Purpose and Need for the project, provides a summary of why transit improvements are needed in this area, including a new West Plains Transit Center with freeway flyer stops for local and express bus connections to meet area needs.

## 2. Purpose

The purpose of the West Plains Transit Center is to expand connectivity to the West Plains communities and improve travel times to and from the City of Cheney and Eastern Washington University by providing improved high quality, higher performance and cost effective transit services that will address mobility needs for an expanding population and employment base west of Spokane. Multi-modal transportation services will be enhanced through:

- Improving connectivity between cities and to the West Plains area;
- Providing easy and fast connections to HPT service along the I-90 corridor;
- Improving transit access to residential and employment areas adjacent to Exit 272 by providing convenient transfers between local and express bus services; and
- Reducing congestion by providing an attractive alternative for single occupant vehicle (SOV) users.

As part of this project, an Interchange Justification Report (IJR) will be completed to determine the preferred solution for the West Plains Transit Center project, in cooperation with FHWA, WSDOT, SRTC, Spokane County, and the Spokane International Airport. The results of the IJR will enable the project stakeholders to assess options and opportunities to improve the transportation system within the project area.

## 3. Need (Problem Definition)

Between 1990 and 2012, STA's total annual ridership increased 65 percent.<sup>1</sup> Changes in land use and lifestyle choices have influenced the demand for competitive travel options in the West Plains area and to Eastern Washington University in Cheney.

In the West Plains area, several specific problems should be addressed as part of this project to help retain and increase ridership on the current network and improve STA's competitiveness with other modes of transportation – expressed by travel time. This is especially true as related to serving the increasing demand for competitive travel alternatives between Spokane and Cheney/Eastern Washington University (nearly 20 percent of travelers on SR 904 between I-90 and Cheney are on an STA bus). For example, currently, travel time for transit users between Spokane and Eastern Washington University is 52% more than automobile travel and yet nearly 20% percent of travelers on SR 904 (the main State Highway connecting the University to

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<sup>1</sup> [Connect Spokane, A Comprehensive Plan for Public Transportation](#), May 2014, page 11.

I-90 and on into Spokane) use the existing bus transit route. There is an increasing demand for more frequent and reliable transit service between Spokane and Cheney. The “needs” STA plans to meet by completing this project include:

- Improve travel times for all users;
- Provide more direct bus service for the West Plains area to Eastern Washington University;
- Reduce operating costs;
- Respond to increased demand for service as a result of population and employment growth;
- Provide more direct transit connections between major employers in the West Plains “service area.”

## 4. Goals and Objectives

Four purpose statements have been developed to guide this process, including a set of goals and objectives as shown in the table below. The Purpose and Need Statement, including the associated goals and objectives, were developed by a Technical Committee made up of representatives of participating agencies, including STA, WSDOT, FHWA, Spokane County, the Spokane Regional Transportation Council (SRTC), and the Spokane International Airport (SIA). This Purpose and Need Statement was adopted by the Core Stakeholder Group, made up from most of these same agencies, and will be presented to the public for comment as part of the outreach process.

Purpose Statement		Goals & Objectives
1	Improve connectivity between cities and to the West Plains area.	Expand the HPT Network along I-90.
		Integrate local circulator buses with the HPT Network.
		Improve pedestrian and bicycle interconnectivity to the HPT Network.
2	Provide easy and fast connections to express bus service along the I-90 corridor in the West Plains area.	Improve transit speed and reliability.
		Improve the waiting and boarding experience.
		Provide a high level of pedestrian safety.
3	Improve transit access to residential and employment areas adjacent to Exit 272 by providing convenient transfers between local and express bus services.	Provide a park-and-ride facility for transit and shared-ride users.
4	Reduce congestion by providing an attractive alternative for SOV users.	Improve operational efficiency by reducing bus circulating and stop time.

## 5. Summary

To meet these principles, STA must provide fast and convenient service through the West Plains area and provide competitive travel times as compared to SOVs. To provide this service, STA’s buses should minimize time on local roads and in the transit center. By routing buses through the proposed West Plain Transit Center, buses will be off I-90 for 8 to 10 minutes for each stop at the transit center, as compared to less than two minutes to access the transit station with flyer stops along I-90.

By not providing freeway flyer stops, it will be more difficult for STA to provide competitive transit service to maintain existing riders, attract new riders and meet the goals associated with the West Plains Transit Center project. By incorporating flier stops along I-90 in the West Plain area, STA will be better equipped to provide fast and convenient service and meet their goals and objectives.

