

RESOLUTION NO. 744-16

A RESOLUTION FOR THE PURPOSE OF AMENDING STA MOVING FORWARD: A PLAN  
FOR MORE AND BETTER TRANSIT SERVICES

SPOKANE TRANSIT AUTHORITY  
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and,

WHEREAS, pursuant to RCW 36.57A.060, the STA Board of Directors adopted Connect Spokane: A Comprehensive Plan for Public Transportation in 2010 by Resolution No.665-10 and most recently amended in 2015 by Resolution No. 711-13; and,

WHEREAS, the Spokane Regional Transportation Council (SRTC) Metropolitan Transportation Plan: Horizon 2040, identifies transportation improvements, including transit improvements consistent with Connect Spokane, to be completed to meet the increased demand for transportation resulting from population growth; and,

WHEREAS, the STA Board of Directors and STA staff have engaged in planning an implementation strategy for Connect Spokane; and,

WHEREAS, the planning process included extensive deliberations among members of the STA Board of Directors, the STA Citizen Advisory Committee, Corridor Advisory Panels, local jurisdictions, STA employees, and interested stakeholder groups, as well as the general public, culminating in draft plan titled "STA Moving Forward: A Plan for More and Better Transit Services" (the Plan); and,

WHEREAS, the Plan sets forth a plan for maintaining and expanding the transit system, including fixed-route bus, paratransit and vanpool services in order to connect the community to public services, improve travel flow by connecting jobs and workers and partner in advancing regional economic development; and; and,

WHEREAS, the Plan was adopted by the Board by Resolution No. 727-14 and referenced an implementation that could begin in 2015; and,

WHEREAS, the Plan was extensively reviewed and reaffirmed by the Board through an extensive series of public meetings in 2015 and 2016; and,

WHEREAS, due to the passage of time and changes in regional economic conditions, the timing for implementing the Plan, as well as funding assumptions, need to be updated to reflect current conditions;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. Page 12 of the Plan is amended as follows:

~~The implementation of the projects outlined in this plan will begin after voters approve a 3/10ths of a cent increase to Spokane Transit's tax rate. Although the concepts for each project have been outlined in this plan, each of the projects will be brought forward through a public process to receive public input before construction and service can begin.~~

Some of the projects identified in this plan could take five years or more to implement as the planning, preliminary engineering, property acquisition, final design, permitting, funding and construction can offer uncertainty in the timeline. For the purposes of creating this plan, the projects contained herein have been conceptually placed on a conservative timeline for implementation. Should more funding become available, projects may advance more quickly than originally envisioned and conversely, a project could be delayed due to an unexpected drop in revenue.

~~Should the voters approve this plan in 2015, work to implement some of the basic service improvements will begin immediately thereafter and can be expected later in 2015. All of the projects are expected to be completed by the year 2024, with the exception of the shelter installation program completed in 2026.~~

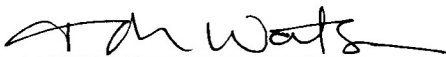
Section 2. Appendix A of the Plan is hereby amended as set forth in Exhibit A to this resolution.

Section 3. Exhibit B to this resolution is hereby amended into the plan as Appendix B.

Section 4. This resolution shall take effect and be in force immediately upon passage.

ADOPTED by STA as a regular meeting thereof held on the June 16, 2016.

ATTEST:



Jan Watson  
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY



Al French  
Chair of the Board

Approved as to form



Legal Counsel for Spokane Transit Authority

Item 5.B.2: Exhibit A

(As of December 2014 - see Appendix B for amended sequencing of projects)

