

A young child with brown hair is looking out a window. The child's reflection is visible in the glass. The background is slightly blurred, suggesting an indoor setting.

STA MOVING FORWARD

A plan for more and better transit services

FINAL DRAFT PLAN FOR IMPLEMENTATION

November 28, 2014

More options.
More often.
Better transit.

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Introduction



Spokane Transit is planning to improve and expand the regional transit system in response to continuous public feedback. For nearly a decade, Spokane Transit has been planning, engaging the community and performing technical analysis on an expansive list of concepts for transit improvement. In 2009, Spokane Transit adopted Connect Spokane, a long-range plan serving as the vision for transit in the Spokane community. Despite the economic downturn, Spokane Transit continued planning an implementation strategy for Connect Spokane. This planning process was called STA Moving Forward.

Spokane Transit carries more than 11.7 million customers throughout the Spokane region on three distinct but integrated services. More than 80% of the Public Transportation Benefit Area (PTBA) urbanized population is located within ½ mile of basic fixed route service and roughly 82% of the PTBA population has been a customer of Spokane Transit at some point. Paratransit services provide more than 430,000 shared rides each year for individuals whose disability prevents them from using the regular fixed route buses. Additionally, vanpool vans driven by commuters, carry more than 240,000 passenger trips each year on long distance commutes of 20, 40 or even 100 plus miles daily.

Spokane Transit has taken steps to improve the quality of service by investing in real-time vehicle tracking technologies to help customers make better travel decisions, preserving the quality and cleanliness of its fleet and facilities and making incremental improvements within the financial means currently anticipated.

However, these improvements are not expected to be enough to keep pace with the growth of more than 165,000 new residents and 68,000 jobs over the next 25 years. Even without the increase in population, Spokane Transit buses are full and park & ride lots at or near capacity, turning away potential customers. By making key investments in the region's transit system, Spokane Transit is taking steps to ensure that there is enough capacity to support the transit needs of today while preparing to accommodate the needs of future generations.

Based on years of input from citizens and technical preparation, Spokane Transit is proposing a plan that aims to maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. With more jobs and people on the way, the community has consistently told Spokane Transit that it is ready to continue building the transit network to support a growing population and economy.

The Future

Every major planning document in the Spokane region calls for improvements to transit services to support development and enhance transportation options. The Metropolitan Transportation Plan, Horizon 2040, explicitly calls for many of the projects contained in the STA Moving Forward Implementation Plan. The City of Spokane's Comprehensive Plan calls for more transit to support the Centers and Corridors and the City of Spokane Valley's Comprehensive Plan contains policies calling for High Performance Transit and denser development to take place along transit corridors. As the transit provider for the region, Spokane Transit has an obligation to propose an improvement plan that meets the planning policies of the local jurisdictions it serves.

