

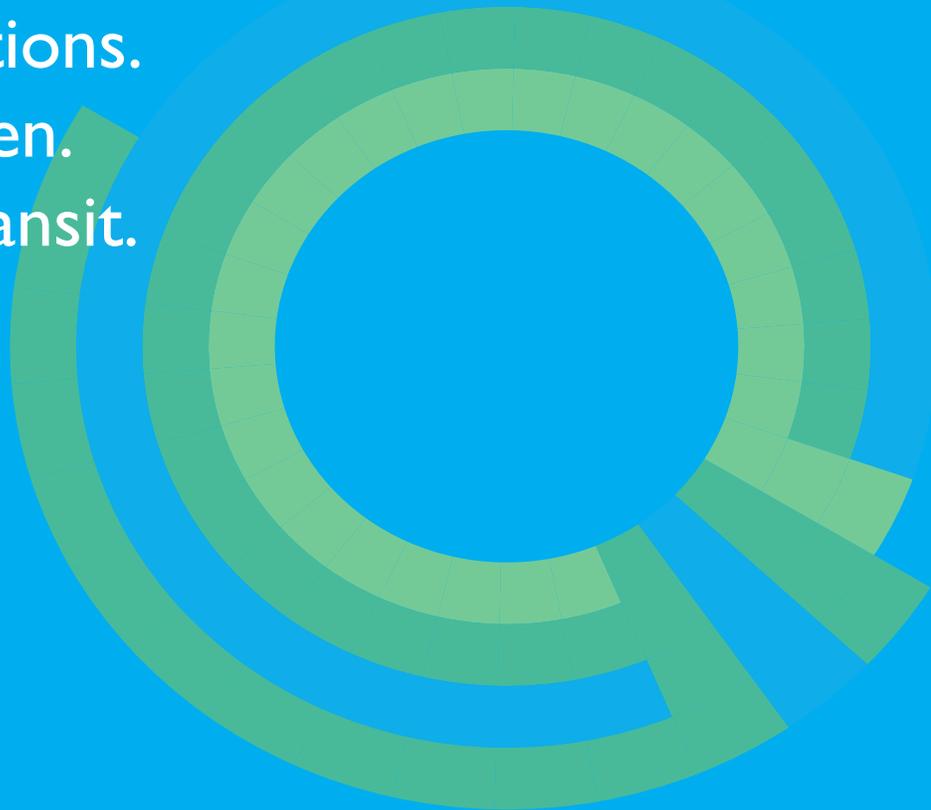
STA MOVING FORWARD

A plan for more and better transit services

A DRAFT PLAN FOR IMPLEMENTATION

July, 17, 2014

More options.
More often.
Better transit.



Contents

Introduction	3
The Future	4
The Plan	5
High Performance Transit Corridors.....	5
High Performance Transit Corridors in Transition.....	6
Basic Route Improvements System-Wide	7
Basic Route Improvements - Route-Specific.....	7
Commuter Service Investments.....	9
Connection Facilities	9
Paratransit Service.....	10
Vanpool Service	10
System-wide Improvements.....	10
Planning for the Future.....	11
Implementing the Plan	12
Sequencing of the Projects	12
Benefits of the Plan	13
Ridership	13
Transit Capacity	13
Accessibility.....	13
Paying for the Plan	14
Financial Plan Framework.....	14
Funding.....	14
Appendix A: Detailed Project Table	16

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 and was divided into three phases.

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 available in 2015.

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 Spokane'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.