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)	Capital Cost Estimates (rounded to the nearest \$1,000)	Annualized Operating Outlays	Estimated Ridership Benefits	Other Rationale/Information
<b>Extend Saturday night service past 11 pm</b>	Basic Route Improvements	Region	Region-wide	Year 1 (2015)	No capital cost	3,500 net increase in annual service hours	+50,000 annual boardings	<ul style="list-style-type: none"> <li>Consistent customer input for additional night service; Saturday night represents the greatest opportunity for new demand at lowest price</li> </ul>
<b>Add new Sunday service on North Nevada</b>	Basic Route Improvements	City of Spokane, Spokane County	Northeast Spokane	Year 1 (2015)	No capital cost	2,100 net increase in annual service hours	+30,000 annual boardings	<ul style="list-style-type: none"> <li>Connect Spokane policy FR 3.1 calls for a basic service span that lasts until 9pm on Sundays; Route 28 does not meet that standard today.</li> <li>More than 9,700 people who are within a ¼ mile of this route have regular bus service during the week but do not have weekend service that meets the standard for the system</li> </ul>
<b>Add better weekend service on Wellesley Avenue in North Spokane</b>	Basic Routes Transitioning to HPT	City of Spokane	North Spokane	Year 1 (2015)	No capital cost	800 net increase in annual service hours	+10,000 annual boardings	<ul style="list-style-type: none"> <li>Improve north-side connectivity</li> </ul>
<b>Add new night and weekend service to Indian Trail</b>	Basic Route Improvements	City of Spokane	Northwest Spokane	Year 2 (2016)	No capital cost	3,800 net increase in annual service hours	+75,000 annual boardings	<ul style="list-style-type: none"> <li>Connect Spokane policy 3.1 calls for a basic service span that lasts until 11pm on weekdays; Route 23 does not meet that standard today.</li> <li>More than 4,800 people who are within a ¼ mile of this route have regular bus service during the day but do not have late night or weekend service that meets the standard for the system</li> </ul>
<b>Construct the Moran Prairie Park &amp; Ride for bus layover and passengers from South Spokane County</b>	Connection Facilities	Spokane County	Unincorporated Spokane County (south)	Year 2 (2016)	Local Capital: \$1,633,000 (Total: \$1,633,000)*	No net increase in annual service hours	+50,000 annual boardings	<ul style="list-style-type: none"> <li>STA Moving Forward Corridor Advisory Panel work</li> </ul>

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<b>Create a frequent HPT "Lite" bus line from North Monroe to South Regal with more sheltered stops</b>	HPT Corridors	City of Spokane, Spokane County	Northwest Spokane, South Spokane,	Year 2 (2016)	Local Capital: \$1,000,000  (Total: \$1,000,000)*	9,500 net increase in annual service hours	+200,000 annual boardings	<ul style="list-style-type: none"> <li>• STA Moving Forward Corridor Advisory Panel work</li> <li>• This service adjustment is Phase I of the Monroe-Regal HPT Line</li> </ul>
<b>Create a new south commuter express from the Moran Prairie Park &amp; Ride</b>	Peak Commuter Express Service	City of Spokane, Spokane County	South Spokane	Year 2 (2016)	No capital cost	3,400 net increase in annual service hours	+125,000 annual boardings (including Moran Park and Ride ridership)	<ul style="list-style-type: none"> <li>• Connect Spokane policy 2.3 calls for each travel shed partition to have at least one Commuter Peak route, this project would bring STA's service into compliance with the policy</li> <li>• This route will also serve portions of 29<sup>th</sup> and Bernard St. that would lose service due to the Monroe-Regal restructure</li> </ul>
<b>Improve reliability for bus service on Division and Sprague</b>	Basic Route Improvements	City of Spokane, Spokane County, Spokane Valley,	North Spokane, Downtown Spokane, East Spokane, Spokane Valley,	Year 2 (2016)	Local Capital: \$552,000  (Total: \$552,000)	4,000 net increase in annual service hours	Improves schedule certainty for 2,000,000 current riders annually	<ul style="list-style-type: none"> <li>• Part of Plaza operational improvement effort</li> <li>• Improves reliability and schedule</li> </ul>
<b>Expand and upgrade maintenance facilities to meet existing and projected growth requirements</b>	Other System Requirements	Region	Region-wide	Year 3 (2017)	Local Capital: \$17,691,000  Total Capital: \$20,691,000†	No net increase in annual service hours	N/A	<ul style="list-style-type: none"> <li>• Construct new secondary base to alleviate overcrowding at Boone Ave. and accommodate new fleet (either Wilbert Vault or Mission/Greene)</li> </ul>
<b>Add service between Spokane Valley Mall and Greenacres.</b>	Basic Route Improvements	Spokane Valley, Liberty Lake	Spokane Valley, Liberty Lake	Year 4 (2018)	No capital cost	7,000 net increase in annual service hours	+85,000 annual boardings	<ul style="list-style-type: none"> <li>• Serve new apartment, office and medical developments along Indiana, east of Sullivan Rd., with new route</li> <li>• Keep Route 98 straight on Appleway Ave. to Liberty Lake</li> </ul>
<b>Construct the West Plains Transit Center at Exit 272 on I-90, and provide a Park &amp; Ride for commuters</b>	Connection Facilities	Spokane County	West Plains	Year 4 (2018)	Local Capital: \$5,005,000  (Total: \$13,705,000)	No net increase in annual service hours	+83,000 annual boardings	<ul style="list-style-type: none"> <li>• Ranked very important regional project by recent community survey</li> <li>• STA Moving Forward Corridor Advisory Panel work</li> <li>• Enables efficient connections between West Plains cities</li> </ul>

