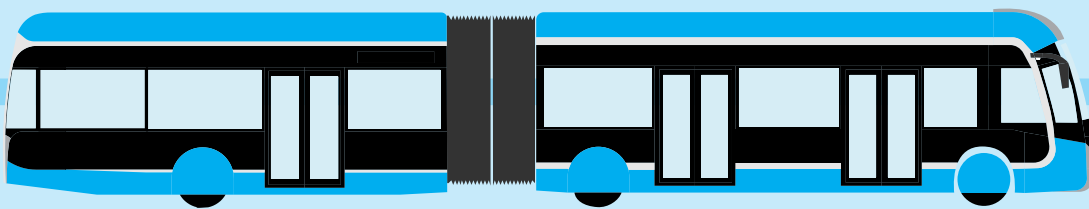


Central City Line

Spokane, Washington

Eastern Washington's First Bus Rapid Transit Line



January 2020



Committed Together

Spokane area stakeholders first identified the need for the Central City Line in 1999 when a transit circulator was included in a comprehensive plan for Downtown Spokane. Community leaders envisioned it would improve the downtown experience by providing more transportation options without more cars - serving commuters, students and countless visitors to the central city area.

A decade later, the project was reaffirmed in the 2009 Downtown Plan Update, Fast Forward Spokane.

Later that year, Spokane Transit began planning for the project in partnership with the City of Spokane. Key for STA was ensuring public input, community ownership and transportation needs drove the plan outcome.

In 2016, voters approved the 10-year plan, STA Moving Forward, for more and better transit, including funding the expansion of the transit system. Operating funding for the Central City Line is included in the approved measure.



STA and its many partners have worked collaboratively to bring the Central City Line to the current stage of project development, and they stand committed to see it through to its inaugural trip in 2021.



The Vision

The Central City Line (CCL) will be a new six-mile bus rapid transit (BRT) route between Browne's Addition and Spokane Community College, connecting through Downtown Spokane and the University District, including Gonzaga University. Stations for the CCL will feature near-level platforms

to facilitate all-door boarding, off-board ticketing and distinct branding. Select transit signal priority and other roadwork changes will improve service, speed and reliability. The project aims to combine frequency and efficiency with a modern streetcar-like experience.

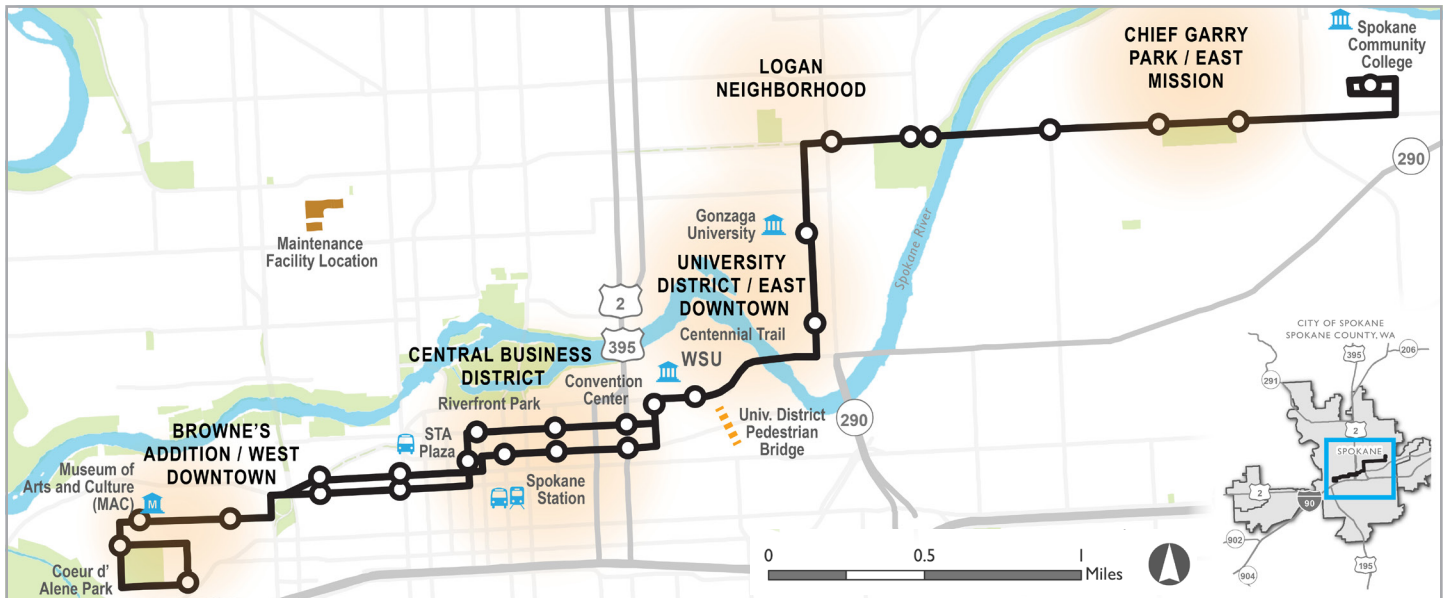
The Vehicle

The vehicle for the CCL will be a modern, zero emissions battery electric bus. Spokane Transit is exploring ways to ensure delivery of a 60-foot articulated electric vehicle. Options include purchasing through State of Washington contracts or entering into a transit vehicle purchasing consortium.