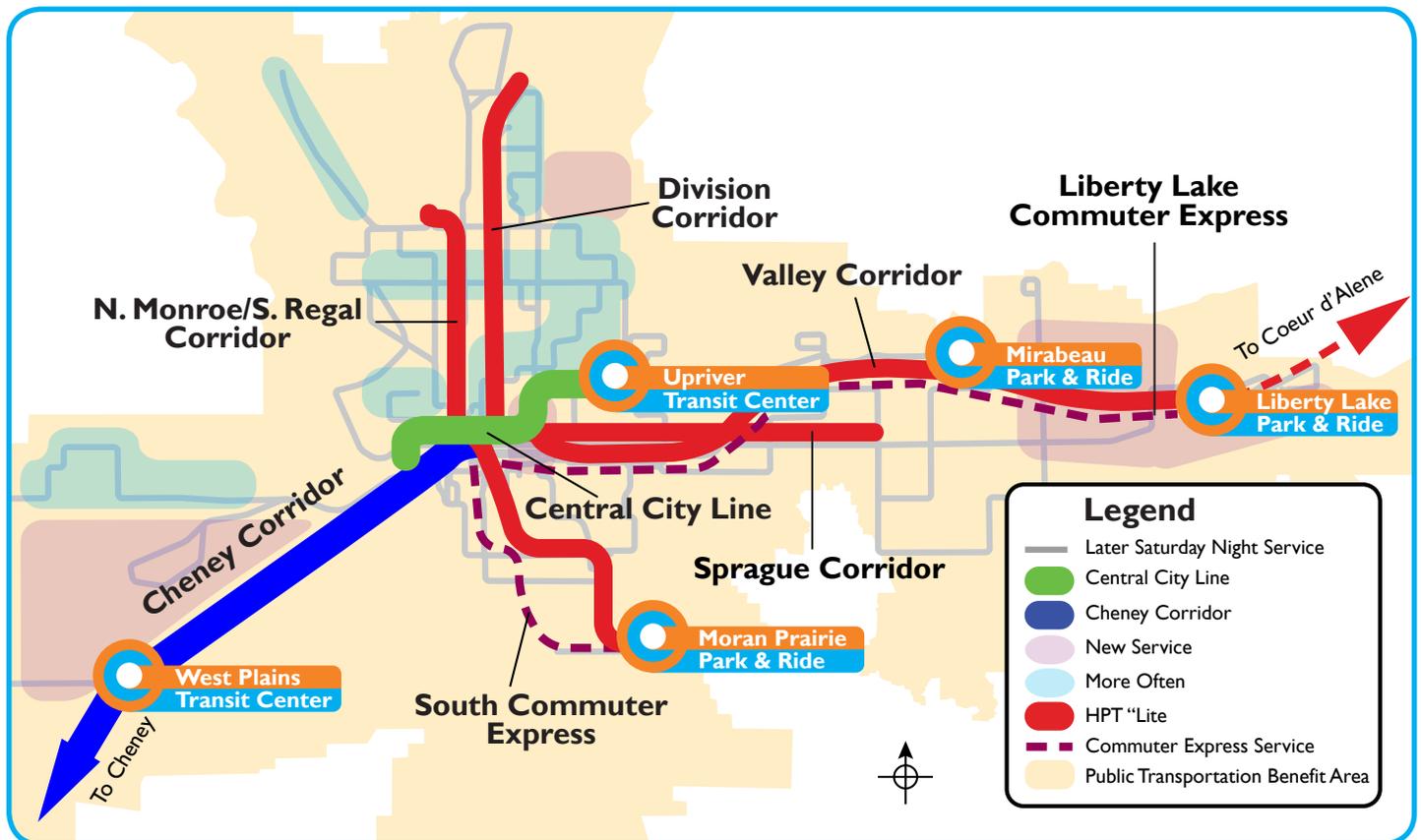
By adding transit service where it is needed, constructing park and ride lots, and enhancing the speed and reliability of transit service, this plan is estimated to increase ridership of Spokane Transit's fixed route system by more than 3.4 million rides a year by 2024, more than a 30% increase over 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 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.



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 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 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 Route 28 Nevada

To meet Connect Spokane policy FR3.1, Route 28 requires service that lasts until 10pm on Saturdays and 9pm on Sundays. More than 9,700 people within 1/4 mile of this route have regular bus service on weekdays but do not have adequate weekend service.

Add frequency to Route 27 Hillyard

Adding frequency to Route 27 during the peak periods will add capacity to a bus route that sees overcrowding during certain periods of the day. This addition will also foster ridership growth in the Hillyard community.



STA Plaza at night

Add frequency to Route 33 Wellesley on Saturdays

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, more people will be able to make a timely connection to more routes traveling north and south.