Exhibit C  
Spokane Transit Authority  
**West Plains Transit Center**

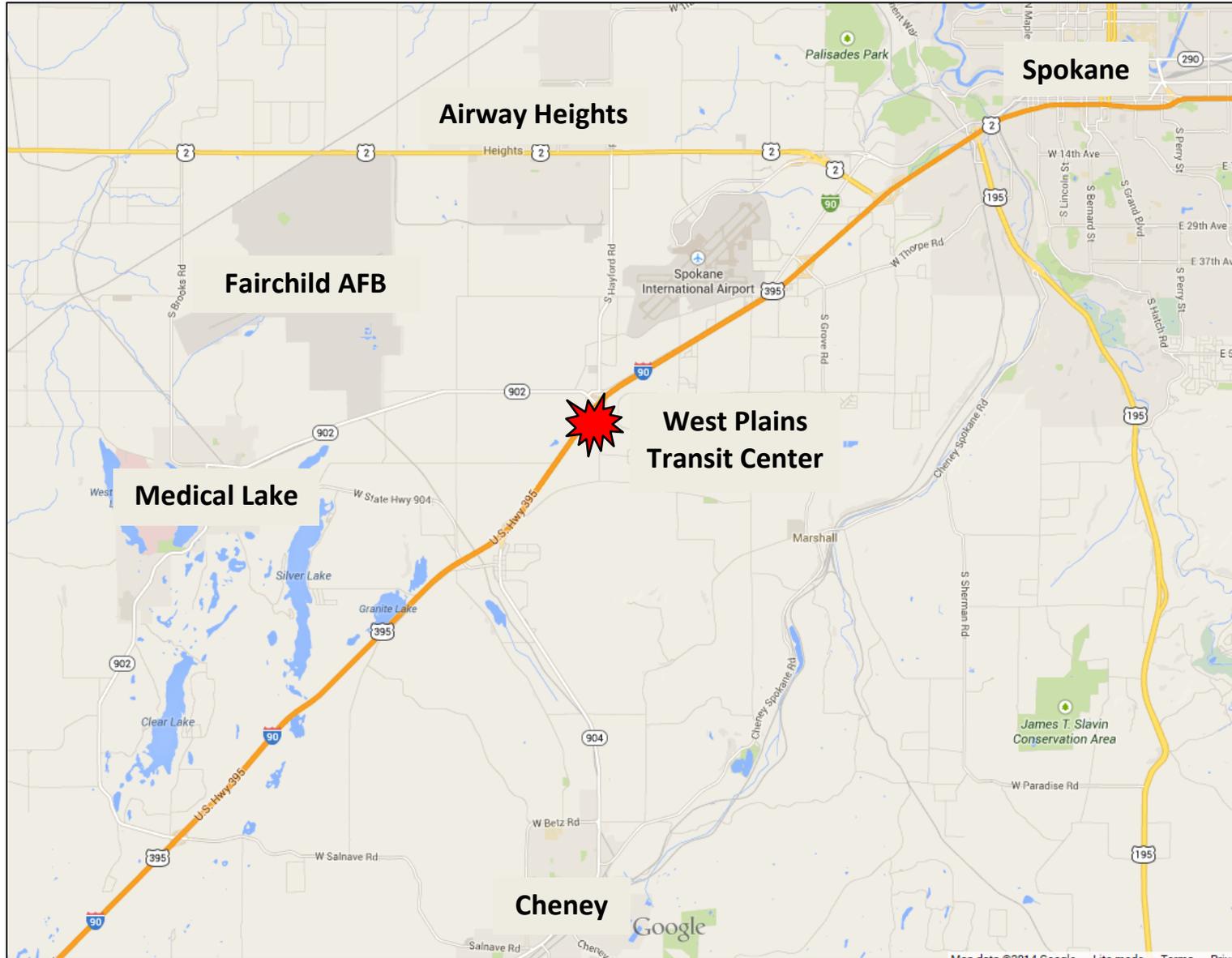
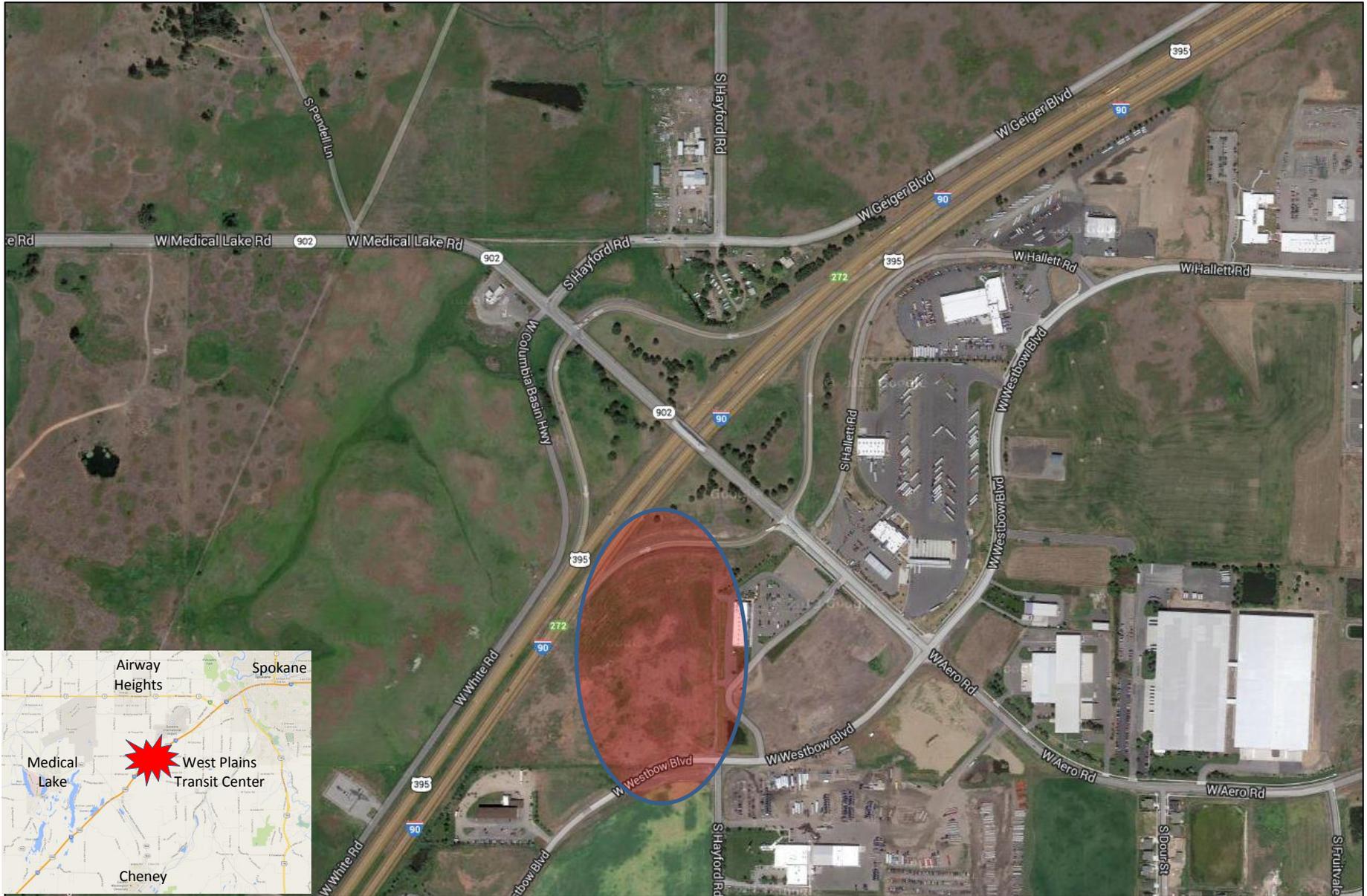