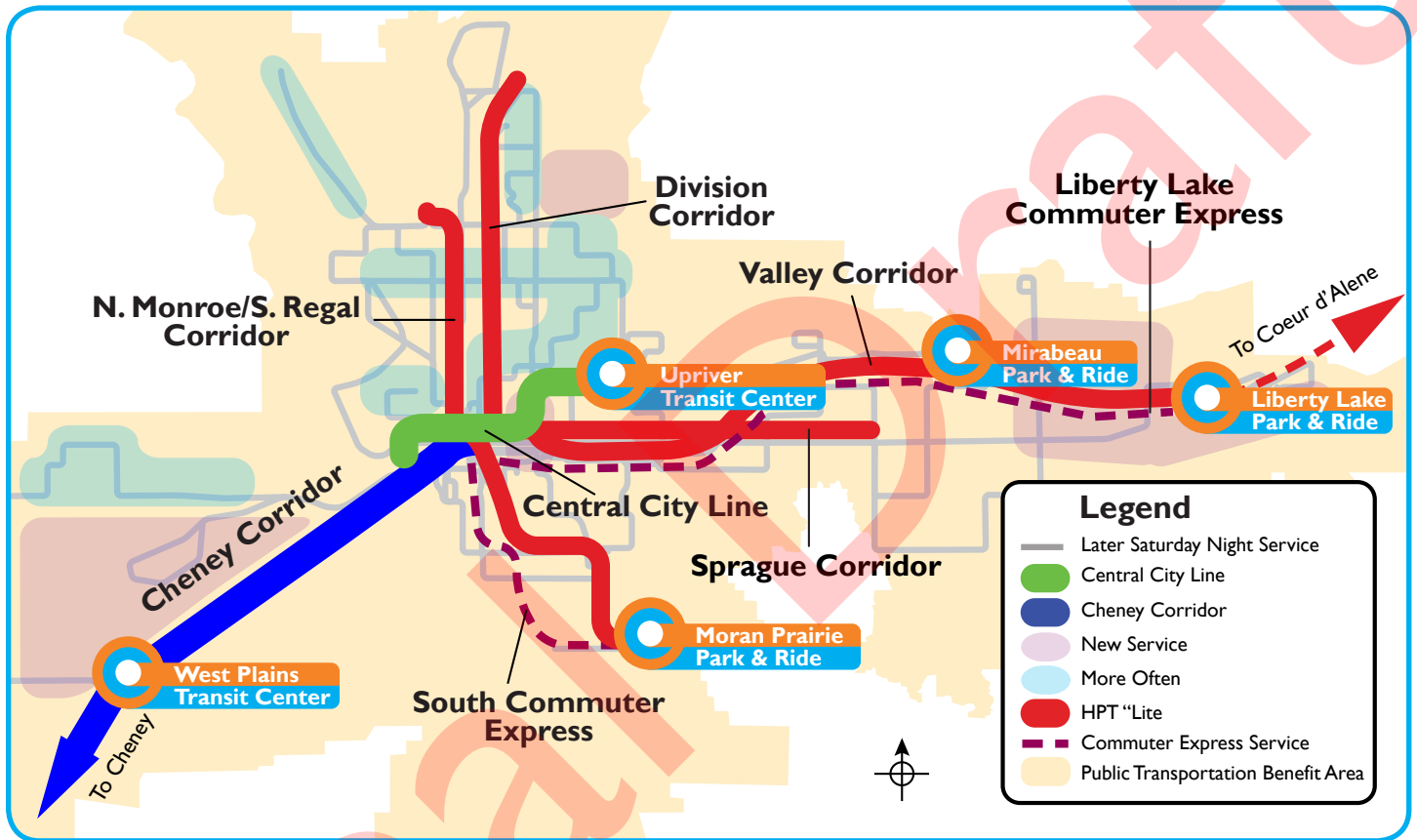
By adding transit service where it is needed, constructing park and ride lots, and enhancing the speed and reliability of transit service, this plan is estimated to increase ridership of Spokane Transit's fixed route system by more than 3.3 million rides a year by 2024, more than a 30% increase over today.

This plan proposes the implementation of two full High Performance Transit lines, improved night and weekend service, service expansion to new areas, new commuter service, new or expanded park and rides/transit centers, new shelters and passenger amenities among other improvements.



The Plan

Spokane Transit is proposing to maintain and expand the regional transit system by adding more transit routes and service and improving fixed route bus, paratransit and vanpool services. This new service will result in increased ridership and economic vitality for the region. The following is a summary of the new projects included in the Plan. See appendix A for further details on Plan project costs, ridership benefits and sequencing



High Performance Transit Corridors

Cheney Corridor

Implementation of High Performance Transit between Cheney and Downtown Spokane will enhance service on the West Plains by improving the frequency, hours of service, passenger amenities and the operation of an enhanced bus along the path of current Route 66 Cheney. Additionally, the West Plains Transit Center would be constructed and existing Route 62 Medical Lake would be modified to serve the Transit Center, creating all-day connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.



Cheney, WA

Central City Line



Modern Electric Trolley (MET)

The creation of the Central City line will move more people without more cars, help grow the Central City economy and optimize financial investments in Central City infrastructure. Running from Browne's Addition through Downtown Spokane and Gonzaga University to Spokane Community College, the Central City line will provide frequent service, expand the hours of service, provide improved passenger amenities and operate with electrically powered buses. This line will allow more transit options throughout the region for people who don't need to travel through downtown to reach their destination.