Add service to Route 23 Maple/Ash

Route 23 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 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 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

New Nevada 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 frequency and extend Route 21

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. This route 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 Greene 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.

System-wide Improvements

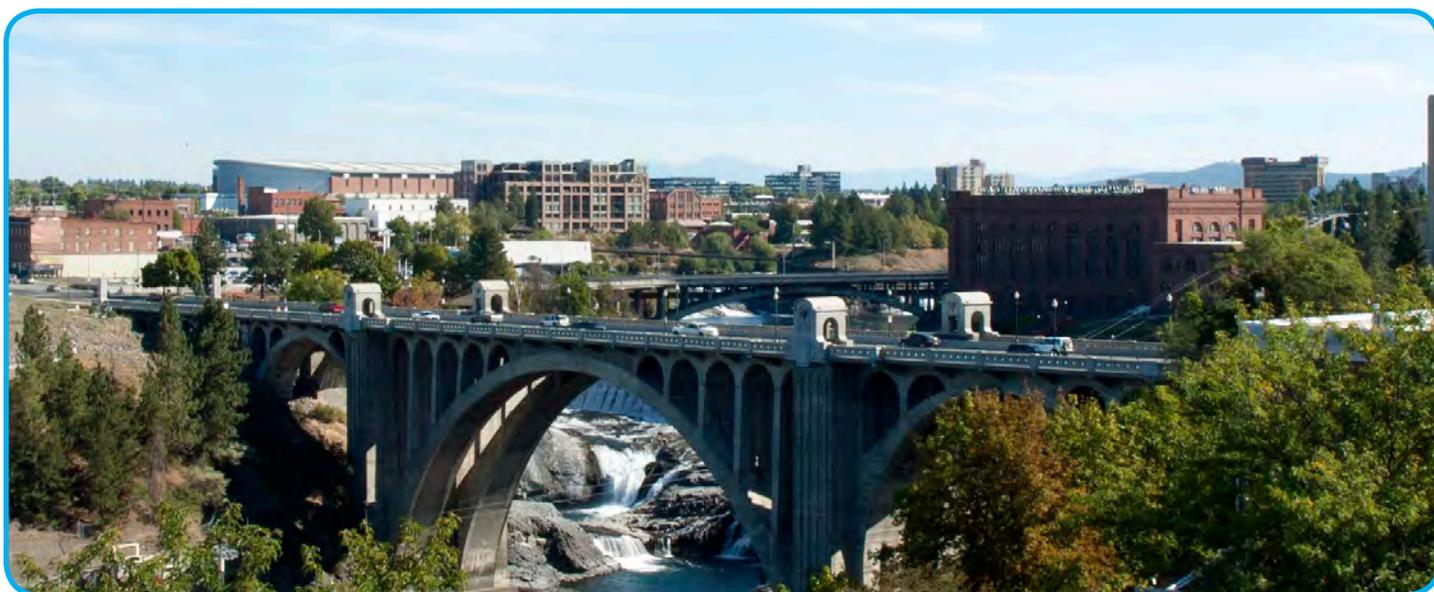
This plan includes system infrastructure and passenger amenities. A new maintenance facility is required to reduce overcrowding of Spokane Transit's existing facilities and to prepare for an increase in vehicles as outlined in this plan. The plan also proposes to install 75 new shelters at stops where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



Benefits 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 3.4 million rides annually to an estimated 14.5 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
11,087,049	14,235,000	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

The local sales tax collection rate will grow an additional 3/10ths of one percent from the 6/10ths of one percent that exists today. This money will be used for matching state and federal grants in addition to funding operating and capital projects. Spokane Transit expects to collect roughly \$300,000,000 in additional sales tax revenue from 2015-2026 if this plan is approved.

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 at least \$17 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. Operating revenue is expected to total more than \$200 million from 2015-2026.