Exhibit D  
Spokane Transit Authority  
West Plains Transit Center



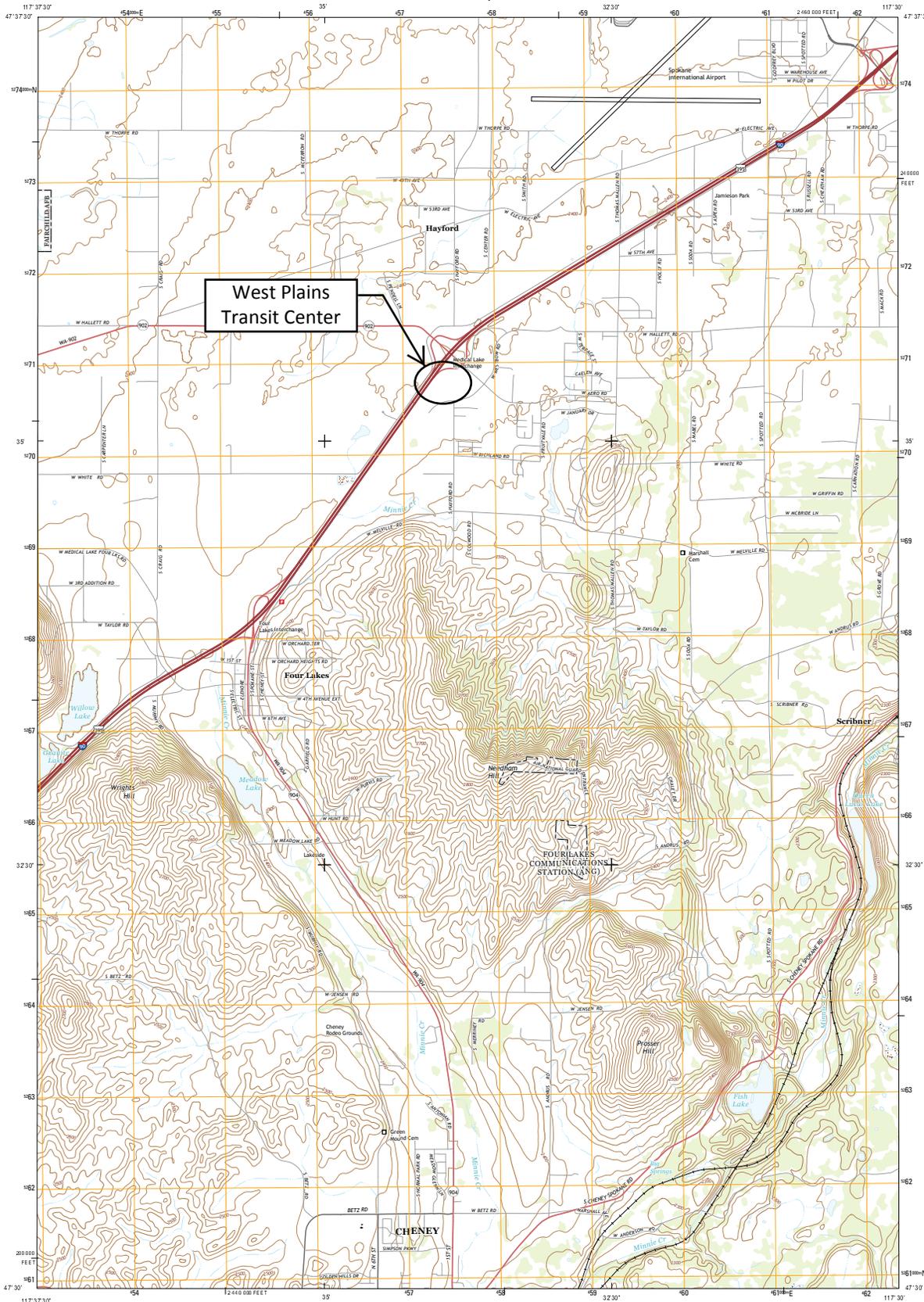
# Exhibit E



U.S. DEPARTMENT OF THE INTERIOR  
U. S. GEOLOGICAL SURVEY



FOUR LAKES QUADRANGLE  
WASHINGTON-SPOKANE CO.  
7.5-MINUTE SERIES

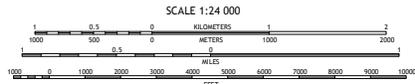


West Plains  
Transit Center



Produced by the United States Geological Survey  
North American Datum of 1983 (NAD83)  
World Geodetic System of 1984 (WGS84), Projection and  
1:500 contour grid; Universal Transverse Mercator, Zone 11T  
10 000 foot ticks; Washington Coordinate System of 1983 (north  
zone)  
This map is not a legal document. Boundaries may be  