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<b>Implement Cheney HPT service to expand capacity, quality and reliability</b>	HPT Corridors	City of Spokane, Spokane County, Cheney	West Plains	Year 4 (2018)	Local Capital: \$2,758,000  (Total: \$4,651,000) (excluding West Plains Transit Center)	No net increase in annual service hours	+320,000 annual boardings (including West Plains Transit Center)	<ul style="list-style-type: none"> <li>• STA Moving Forward Corridor Advisory Panel work</li> </ul>
<b>Add direct service between Airway Heights and Medical Lake</b>	Basic Route Improvements	Airway Heights, Medical Lake	Airway Heights, Medical Lake	Year 4 (2018)	No capital cost	5,500 net increase in annual service hours	+90,000 annual boardings	<ul style="list-style-type: none"> <li>• Consistent support expressed for better connectivity on West Plains</li> <li>• Connects Medical Lake and Airway Heights with West Plains Transit Center</li> <li>• Approximately 1500 jobs within walking distance of proposed alignment that are not served by transit today</li> </ul>
<b>Use larger buses, provide more sheltered stops and sidewalks as part of HPT "Lite" on North Division and begin design for future full HPT improvements.</b>	HPT Corridors	City of Spokane, Spokane County	North Spokane	Year 4 (2018)	Local Capital: \$1,500,000  (Total: \$1,900,000)	No net increase in annual service hours	+70,000 annual boardings	<ul style="list-style-type: none"> <li>• STA Moving Forward Corridor Advisory Panel work</li> <li>• Increase capacity by ~50% with larger vehicles to meet growing demand</li> </ul>
<b>Construct an expanded Upriver Transit Center at Spokane Community College to allow for additional service growth in Spokane</b>	Connection Facilities	City of Spokane	Northeast Spokane	Year 5 (2019)	Local Capital: \$2,333,000  (Total: \$2,917,000)	No net increase in annual service hours	Ridership growth attributed to service increases in investments serving the transit center	<ul style="list-style-type: none"> <li>• Necessary to accommodate added routes and shift recovery time from Plaza</li> </ul>
<b>Restore and Improve West Plains Rural Highway Stops</b>	Passenger Amenities	City of Spokane, Airway Heights, Spokane County, Cheney	West Plains	Year 6 (2020)	Local Capital: \$600,000  (Total: \$800,000)	No net increase in annual service hours	Restore 14,000 annual boardings	<ul style="list-style-type: none"> <li>• The existing stops along HWY 2 and SR 904 do not meet WSDOT or STA standards.</li> </ul>
<b>Add more trips and buses to Airway Heights during busy travel times</b>	Basic Routes Transitioning to HPT	Airway Heights	West Plains	Year 6 (2020)	No capital cost	3,400 net increase in annual service hours	+80,000 annual boardings	<ul style="list-style-type: none"> <li>• Future HPT Corridor</li> <li>• Analysis conducted as part of the Spokane Tribe Economic Project (STEP) EIS suggested service would be over capacity, especially PM peak, weekends</li> <li>• Intent is that STEP mitigation could provide service earlier than planned</li> </ul>

