

**SRTC July 1, 2021 - June 30, 2023 Unified Planning Work Program;  
Transportation Planning Projects to Be Conducted by Spokane Transit Authority**

## **Implement STA Moving Forward**

In 2014, the Spokane Transit Board of Directors adopted *STA Moving Forward*, a ten-year plan that identifies specific improvements and sequencing to implement STA’s Long-Range Comprehensive Plan, *Connect Spokane*. In November of 2016, voters approved Spokane Transit Public Transportation Benefit District Proposition 1, securing funding needed to implement the plan. STA is now engaged in planning to complete the service changes and capital projects outlined by the plan.

### Expected Outcomes/Products

STA is engaging stakeholders to define the details of the expanded services and capital projects programed in *STA Moving Forward*.

### Schedule

2014-2028

### Source of Funds/Budget

Local, State, Federal

## **Transit Development Plan**

Each year, Spokane Transit is required by state law to develop a Transit Development Plan (TDP) and submit it to the Washington State Department of Transportation no later than September 1. The TDP contains a Six-year Plan, Annual Report, Program of Projects, Service Improvement Program, and Capital Improvement Program.

### Expected Outcomes/Products

The development of the 2022-2027 and 2023-2028 TDP will be founded on STA’s comprehensive plan, *Connect Spokane, and STA Moving Forward*. The TDP includes Spokane Transit’s Annual Strategic Plan (as adopted), Program of Projects, Capital Improvement Program, the Service Improvement Program, and the Transit Asset Management Plan. The TDP will define what service and capital improvements STA is planning for the current year plus the next 6 years. Development of the TDP will include public outreach.

### Schedule

2022-2027 TDP: December 2020 – September 2021

2023-2028 TDP: December 2021 – September 2022

2024-2029 TDP: December 2022 – September 2023

### Source of Funds/Budget

Local

## Transit Asset Management Plan

In July 2016, FTA issued a final rule requiring transit agencies to maintain—and document—minimum TAM standards. The new standards will help transit agencies keep their systems operating smoothly and efficiently. As a designated recipient of funds from the State of Good Repair grant program, STA is required to submit a Transit Asset Management Plan. According to MAP-21, this plan must include, at a minimum, capital asset inventories and condition assessments, decision support tools, and investment prioritization. In the plan, STA must also certify that it complies with the rules issued under USC Section 5326(d).

### Expected Outcomes/Products

STA will coordinate with SRTC to prepare a Transit Asset Management Plan in accordance with FTA guidance.

### Schedule

Updated Annually

### Source of Funds/Budget

Local

## Bus Stop Accessibility Improvement Program

Many more barriers to accessibility at STA bus stops exist than possibly can be addressed all at once with available resources. STA must coordinate with local and regional jurisdictions to identify barriers, prioritize addressing them and to outline funding and a timeline to do so.

### Expected Outcomes/Products

The effort is expected to result in a plan to systematically prioritize and address obstacles to accessibility at bus stops. STA will also develop procedures to periodically review the location and condition of bus stop areas and bus stop amenities.

### Schedule

January 2019-December 2022

### Source of Funds/Budget

Local

## Division BRT Preliminary Engineering and Environmental Scoping

The next step to follow the Division High Performance Transit Study.

### Expected Outcomes/Products

Develop the Division Line BRT preliminary engineering and design components: refinement of the locally preferred alternative, reasonable range of total project cost, draft service plan, anticipated environmental review requirements (NEPA scoping), and preliminary implementation schedule. These elements will be necessary in order to enter into the project development phase of a Small Starts project under the FTA Capital Investment Grant (CIG) program.

### Schedule

May 2021 – June 2023

### Source of Funds/Budget

Local

## Title VI Planning and Systems Analysis

Title VI is a federal statute that states “no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” As part of its obligation to adhere to this statute and associated regulations and guidance, STA is required to submit a program to the Federal Transit Administration (FTA) every three years that documents compliance and analyzes the distribution of transit investments, results of the equity analysis for any major service changes and /or fare changes, and the results of the monitoring program for service standards and policies. The Title VI update includes outreach to people with limited English proficiency (LEP).