generalized for this map scale. Private lands within government  
reservations may not be shown. Obtain permission before  
entering private lands.

Imagery: NADP, July 2011  
Base: ©2006-2013 TopoForm  
Names: National Hydrography Dataset, 2011  
Contours: National Elevation Dataset, 2001  
Boundaries: Census, BLM, USGS, 1972-2012  
Public Land Survey System. BLM, 2011



ROAD CLASSIFICATION

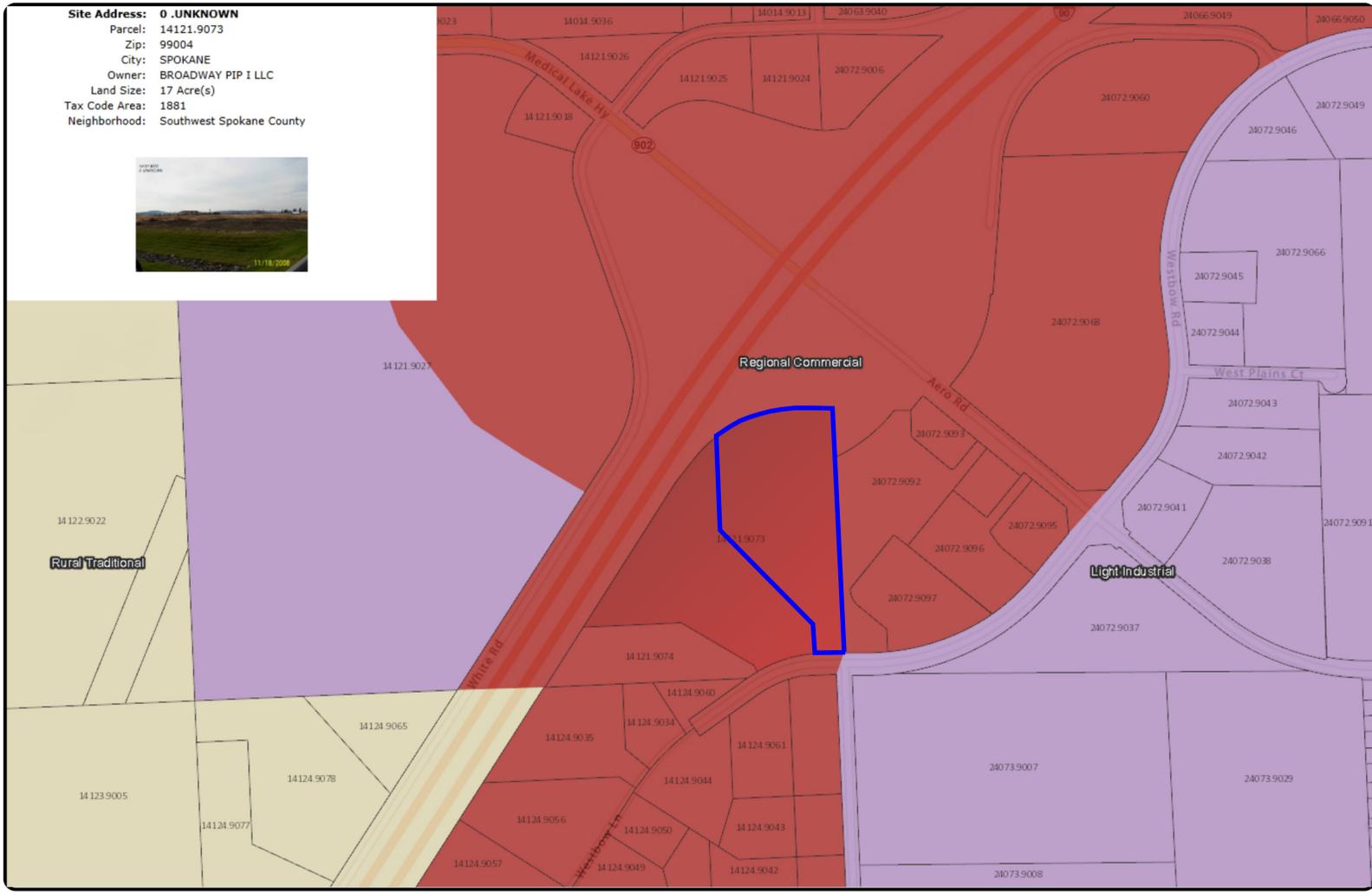
Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route

Deep Creek	Arroyo	Spothane
Medical Lake	Four Lakes	Spothane
Lakeview	Cheney	Spangle
Prosser Hill	Cheney	Spangle