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<b>Implement frequent and convenient HPT service on the Central City Line and change how bus loading occurs at the STA Plaza</b>	HPT Corridors	City of Spokane	Downtown Spokane, Northeast Spokane	Year 6 (2020)	Local Capital: \$12,200,000 (Total: \$70,125,000)	30,800 net increase in annual service hours	+500,000 annual boardings	<ul style="list-style-type: none"> <li>Alternatives Analysis process included Core Stakeholders group, Technical Advisory Group and Sounding Board</li> <li>Part of Plaza operational improvement effort to reduce curb space required around the Plaza for transit operations</li> <li>Enable system restructure to emphasize connections outside of Downtown</li> </ul>
<b>Improve routes and frequency to Hillyard / Northeast Spokane</b>	Basic Route Improvements	City of Spokane	Northeast Spokane	Year 6 (2020)	No capital cost	6,000 net increase in annual service hours	+150,000 annual boardings	<ul style="list-style-type: none"> <li>Add service to an area of more than 4,500 people who have no transit service today</li> </ul>
<b>Add direct service between the Logan and Lincoln Heights neighborhoods</b>	Basic Routes Transitioning to HPT	City of Spokane	Northeast Spokane, South Spokane	Year 6 (2020)	No capital cost	Restructure of resources made possible by Central City Line	Neutral boardings as will draw more people but reduce number of boardings per trip.	<ul style="list-style-type: none"> <li>Enabled through Central City Line implementation</li> <li>Creates new north/south connection without having to travel downtown</li> </ul>
<b>Add and improve service in West Central Spokane</b>	Basic Route Improvements	City of Spokane	Northwest Spokane	Year 6 (2020)	No capital cost	9,200 net increase in annual service hours	+200,000 annual boardings	<ul style="list-style-type: none"> <li>Enabled through Central City Line implementation</li> <li>Creates better frequency and allows for north/south connections to occur throughout city without having to go downtown</li> </ul>
<b>Construct a new Mirabeau Transit Center with expanded passenger and vehicle capacity to allow for continued service growth in the City of Spokane Valley</b>	Connection Facilities	Spokane Valley	Spokane Valley	Year 7 (2021)	Local Capital: \$8,240,000 (Total: \$8,240,000)	No net increase in annual service hours	Ridership attributed elsewhere	<ul style="list-style-type: none"> <li>Part of Plaza operational improvement</li> <li>Consider moving or expanding Park and Ride facility to create more capacity for transit vehicles</li> </ul>
<b>Relocate and expand the Liberty Lake Park &amp; Ride, providing over 300 parking stalls for commuters</b>	Connection Facilities	Liberty Lake	Liberty Lake	Year 8 (2022)	Local Capital: \$1,080,000 (Total: \$5,400,000)	No net increase in annual service hours	+35,000 annual boardings	<ul style="list-style-type: none"> <li>Demand projections suggests that 300-400 car trips could be diverted by a larger park and ride</li> </ul>