### Expected Outcomes/Products

STA will conduct analyses on fare and service changes as warranted by established Title VI policies and continue its transit monitoring program. SRTC may be called upon to assist in data provision and/or analysis. The resulting information will assist in future planning decisions.

### Schedule

Ongoing

### Funding

Local

## I-90/Valley HPT Corridor Development Plan

The *STA Moving Forward* plan calls for a new transit center and expanded park and ride capacity along the I-90/Valley corridor as well as service improvements to accommodate and attract ridership growth, improve access to jobs and services and support the region’s economic development. New facilities and service within Spokane County is scheduled to be implemented by 2025. Pilot service to Post Falls and Coeur d’Alene is planned for in 2026.

### Expected Outcomes/Products

A corridor development plan that establishes transit infrastructure improvements and service architecture for the I-90/Valley Line. The planning process will engage stakeholders in the corridor, including local cities, WSDOT and Idaho Transportation Department. It will include an evaluation framework for assessing the suitability of sites and

facility configurations. It will also prepare a service plan along with a phasing schedule for improvements. The corridor development plan will be followed by design, engineering permitting, construction and implementation phases.

Schedule

March 2021 – June 2022

Funding

Local

## STA Facilities Master Plan Update

The STA Facilities Master Plan will be a major update and follow-up to the 2015 Administrative & Maintenance Facility Master Plan completed in January 2015. The goal of the master plan is to develop a plan for growth and in consideration of board direction related to transitioning to a zero-emission fleet.

Expected Outcomes/Products

This planning effort will build on past efforts while considering the various scenarios for future transit service levels, as well as the anticipated transition to battery electric buses for part or all of the fixed route fleet, and the infrastructure that will be required to support charging the fleet.

Schedule

TBD

Funding

Local

## 5-Mile Park & Ride Mobility Hub Study

In the 2017 Update to *Connect Spokane*, STA added language regarding the development of mobility hubs at existing and future park and ride lots. STA has identified the 5-Mile Park & Ride as a key park & ride to explore the mobility hub concept.

Expected Outcomes/Products

This study will research the 5-Mile Park & Ride capacity issues and provide viable alternatives, evaluate mobility hub connections, and review the current configuration for bus operation. Mobility Hubs will include a variety of mobility options, including – carshare, bike and scooter share, and transportation network companies (Uber, Lyft, etc.). This study will determine alternatives for implementation and sustainable funding streams.

Schedule

August 2021 – July 2022

Funding

Local

## Connect Spokane Update

In 2010, the STA Board of Directors adopted *Connect Spokane: A Comprehensive Plan for Public Transportation* to guide future decision making related to STA's services, activities and programs. Connect Spokane contains a policy that the plan will be reviewed and updated as appropriate every three years. Consistent with *Connect Spokane* polices, the update will include a significant public input element.

### Expected Outcomes/Products

STA will review the existing plan, trends, and industry best practices with internal and external stakeholders and the general public. Revisions will be drafted as needed to address any identified course corrections, updated community goals, new opportunities, and challenges. The revisions will then be reviewed by stakeholders and the general public, followed by a public hearing and ultimately adoption by the STA Board of Directors.

### Schedule

March 2021 – January 2022

### Source of Funds/Budget

Local

## Sprague HPT Corridor Development Plan

The corridor development plan establishes the elements of the Sprague Line to be implemented as part of *STA Moving Forward*.

### Expected Outcomes/Products

A corridor development plan that better defines the corridor scope, including station type, size, and location as well other stop and service improvements. The project will upgrade ten or more bus stops to stations, upgrades approximately 20 other bus stops to enhanced stop standards, implement transit signal priority at key locations, provide ADA and other street improvements and right-of-way acquisition (if necessary). The corridor development will be followed by preliminary design and environmental permitting, final design, construction and service upgrades, scheduled to be completed by 2024.

### Schedule

May 2021 – March 2022

### Source of Funds/Budget

Local/State