Additionally, the Central City Line will change transit

operations at the downtown Plaza. The line will not dwell for five minutes at the Plaza, like most routes do today, but load passengers and continue on. Operating the line with high frequency enables an enhanced network where fewer routes travel downtown and dwell at the Plaza.

High Performance Transit Corridors in Transition

North Monroe-South Regal Line

This line would be created by piecing together some of Spokane Transit's most successful routes to create a line that directly connects north and south Spokane. Supporting several planned and existing transit and pedestrian oriented places, this line would feature frequent service, expanded hours and improved passenger amenities. As this line develops, or as grant funding becomes available, this line will be eligible for full High Performance Transit enhancements.



Garland District

North Division Line

The enhancement of existing Route 25 Division would add needed capacity by increasing the size of the buses and improve reliability of the route. The busiest route in the system would also see some interim passenger amenity improvements until a study regarding how full High Performance Transit would be implemented on Division is complete. In the interim, Route 25 will shift away from laying over at the Plaza, improving reliability and enhancing transit operations at the Plaza.

Liberty Lake Line, South Valley and Future Kootenai County Service

Today, Liberty Lake and the City of Spokane Valley see express transit service to Downtown Spokane in the morning and afternoon peak periods with a reduction of service during the mid-day and no express service on nights and weekends. The creation of this line would provide all-day freeway service between Liberty Lake, the City of Spokane Valley and Downtown Spokane. Additionally, the line would serve an improved Mirabeau Transit Center and an expanded/relocated Liberty Lake Park and Ride. For one of the most requested service additions, the plan proposes to test the ridership case for long-term investments in the connectivity and future corridor of Spokane to Coeur d'Alene. If the pilot service proves to be successful, in partnership with the local jurisdictions, Spokane Transit may continue to provide service bridging the state border.

Sprague Line

The Sprague Line will see passenger amenity improvements throughout the corridor. Consistent with revitalization efforts along East Sprague in the City of Spokane and requests of business owners in the City of Spokane Valley, improved passenger amenities would support continued growth of the Sprague Line. In the interim, Route 90 will shift away from laying over at the Plaza, improving reliability and enhancing transit operations at the Plaza.

Basic Route Improvements System-Wide

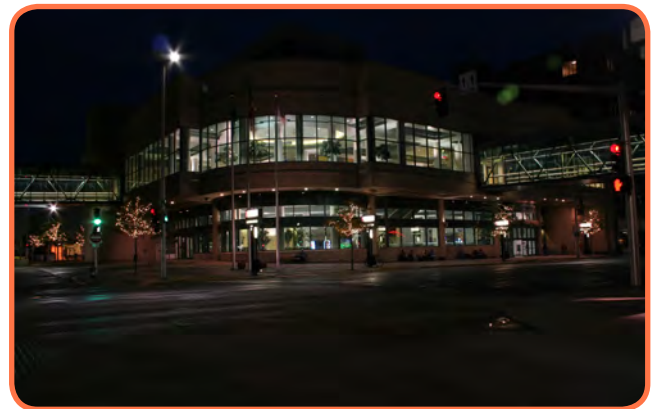
Improved Saturday Night Service

Spokane Transit consistently receives requests for later Saturday night service so that people can attend a concert, late dinner with friends or a movie and be able to take the bus home. In response, this plan extends Saturday night service for more opportunities for people to use transit on the weekends.

Basic Route Improvements - Route-Specific

Add service to North Nevada

To meet Connect Spokane policy FR3.1, existing Route 28 requires service that lasts until 10pm on Saturdays and 9pm on Sundays. More than 9,700 people within ¼ mile of this route have regular bus service on weekdays but do not have adequate weekend service.



STA Plaza at night

Improve routes and frequency to Hillyard and Northeast Spokane

An improvement in routing will provide increased frequency for riders in Hillyard and new service to areas north of Francis Avenue and east of Nevada that do not currently have service. This improvement will also foster ridership growth in the Hillyard community and provide service to an area of more than 4,500 people who currently have no transit service.