FOUR LAKES, WA  
2014

ADJOINING 7.5 QUADRANGLES

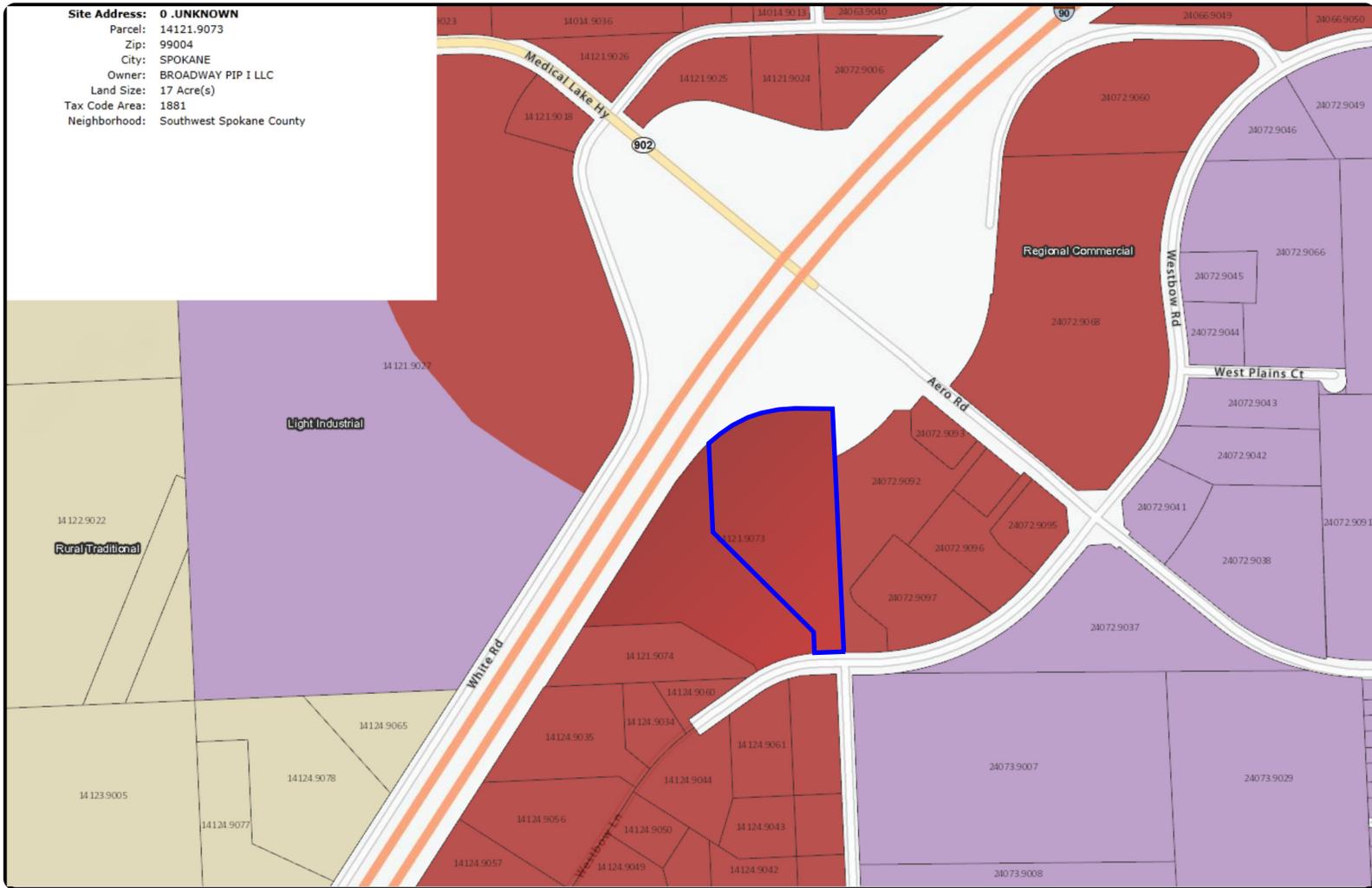
**Site Address:** 0 .UNKNOWN  
**Parcel:** 14121.9073  
**Zip:** 99004  
**City:** SPOKANE  
**Owner:** BROADWAY PIP I LLC  
**Land Size:** 17 Acre(s)  
**Tax Code Area:** 1881  
**Neighborhood:** Southwest Spokane County



## Spokane County Comprehensive Plan Designation: Regional Commercial

**Regional Commercial** - The Regional Commercial classification designates intensive commercial areas intended to draw customers from the County-at-large and outlying areas. Regional shopping centers and major commercial areas will be designated with this classification. Residences in conjunction with business and/or multifamily developments may be allowed, with performance standards that ensure compatibility. Small-scale industrial areas may be allowed in this category, provided neighborhood concerns are addressed through a public hearing process.