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)	Capital Cost Estimates (rounded to the nearest \$1,000)	Annualized Operating Outlays	Estimated Ridership Benefits	Other Rationale/Information
<b>Upgrade to HPT “Lite” service along I-90 between Spokane and Liberty Lake via Spokane Valley including new night and weekend service</b>	Basic Routes Transitioning to HPT	Spokane Valley, Liberty Lake	Liberty Lake	Year 8 (2022)	No capital cost	7,100 net increase in annual service hours	+70,000 annual boardings	<ul style="list-style-type: none"> <li>Supported by Corridor Advisory Panel</li> <li>Part of Phase B for Spokane Valley HPT</li> </ul>
<b>Provide improved amenities and infrastructure for a reliable HPT “Lite” bus line on East Sprague Avenue</b>	HPT Corridors	Spokane Valley, City of Spokane	East Spokane	Year 8 (2022)	Local Capital: \$6,365,000 (Total: \$6,365,000)	No net increase in annual service hours	+25,000 annual boardings	<ul style="list-style-type: none"> <li>Consistent with revitalization efforts</li> <li>Support continued ridership growth</li> </ul>
<b>Provide direct, non-stop service between Liberty Lake and Spokane during peak hours</b>	Peak Commuter Express Service	Liberty Lake	Liberty Lake	Year 10 (2024)	No capital cost	3,200 net increase in annual service hours	+40,000 annual boardings	<ul style="list-style-type: none"> <li>The maturation of service in the corridor will justify direct express service during peak commute times.</li> </ul>
<b>Create an extension of HPT “Lite” service on I-90 East to Post Falls and Coeur d’Alene on a pilot basis</b>	Basic Route Improvements	Region	Spokane Valley, Liberty Lake, University District	Year 10 (2024)	No capital cost	3,500 net increase in annual service hours	+50,000 annual boardings	<ul style="list-style-type: none"> <li>Test the ridership case for long-term investments in the connectivity and future corridor</li> <li>Number one corridor based on employee input</li> <li>One of top projects in public opinion poll</li> </ul>
<b>Optimize bus service in response to continuing customer feedback</b>	Basic Route Improvements	Region		Years 2, 4, 6, 8, 10 (2016, 2018, 2020, 2022, 2024)	Local Capital: \$7,500,000 (Total: \$7,500,000)	All of the above plus a 3,500 net increase in annual service hours	+1,000,000 annual boardings	<ul style="list-style-type: none"> <li>Part of Phase C for Spokane Valley HPT</li> <li>Connect Spokane calls for continual monitoring of system and adjustments to optimize network</li> <li>Activities to increase ridership above will have secondary ridership benefits as people make connections and their needs are better met by transit for more trips throughout the day</li> </ul>
<b>Expand and replace the existing bus fleet in line with growth and life-cycle requirements</b>	System Requirements	Region		2016-2024	Local Capital: \$14,703,000 (Total: \$14,703,000)	N/A	See above	<ul style="list-style-type: none"> <li>Necessary for service growth beginning in 2016.</li> </ul>

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)	Capital Cost Estimates (rounded to the nearest \$1,000)	Annualized Operating Outlays	Estimated Ridership Benefits	Other Rationale/Information
<b>Improve waiting areas and provide an additional 75 sheltered stops and stations</b>	Passenger Amenities	Region		2016-2026	See above	N/A	See above	<ul style="list-style-type: none"> <li>Improved waiting areas reduced perceived wait time</li> </ul>

\*The entire cost of the Moran Prairie Park & Ride and 50% of the cost of the HPT Improvements for Monroe to South Regal are included in the 2015-2020 Capital Improvement Plan.

† Some cost may be included in the Central City Line figure shown.

Total Estimated Local Capital: \$ 83,160,000  
Total Estimated Capital (Local + Grants): \$ 160,182,000  
Total Net Operating Hours Increase: 106,300  
Total Estimated Ridership Increase: 3,352,000

Totals include 2015 project expenses. Vanpool and Paratransit service growth costs are encompassed in the baseline financial forecasts.