Add better weekend service to Wellesley Avenue in North Spokane

Currently Route 33 operates with hourly frequency on Saturdays. Because Route 33 serves as a crosstown connection for customers traveling on the north side of Spokane, the frequency is often inadequate to make many connections. By improving the frequency on this corridor, more people will be able to make a timely connection to more routes traveling north and south.

Add new night and weekend service to Indian Trail

Existing Route 23 serving Indian Trail via Maple/Ash does not have all-day service to the end of the line. This plan would add service to meet Spokane Transit's basic service standards to the end of the line. More than 4,800 people residing within ¼ mile of Route 23 do not have night or weekend service. North of Francis, Route 23 only serves the route between 5am-7pm on weekdays.

Add new service on East Indiana and Mission and South Liberty Lake

New apartment, office and medical developments along Indiana, east of Sullivan Road would see new service. This area is not currently served with basic fixed route service but Spokane Transit has received numerous requests for many years. Adding this service would allow existing Route 98 to remain south of I-90, serving the area of southwest Liberty Lake.



New Development in Spokane Valley

Add a direct connection between Airway Heights and Medical Lake

Enabled through the construction of the West Plains Transit Center, this direct connection between Airway Heights and Medical Lake would allow West Plains residents to travel between cities on the West Plains without having to travel downtown, as is the case today. This route also restores service to Geiger and the Spokane Airport Business Park, supporting existing and potential businesses on the West Plains.

Add peak frequency to Airway Heights

Enhance existing Route 61, a future High Performance Transit corridor, by adding trips in the peak periods and on weekends to meet current and future demands. Bus service serving Airway Heights is near capacity and now with expected growth in population and jobs on the West Plains, more bus trips are required to meet demand.



Perry District

Logan to South Perry-Lincoln Heights Line

The creation of this line enables a north-south connection east of Downtown Spokane to enable travel without having to go downtown. Additionally, this will enhance connections for those traveling east into the City of Spokane Valley and Liberty Lake.

Add and improve service in West Central Spokane

This plan proposes to create better frequency through the West Central neighborhood and allow for north/south connections to occur throughout the city without having to go Downtown. Existing Route 21 would be extended to create connections for West Central residents to a grocery store without the need to transfer.

Commuter Service Investments

New South Commuter Service

The last regional travel shed lacking a commuter express service, the southside travel shed would receive a commuter line traveling from the future Moran Prairie Park and Ride to Downtown Spokane. This would serve commuters during the peak period and support the creation of the North Monroe-South Regal Line by alleviating some of the peak demand.

Connection Facilities

New Moran Prairie Park and Ride

This facility, planned to be located near the intersection of 57th Avenue and the Palouse Highway, would be a terminal and park and ride facility for existing and future bus service. The park and ride is expected to draw commuters from southeast Spokane traveling to employment centers within Spokane. Additionally, this facility could be used as a gathering point for vanpool commuters who are traveling throughout the region.

New West Plains Transit Center

This facility, located at Exit 272 of I-90, will address several transportation issues on the West Plains. Currently transit customers are required to travel to Downtown Spokane to make a connection between any of the cities on the West



West Plains Transit (illustrative purposes only)

Plains. This transit center would allow customers to change buses on the West Plains, saving time. The facility would include a park and ride for commuters, utilizing existing service between Spokane and Cheney efficiently.

New/Replace Upriver Transit Center

The improved Upriver Transit Center could be located adjacent to or within the Spokane Community College (SCC) campus. The existing transit facility on the SCC campus is undersized for growing transit demands and is challenged by the increasing traffic congestion on Gene Street. The new facility in this area would enhance transit customers' ability to make connections to other routes and improve safety.

Expand Mirabeau Transit Center

Since its original construction, the Mirabeau Point Park and Ride has become more than a basic park and ride. It has become a focal point for transit transfer activity in the Valley as routes from the east, west and south converge. To meet growing needs, this transit center needs to be relocated and/or expanded. This expansion will offer more capacity for transit vehicles and more parking spaces for customers.

New Liberty Lake Park and Ride

The existing Liberty Lake Park and Ride is often overflowing as there are not enough parking spaces to accommodate demand. A new park and ride with more than 300 parking spaces will be built to replace the existing park and ride and support transit network enhancements that will allow more customers to access transit service.