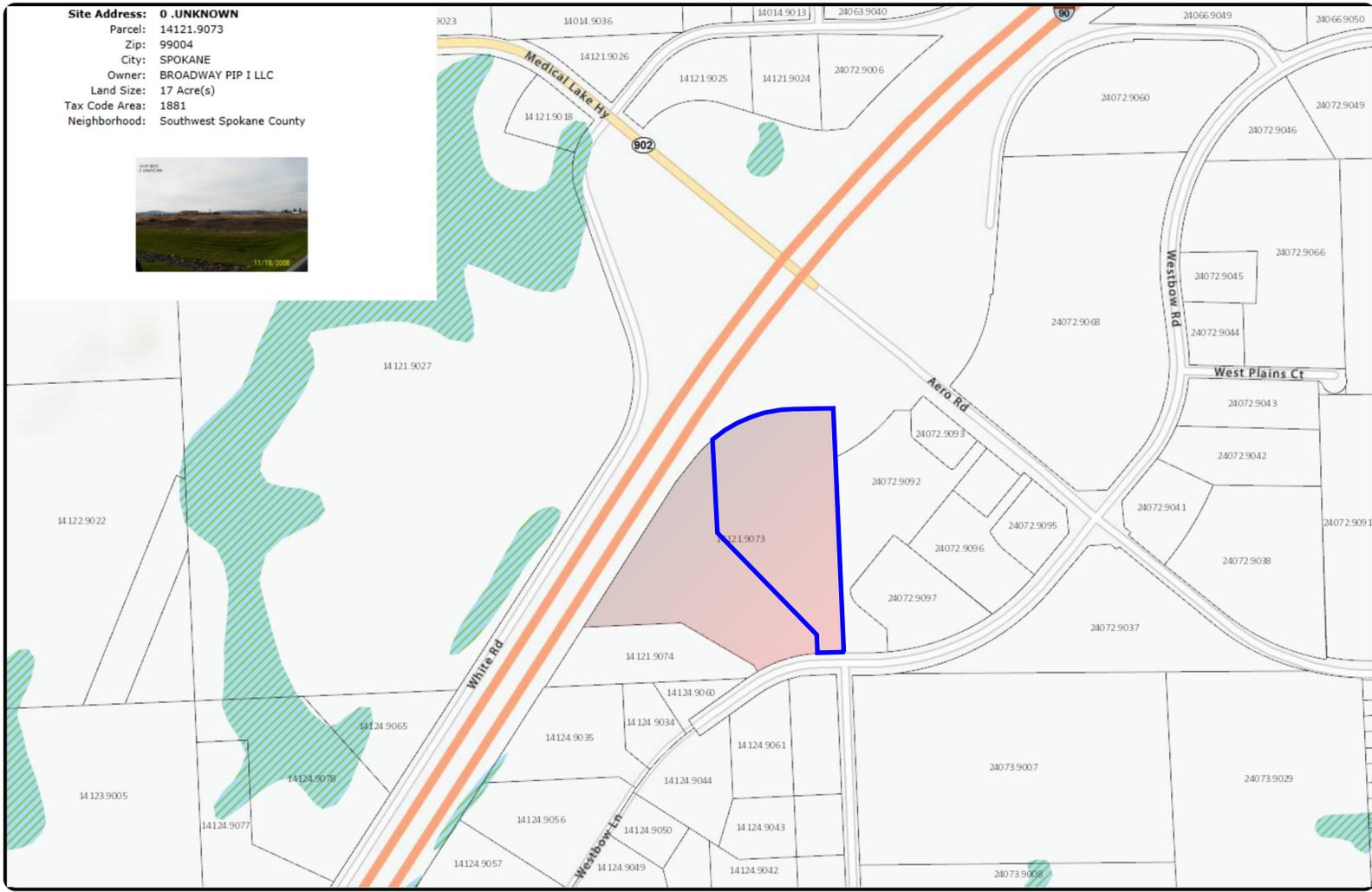
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 Parcel: 14121.9073  
 Zip: 99004  
 City: SPOKANE  
 Owner: BROADWAY PIP I LLC  
 Land Size: 17 Acre(s)  
 Tax Code Area: 1881  
 Neighborhood: Southwest Spokane County



## Spokane County Zoning Designation: Regional Commercial

The **Regional Commercial (RC)** zone designates intensive commercial uses including regional shopping centers and major commercial areas, intended to draw customers from the County at large and from other outlying areas. Residences in conjunction with business and/or multifamily developments may be allowed with standards that ensure compatibility. Small-scale industrial areas may be allowed in this zone, provided neighborhood concerns are addressed through a public hearing process.