Appendix A:

Detailed Project Table

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Add Route 28 Later Night and Weekend Service	Basic Route Improvements	City of Spokane Spokane County	Northeast Spokane	Year I (2015)
Improved Saturday Night Service	Basic Route Improvements	ALL	Region-wide	Year I (2015)
Add frequency to Route 27 Hillyard	Basic Route Improvements	City of Spokane	Northeast Spokane	Year I (2015)
Bring Route 33 to 30 minute frequency on Saturdays	Basic Routes Transitioning to HPT	City of Spokane	North Spokane	Year I (2015)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +2,100 annual revenue service hours</p>	<ul style="list-style-type: none"> +30,000 annual boardings 	<ul style="list-style-type: none"> Connect Spokane policy FR 3.1 calls for a basic service span that lasts until 11pm on weekdays, Route28 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 day but do not have late night or weekend service that meets the standard for the system 	
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +3,500 annual revenue service hours</p>	<ul style="list-style-type: none"> +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 	
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +1,500 annual revenue service hours</p>	<ul style="list-style-type: none"> +80,000 annual boardings 	<ul style="list-style-type: none"> Meet capacity needs Foster ridership growth 	
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +800 annual revenue service hours</p>	<ul style="list-style-type: none"> +10,000 annual boardings 	<ul style="list-style-type: none"> Improve north-side connectivity 	

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Create Monroe-Regal HPT Line structure by combining Routes 24, 44 and 45 (Regal Segment)	HPT Corridors	City of Spokane Spokane County	Northwest Spokane, South Spokane,	Year 2 (2016)
Create South Commuter Express	Other Service Improvements	City of Spokane Spokane County	South Spokane,	Year 2 (2016)
Construct Moran Prairie Park and Ride	Connection Facilities	Spokane County	Unincorporated Spokane County (south)	Year 2 (2016)
Route 25-Division no longer dwells at Plaza/ improve reliability	Basic Route Improvements	City of Spokane Spokane County	North Spokane, Downtown Spokane	Year 2 (2016)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$1,083,227 (Total: \$1,083,227)</p> <p>Operating Hours Increase: +9,500 annual revenue hours</p>	<ul style="list-style-type: none"> +200,000 annual boardings 	<ul style="list-style-type: none"> STA Moving Forward Corridor Advisory Panel work This service adjustment is Phase I of the Monroe-Regal HPT Line 	<ul style="list-style-type: none"> Moran Prairie Park and Ride (for end of line staging/Operator restroom) Regal/29th Avenue Intersection Improvements Plaza Zone 4-5 “Super Zone”
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +3400 annual revenue hours</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> Moran Prairie Park and Ride
<p>Local Capital: \$813,613 (Total: \$1,627,227)</p> <p>Operating Hours Increase: \$0</p>	<ul style="list-style-type: none"> +50,000 annual boardings 	<ul style="list-style-type: none"> STA Moving Forward Corridor Advisory Panel work 	
<p>Local Capital:TBD (Total:TBD)</p> <p>Operating Hours Increase: +2,000 annual revenue hours</p>	<ul style="list-style-type: none"> Improves schedule certainty for 1,000,000 current riders annually 	<ul style="list-style-type: none"> Part of Plaza operational improvement effort Improves reliability and schedule 	<ul style="list-style-type: none"> West downtown layover infrastructure Plaza Zone 4-5 “Super Zone”

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Route 90-Sprague no longer dwells at Plaza/ improve reliability	Basic Route Improvements	City of Spokane Spokane Valley	East Spokane, Spokane Valley, Downtown Spokane	Year 2 (2016)
Add Route 23 Service to Indian Trail	Basic Route Improvements	City of Spokane	Northwest Spokane	Year 2 (2016)
New Secondary Base/ Base Expansion-Phase A	Other System Requirements	ALL	Region-wide	Year 3 (2017)
Introduce new service on Indiana and Mission east of Sullivan Road and southwest Liberty Lake.	Basic Route Improvements	Spokane Valley Liberty Lake	Spokane Valley, Liberty Lake	Year 4 (2018)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital:TBD (Total:TBD)</p> <p>Operating Hours Increase: +2,000 annual revenue hours</p>	<ul style="list-style-type: none"> Improves schedule certainty for 1,000,000 current riders annually 	<ul style="list-style-type: none"> Part of Plaza operational improvement effort 	<ul style="list-style-type: none"> West downtown layover infrastructure Plaza Zone 4-5 “Super Zone”
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +3800 annual revenue hours</p>	<ul style="list-style-type: none"> +75,000 annual boardings 	<ul style="list-style-type: none"> Connect Spokane policy 3.1 calls for a basic service span that lasts until 11pm on weekdays, Route23 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 	<ul style="list-style-type: none"> Restroom at End of Line (use Operational Improvements funding; project in planning phase)
<p>Local Capital:TBD Total Capital:TBD</p> <p>Operating Hours Increase: N/A</p>	<ul style="list-style-type: none"> 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) 	
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +7,000 annual revenue hours</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> Mirabeau Transit Center staging area expansion (interim improvements?)