Paratransit Service

As a part of this plan, paratransit service, a wheelchair-accessible shared-ride transportation service for people whose disability prevents them from using the regular fixed route buses, will expand with the basic fixed route system. This plan will help Spokane Transit meet the demands of the community as the population continues to grow and shift toward an older demographic. Without additional resources, this will be a major challenge over the coming decades.

Vanpool Service

Spokane Transit provides vans that are shared by people who live and work in approximately the same areas and can commute together to a place of employment. The driver is one of the commuters and the group pays for operating costs of the van. One end of the journey, either the origin or destination, must be within the Public Transportation Benefit Area. This plan supports the expansion of vanpool services throughout the region as they have proven to be a cost effective way to transport people who either live or work outside of Spokane Transit's fixed route system to where they need to travel.

Bus Replacement

A significant portion of this plan includes the replacement of the existing and aging bus fleet of Spokane Transit. Typically, Spokane Transit operates a bus for 15 years, keeping it in a good state of repair and utilizing the asset as effectively as possible. While repairs and preventative maintenance can extend vehicle life, there is a point where the vehicle needs to be replaced. In addition to the expansion of the fleet by 29 vehicles (including vehicles for the Central City Line), this plan will replace older vehicles with new and more efficient vehicles.

System-wide Improvements

This plan includes system infrastructure and passenger amenities. A new maintenance facility is required to reduce overcrowding of Spokane Transit's existing facilities and to prepare for an increase in vehicles as outlined in this plan. The plan also proposes to install 75 new shelters at stops where there are enough

passenger boardings to warrant a shelter. Improved waiting areas have been shown to reduce perceived wait time, potentially increasing ridership. Three-position bike racks will be installed on all of the fixed route buses to reduce the risk of the bike rack being full when cyclists are looking for a ride up the hill, and additional rentable bike lockers will be installed at beneficial locations throughout the system.

Operations at the Plaza will change considerably as a result of this plan. Fewer routes are expected to travel downtown and dwell at the Plaza, enabled by the capital and operating investments of the Central City Line as well as other capital and operating changes to routes.

This plan will give Spokane Transit the tools to sustain and optimize the network, while generating secondary investment benefits. Once a new line is constructed, or adjustments are made to routing, staff will have the ability to add trips when necessary to accommodate overcrowding or to enhance schedules. Spokane Transit is continually monitoring and fine-tuning the system within the organization's financial capacity to improve the system and riding experience for customers.

Planning for the Future

While Spokane Transit is implementing this plan, planning for the future will continue. Not only will the agency be continually monitoring the changes to the system and modifying portions of the system to meet changing needs, Spokane Transit will also continue to look to the future by planning for more High Performance Transit in places like the Division Line. Further iterations of this implementation plan will be necessary to achieve the full build-out as envisioned in Connect Spokane. Spokane Transit will also continue working with jurisdictions to support comprehensive planning efforts, integrating transit into changes of the land use and transportation plans.



Implementing the Plan

Sequencing of the Projects

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.



Outcomes of the Plan

Ridership

By the completion of this plan in 2024, and without consideration of general population increases, this plan is estimated to increase transit ridership in the Spokane Region by 3.3 million rides annually to an estimated 14.4 million rides. This plan is conservatively estimated to increase ridership by nearly 30%. Conversely, without this plan and an increase in revenue, Spokane Transit would be required to cut service and expect a ridership decrease of up to 25%.

2013 Annual Passenger Trips	2024 Annual Passenger Trips with Plan	2024 Annual Passenger Trips without Plan
Approximately 11,087,000	Approximately 14,439,000	Approximately 8,315,000

Transit Capacity

When people think of transit capacity, they often think of “High Capacity Transit” like light rail or commuter rail. While those modes of transit can provide additional capacity in the highest ridership corridors, capacity is truly measured by the size of vehicles and how frequently they run. If a 40 foot bus runs three times as often as one light rail vehicle, the capacity can be considered the same but the service for the customer offers more travel options.