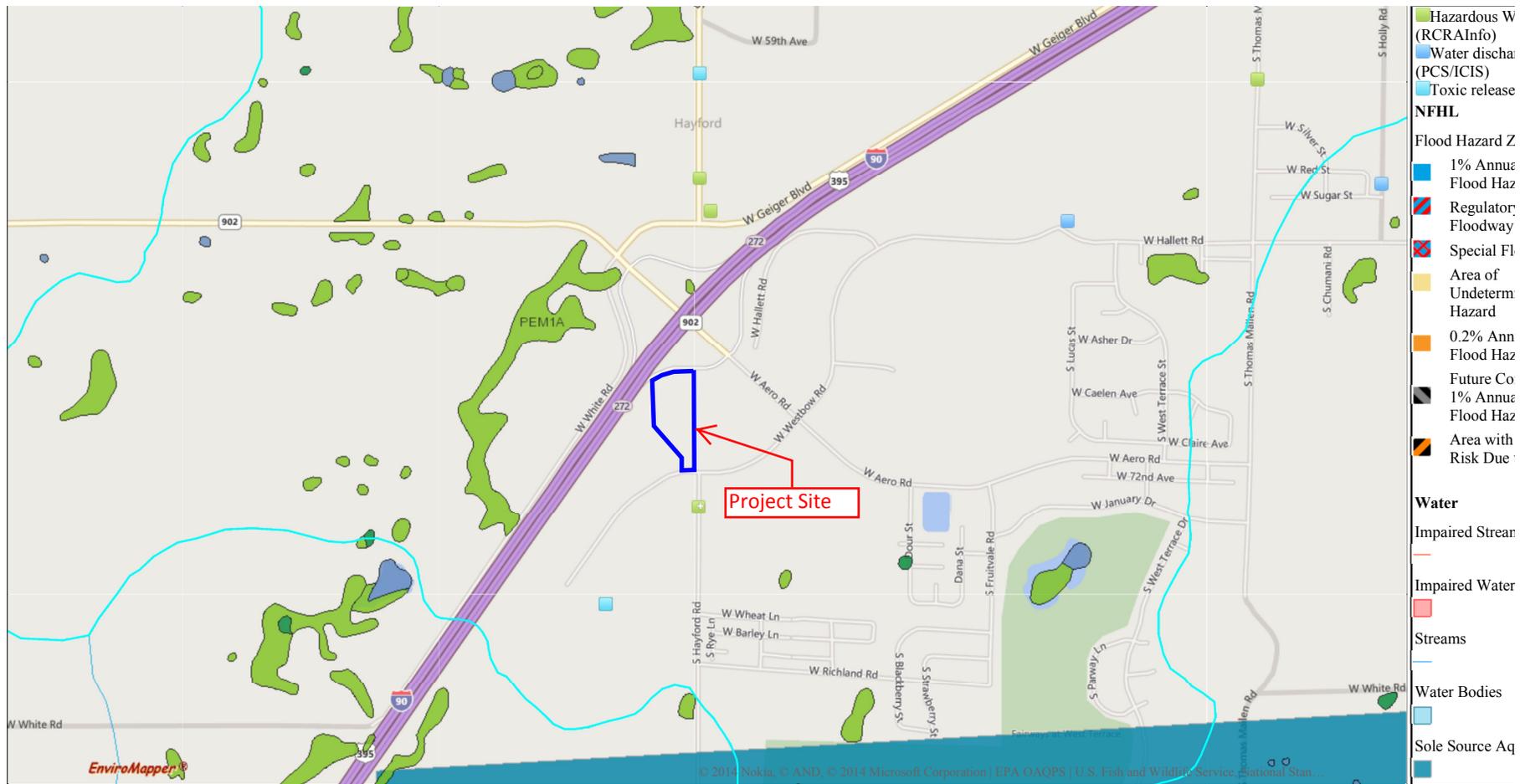
**Site Address:** 0 .UNKNOWN  
**Parcel:** 14121.9073  
**Zip:** 99004  
**City:** SPOKANE  
**Owner:** BROADWAY PIP I LLC  
**Land Size:** 17 Acre(s)  
**Tax Code Area:** 1881  
**Neighborhood:** Southwest Spokane County