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Implement Cheney HPT Corridor	HPT Corridors	City of Spokane Spokane County Cheney	West Plains	Year 4 (2018)
Implement Division HPT Corridor – Phase A	HPT Corridors	City of Spokane Spokane County	North Spokane	Year 4 (2018)
West Plains Transit Center	Connection Facilities	Spokane County	West Plains	Year 4 (2018)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$1,452,317</p> <p>(Total: \$3,630,793) (excluding West Plains Transit Center)</p> <p>Operating Hours Increase: No net increase in annual revenue hours</p>	<ul style="list-style-type: none"> +320,000 annual boardings (including West Plains Transit Center) 	<ul style="list-style-type: none"> STA Moving Forward Corridor Advisory Panel work 	<ul style="list-style-type: none"> West Plains Transit Center
<p>Local Capital: \$2,617,221</p> <p>(Total: \$3,489,628)</p> <p>Operating Hours Increase: No net increase in annual revenue hours</p>	<ul style="list-style-type: none"> +70,000 annually 	<ul style="list-style-type: none"> STA Moving Forward Corridor Advisory Panel work Increase capacity by ~50% with larger vehicles to meet growing demand 	
<p>Local Capital: \$3,418,368</p> <p>(Total: \$13,673,473)</p> <p>Operating Hours Increase: No net increase in annual revenue hours</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> West Plains Transit Center

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Provide direct connection between Airway Heights and Medical Lake via Geiger / Spokane Airport Business Park	Basic Route Improvements	Airway Heights Medical Lake	Airway Heights, Medical Lake	Year 4 (2018)
Upriver Transit Center	Connection Facilities	City of Spokane	Northeast Spokane	Year 5 (2019)
Implement Central City Line and eliminate zone requirements for Fixed Route in front of SRBC, Peyton, BoA along Riverside and Sprague	HPT Corridors	City of Spokane	Downtown Spokane, Northeast Spokane	Year 6 (2020)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +5,500 annual revenue hours</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> West Plains Transit Center
<p>Local Capital: \$3,788,071 (Total: \$4,735,089)</p> <p>Operating Hours Increase: No net increase in annual revenue hours</p>	<ul style="list-style-type: none"> 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 	
<p>Local Capital: \$15,000,000 (Total: TBD)</p> <p>Operating Hours Increase: +30,000</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> Upriver Transit Center Secondary Maintenance Base/Base Expansion

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Increase peak and weekend frequency to Airway Heights	Basic Routes Transitioning to HPT	Airway Heights	West Plains	Year 6 (2020)
Create North Nevada to South Perry/Lincoln Heights direct link	Basic Routes Transitioning to HPT	City of Spokane	Northeast Spokane, South Spokane	Year 6 (2020)
Improve Frequency to West Central/Extend Route	Basic Route Improvements	City of Spokane	Northwest Spokane	Year 6 (2020)
Add service north of Francis Ave. east of Nevada	Basic Route Improvements	City of Spokane	Northeast Spokane	Year 6 (2020)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +3,400 annual revenue hours</p>	<ul style="list-style-type: none"> +80,000 annual boardings 	<ul style="list-style-type: none"> Future HPT Corridor Analysis conducted as part of STEP EIS suggested service would be over capacity, especially PM peak, weekends Intent is that STEP mitigation could provide service earlier than planned 	
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: Restructure of resources made possible by Central City Line</p>	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Central City Line
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +9,200 annual revenue hours</p>	<ul style="list-style-type: none"> +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 	<ul style="list-style-type: none"> Central City Line
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +6,000 annual revenue hours</p>	<ul style="list-style-type: none"> +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 	