In many parts of the Spokane region, hills, rivers, existing development or right of way constraints can make traditional High Capacity Transit construction cost prohibitive. However, this plan contains many projects to add frequency or add larger buses to areas where more capacity is needed. With the region expected to grow by more than 165,000 people by 2040, Spokane Transit is being proactive in adding transit capacity.

Accessibility

These investments in the regional transit system will impact nearly every resident and visitor throughout the region, whether they are an active transit customer or not. For some, these improvements will eliminate the need for a second car, for others, more people on transit will mean that it is easier to find a parking spot downtown, and most will breathe cleaner air. Some who have bus service that ends before their shift begins will now have access to transit. Businesses will gain access to customers who choose to ride transit and families looking to visit Coeur d’Alene without spending their money on fuel will now have another option.

Paying for the Plan

Financial Plan Framework

State law provides the basis for funding regional transit through authorization of voter-approved taxes. This plan will be funded by a combination of existing local taxes (six-tenths of one percent sales tax), new voter-approved local sales tax (three-tenths of one percent sales tax), state grants, federal grants and fares. The construction of this plan is founded upon conservative financial revenue projections as well as conservative expectations for capital and operating expenses over the next 10-15 years.

Funding

SALES TAX

An essential component of funding this plan is an increase of $3/10^{\text{ths}}$ of one percent from the $6/10^{\text{ths}}$ of one percent sales tax that exists today. This money will be used for matching state and federal grants in addition to funding current and expanded operations and new capital projects. Should local voters approve the additional $3/10^{\text{th}}$ of one percent increase in sales tax revenue is forecasted to increase by approximately \$301,000,000 over the planning horizon through 2026. Approximately \$139,000,000 of that new revenue will be used to maintain existing fixed route bus, paratransit and vanpool services.

GRANTS

This plan assumes that state and federal grants are awarded to Spokane Transit to help fund some of the projects. Spokane Transit expects that approximately \$77 million in state and federal grant money will be awarded and brought into the local economy if this plan is approved.

FARES/REVENUES

Spokane Transit also receives revenue from fares and advertising revenue. Fare revenue is expected to grow as a result of this plan. Fare increases will be implemented to keep pace with inflation and with the aim of maintaining a reasonable farebox recovery standard set by the Board of Directors. Fare revenue is expected to cover 20% of the cost of existing and new fixed route service over the planning horizon. Fare revenue from new investments is projected to total nearly \$20 million over the same period.

Appendix A:

Detailed Project Table

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
Extend Saturday night service past 11 pm	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"> Consistent customer input for additional night service; Saturday night represents the greatest opportunity for new demand at lowest price
Add new Sunday service on North Nevada	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"> <i>Connect Spokane</i> policy FR 3.1 calls for a basic service span that lasts until 9pm on Sundays; Route 28 does not meet that standard today. 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
Add better weekend service on Wellesley Avenue in North Spokane	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"> Improve north-side connectivity
Add new night and weekend service to Indian Trail	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"> <i>Connect Spokane</i> policy 3.1 calls for a basic service span that lasts until 11pm on weekdays, Route 23 does not meet that standard today. 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
Construct the Moran Prairie Park & Ride for bus layover and passengers from South Spokane County	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"> <i>STA Moving Forward</i> Corridor Advisory Panel work
Create a frequent HPT “Lite” bus line from North Monroe to South Regal with more sheltered stops	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"> <i>STA Moving Forward</i> Corridor Advisory Panel work This service adjustment is Phase I of the Monroe-Regal HPT Line

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
Create a new south commuter express from the Moran Prairie Park & Ride	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"> 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 This route will also serve portions of 29th and Bernard St. that would lose service due to the Monroe-Regal restructure
Improve reliability for bus service on Division and Sprague	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"> Part of Plaza operational improvement effort Improves reliability and schedule
Expand and upgrade maintenance facilities to meet existing and projected growth requirements	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"> Construct new secondary base to alleviate overcrowding at Boone Ave. and accommodate new fleet (either Wilbert Vault or Mission/Greene)
Add service between Spokane Valley Mall and Greenacres.	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"> Serve new apartment, office and medical developments along Indiana, east of Sullivan Rd., with new route Keep Route 98 straight on Appleway Ave. to Liberty Lake
Construct the West Plains Transit Center at Exit 272 on I-90, and provide a Park & Ride for commuters	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"> Ranked very important regional project by recent community survey STA Moving Forward Corridor Advisory Panel work Enables efficient connections between West Plains cities
Implement Cheney HPT service to expand capacity, quality and reliability	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"> STA Moving Forward Corridor Advisory Panel work
Add direct service between Airway Heights and Medical Lake	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"> Consistent support expressed for better connectivity on West Plains Connects Medical Lake and Airway Heights with West Plains Transit Center Approximately 1500 jobs within walking distance of proposed alignment that are not served by transit today