Spokane County Wetlands Map

# Exhibit I

## West Plains Transit Center



# Exhibit J Spokane County Carbon Monoxide Maintenance Area

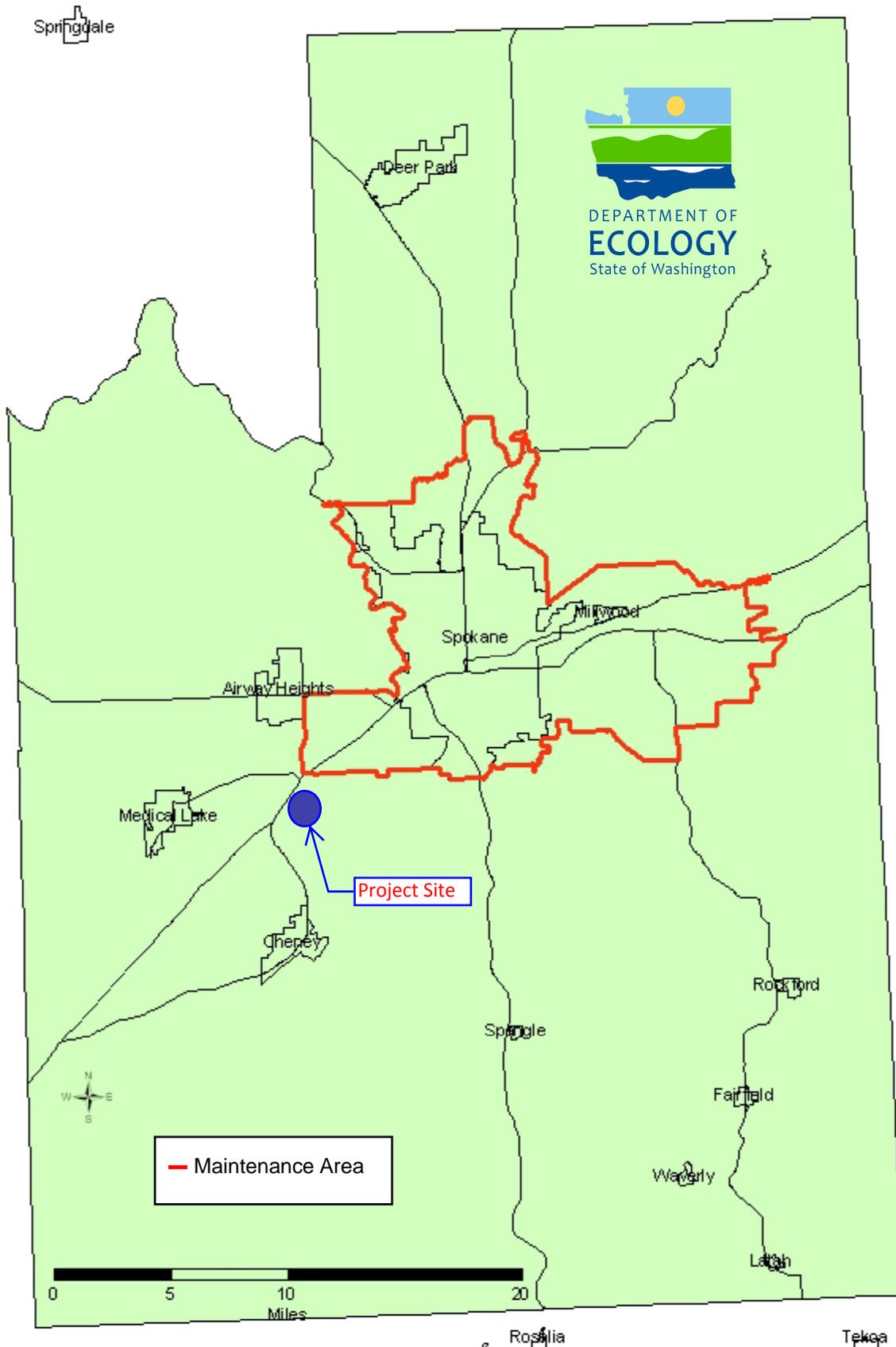


Exhibit K  
Spokane Particulate Matter Maintenance Area

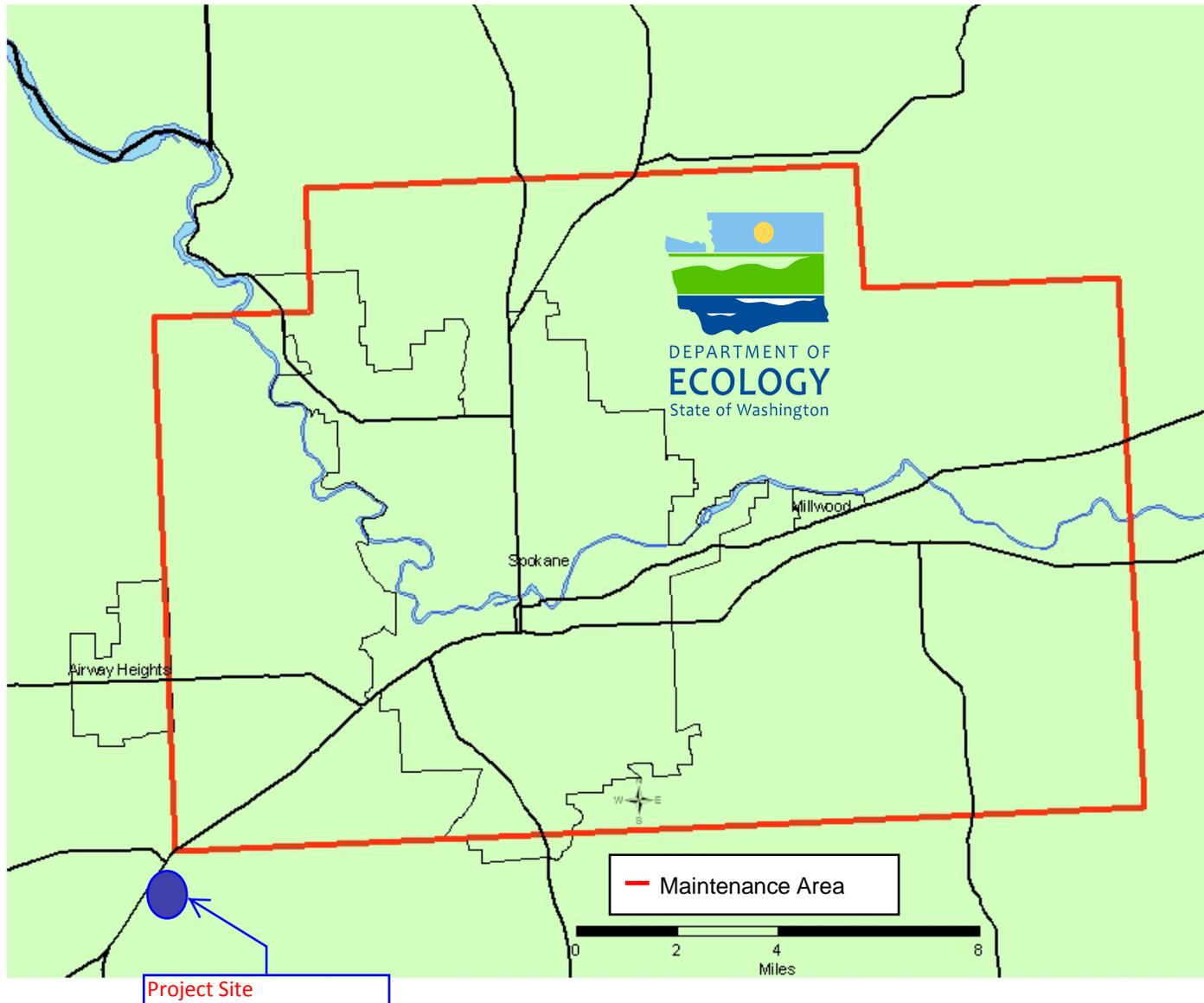


Exhibit L  
Spokane Transit Authority  
**West Plains Transit Center**

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Site Looking North



Site Looking North



Site Looking East



Site Looking West



Site Looking South



Site Looking Southwest

Exhibit M



Google earth