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Replace/Renovate Mirabeau Transit Center	Connection Facilities	Spokane Valley	Spokane Valley	Year 7 (2021)
All day freeway service between Liberty Lake and Downtown Spokane	Basic Routes Transitioning to HPT	Liberty Lake Spokane Valley	Liberty Lake	Year 8 (2022)
Construct new, 300+ car park Liberty Lake Park and Ride with new direct express, peak only service to downtown Spokane	Connection Facilities	Liberty Lake	Liberty Lake	Year 8 (2022)
Improve East Sprague passenger amenities	HPT Corridors	City of Spokane Spokane Valley	East Spokane	Year 8 (2022)

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
Local Capital: \$8,298,224 (Total: \$8,298,224) Operating Hours Increase: N/A	<ul style="list-style-type: none"> Ridership attributed elsewhere 	<ul style="list-style-type: none"> Consider moving or expanding Park and Ride facility to create more capacity for transit vehicles 	<ul style="list-style-type: none"> Replaced/renovated Mirabeau Transit Center
Local Capital: \$0 (Total: \$0) Operating Hours Increase: +7,100 annual revenue hours	<ul style="list-style-type: none"> +70,000 annual boardings 	<ul style="list-style-type: none"> Supported by Corridor Advisory Panel Part of Phase B for Spokane Valley HPT 	<ul style="list-style-type: none"> New Liberty Lake Park and Ride Mirabeau Transit Center
Local Capital: \$2,358,405 (Total: \$4,716,810) Operating Hours Increase: 3,200 annual revenue hours	<ul style="list-style-type: none"> +75,000 annual boardings 	<ul style="list-style-type: none"> Demand projections suggests current demand could exceed 300-400 car trips diverted by a larger park and ride with direct service to downtown Spokane 	
Local Capital: \$6,365,112 (Total: \$6,365,112) Operating Hours Increase: N/A	<ul style="list-style-type: none"> +25,000 annual boardings 	<ul style="list-style-type: none"> Consistent with revitalization efforts Support continued ridership growth 	

Project Short Description	Project Type	Jurisdictions	Sub-geography	Year of Implementation (Concept)
Provide select trips to Coeur d'Alene on a trial basis	Basic Route Improvements	Region	Spokane Valley, Liberty Lake, University District	Year 10 (2024)
Sustain and Optimize Network to generate secondary investment benefits	Basic Route Improvements	Region		Years 2, 4, 6, 8, 10 (2016, 2018, 2020, 2022, 2024)
20 Additional Fixed Route Vehicles (not including MET Vehicles)	System Requirements	Region		Years 2-10 (2016-2024)
75 new sheltered stops	Passenger Amenities	Region		Years 2-12 (2016-2026)

Total Net Operating Hours Increase 105,500

Total Estimated Local Capital: \$40,130,558*

Total Estimated Capital (Local + Grants): \$57,555,583*

Total Estimated Ridership Increase 3,418,000

*Figure excludes Route 25 and 90 reliability improvements, New Secondary Base/Expansion Phase A and Central City Line as those costs are yet to be determined.

Preliminary Cost Estimates	Ridership Benefits (initial estimates, subject to revisions)	Other Rationale/ Information	Related Capital Projects (excludes vehicles)
<p>Local Capital: \$0 (Total: \$0)</p> <p>Operating Hours Increase: +3,500 hours</p>	<ul style="list-style-type: none"> +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 	
<p>All of the above plus 2,000 annual revenue hours applied along other routes</p>	<ul style="list-style-type: none"> +1,000,000 annual boardings 	<ul style="list-style-type: none"> Connect Spokane 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 	<ul style="list-style-type: none"> All of the above
<p>Local Capital: \$9,936,000 (Total: \$9,936,000)</p>	<ul style="list-style-type: none"> See above 	<ul style="list-style-type: none"> Necessary for service growth beginning in 2016. 	
<p>See above</p>	<ul style="list-style-type: none"> See above 	<ul style="list-style-type: none"> Improved waiting areas reduced perceived wait time 	<ul style="list-style-type: none"> Most shelters associated with Corridor improvements listed above