Item 5.B.2: Exhibit B  
 STA Moving Forward Appendix B

UPDATED STA MOVING FORWARD PROJECTS TIMELINE – CONTINGENT ON NOV. 2016 VOTER APPROVAL

Targeted Year for Project Completion	STA Moving Forward Project Description
2017	<ul style="list-style-type: none"> <li>✍ Projects to be delivered earlier than original plan</li> <li>🕒 Projects that are more than 18 months delayed from the original plan</li> </ul> <ul style="list-style-type: none"> <li>• Extend Saturday night service past 11 pm</li> <li>• Add better weekend service on Wellesley Avenue in North Spokane</li> <li>• ✍ Add service on Indiana Avenue between Spokane Valley Mall and Greenacres <i>Phase 1 – Weekdays only</i></li> <li>• ✍ Add more trips and buses to Airway Heights during busy travel times <i>Phase 1 – Weekends</i></li> </ul>
	<ul style="list-style-type: none"> <li>• Add new Sunday service on North Nevada</li> <li>• Improve reliability for bus service on Division and Sprague</li> <li>• ✍ Use larger buses, provide more sheltered stops and sidewalks as part of HPT “Lite” on North Division and begin design for future full HPT improvements <i>Phase 1 – Sidewalks and shelters</i></li> <li>• ✍ Upgrade to HPT “Lite” service along I-90 between Spokane and Liberty Lake via Spokane Valley including new night and weekend service <i>Phase 1 – Introduce more mid-day weekday trips</i></li> </ul>
2018	<ul style="list-style-type: none"> <li>• Add service on Indiana Avenue between Spokane Valley Mall and Greenacres <i>Phase 2 – Nights and weekends</i></li> <li>• Add new night and weekend service to Indian Trail</li> <li>• Expand and upgrade maintenance facilities to meet existing and projected growth requirements</li> <li>• Construct the West Plains Transit Center at Exit 272 on I-90, and provide a Park &amp; Ride for commuters <i>Phase 1 – On-site improvements</i></li> </ul>
2019	<ul style="list-style-type: none"> <li>• 🕒 Construct the Moran Prairie Park &amp; Ride for bus layover and passengers from South Spokane County</li> <li>• 🕒 Create a frequent HPT “Lite” bus line from North Monroe to South Regal with more sheltered stops</li> <li>• 🕒 Create a new south commuter express from the Moran Prairie Park &amp; Ride</li> </ul>
2020	<ul style="list-style-type: none"> <li>• 🕒 Construct the West Plains Transit Center at Exit 272 on I-90, and provide a Park &amp; Ride for commuters <i>Phase 2– Interchange-related improvements</i></li> <li>• 🕒 Add direct service between Airway Heights and Medical Lake via the West Plains Transit Center</li> <li>• Improve West Plains Rural Highway Stops</li> </ul>
2021	<ul style="list-style-type: none"> <li>• 🕒 Implement Cheney HPT service to expand capacity, quality and reliability</li> <li>• 🕒 Use larger buses, provide more sheltered stops and sidewalks as part of HPT “Lite” on North Division and begin design for future full HPT improvements <i>Phase 2 – Larger buses</i></li> <li>• Add more trips and buses to Airway Heights during busy travel times <i>Phase 2 – Weekdays</i></li> <li>• Implement frequent and convenient HPT service on the Central City Line and change how bus loading occurs at the STA Plaza</li> <li>• Improve routes and frequency to Hillyard / Northeast Spokane</li> <li>• Add direct service between the Logan and Lincoln Heights neighborhoods</li> <li>• Add and improve service in West Central Spokane</li> </ul>

Targeted Year for Project Completion	STA Moving Forward Project Description
2022	<ul style="list-style-type: none"> <li>⚡ Projects to be delivered earlier than original plan</li> <li>🕒 Projects that are more than 18 months delayed from the original plan</li> </ul> <ul style="list-style-type: none"> <li>• Construct a new Mirabeau Transit Center with expanded passenger and vehicle capacity to allow for continued service growth in the City of Spokane Valley</li> </ul>
2023	<ul style="list-style-type: none"> <li>• Relocate and expand the Liberty Lake Park &amp; Ride, providing over 300 parking stalls for commuters</li> <li>• Provide improved amenities and infrastructure for a reliable HPT “Lite” bus line on East Sprague Avenue</li> <li>• Provide direct, non-stop service between Liberty Lake and Spokane during peak hours</li> </ul>
2024	<ul style="list-style-type: none"> <li>• Upgrade to HPT “Lite” service along I-90 between Spokane and Liberty Lake via Spokane Valley including new night and weekend service <i>Phase 2 – Nights and weekend service</i></li> </ul>
2025	<ul style="list-style-type: none"> <li>• Create an extension of HPT “Lite” service on I-90 East to Post Falls and Coeur d’Alene on a pilot basis</li> </ul>
2026	<ul style="list-style-type: none"> <li>• Continue operations of new facilities and services</li> </ul>
2027	<ul style="list-style-type: none"> <li>• Continue operations of new facilities and services</li> </ul>
2028	<ul style="list-style-type: none"> <li>• Continue operations of new facilities and services</li> </ul>

### Additional System Improvements

- Expand Paratransit service as the bus service area grows
- Improve waiting areas, provide more shelters and install short-term rentable bike lockers
- Expand bus fleet in line with increased service levels
- Replace buses and vans at the end of their useful life
- System-wide optimization in response to continuing customer feedback