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
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.	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"> • STA Moving Forward Corridor Advisory Panel work • Increase capacity by ~50% with larger vehicles to meet growing demand
Construct an expanded Upriver Transit Center at Spokane Community College to allow for additional service growth in Spokane	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"> • Necessary to accommodate added routes and shift recovery time from Plaza
Restore and Improve West Plains Rural Highway Stops	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"> • The existing stops along HWY 2 and SR 904 do not meet WSDOT or STA standards.
Add more trips and buses to Airway Heights during busy travel times	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"> • Future HPT Corridor • Analysis conducted as part of the Spokane Tribe Economic Project (STEP) EIS suggested service would be over capacity, especially PM peak, weekends • Intent is that STEP mitigation could provide service earlier than planned
Implement frequent and convenient HPT service on the Central City Line and change how bus loading occurs at the STA Plaza	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"> • Alternatives Analysis process included Core Stakeholders group, Technical Advisory Group and Sounding Board • Part of Plaza operational improvement effort to reduce curb space required around the Plaza for transit operations • Enable system restructure to emphasize connections outside of Downtown
Improve routes and frequency to Hillyard / Northeast Spokane	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"> • Add service to an area of more than 4,500 people who have no transit service today
Add direct service between the Logan and Lincoln Heights neighborhoods	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"> • Enabled through Central City Line implementation • Creates new north/south connection without having to travel downtown

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
Add and improve service in West Central Spokane	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"> Enabled through Central City Line implementation Creates better frequency and allows for north/south connections to occur throughout city without having to go downtown Part of Plaza operational improvement
Construct a new Mirabeau Transit Center with expanded passenger and vehicle capacity to allow for continued service growth in the City of Spokane Valley	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"> Consider moving or expanding Park and Ride facility to create more capacity for transit vehicles
Relocate and expand the Liberty Lake Park & Ride, providing over 300 parking stalls for commuters	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"> Demand projections suggests that 300-400 car trips could be diverted by a larger park and ride
Upgrade to HPT “Lite” service along I-90 between Spokane and Liberty Lake via Spokane Valley including new night and weekend service	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"> Supported by Corridor Advisory Panel Part of Phase B for Spokane Valley HPT
Provide improved amenities and infrastructure for a reliable HPT “Lite” bus line on East Sprague Avenue	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"> Consistent with revitalization efforts Support continued ridership growth
Provide direct, non-stop service between Liberty Lake and Spokane during peak hours	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"> The maturation of service in the corridor will justify direct express service during peak commute times.
Create an extension of HPT “Lite” service on I-90 East to Post Falls and Coeur d’Alene on a pilot basis	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"> Test the ridership case for long-term investments in the connectivity and future corridor Number one corridor based on employee input One of top projects in public opinion poll Part of Phase C for Spokane Valley HPT

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
Optimize bus service in response to continuing customer feedback	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"> • <i>Connect Spokane</i> calls for continual monitoring of system and adjustments to optimize network • 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
Expand and replace the existing bus fleet in line with growth and life-cycle requirements	System Requirements	Region		2016-2024	Local Capital: \$14,703,000 (Total: \$14,703,000)	N/A	See above	<ul style="list-style-type: none"> • Necessary for service growth beginning in 2016.
Improve waiting areas and provide an additional 75 sheltered stops and stations	Passenger Amenities	Region		2016-2026	See above	N/A	See above	<ul style="list-style-type: none"> • Improved waiting areas reduced perceived wait time

*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.