The Alignment

An interactive map of the CCL alignment is available at SpokaneTransit.com/CCLMap.

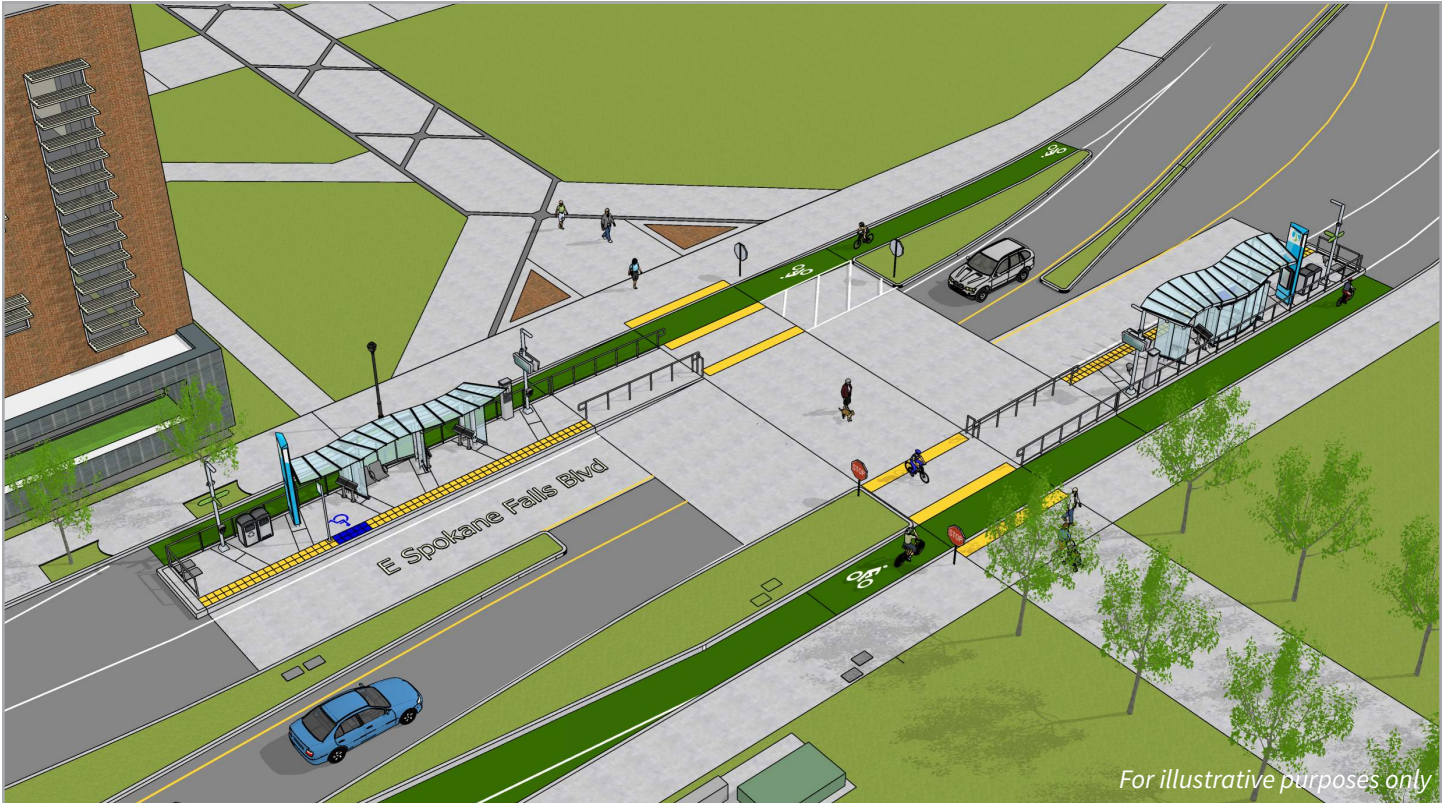


The Benefits

The CCL is projected to carry 1 million passengers annually and have an estimated \$175 million economic impact. In addition, the CCL will provide other benefits such as significant streetscape and road improvements, distinctly branded stations and innovative electric charging infrastructure.

Combined, these elements provide a sense of permanence that indicate a long-term commitment to mobility and economic development along the corridor. Additionally, the vehicle's zero emissions propulsion system will provide an ongoing environmental benefit of clean air and quiet buses.

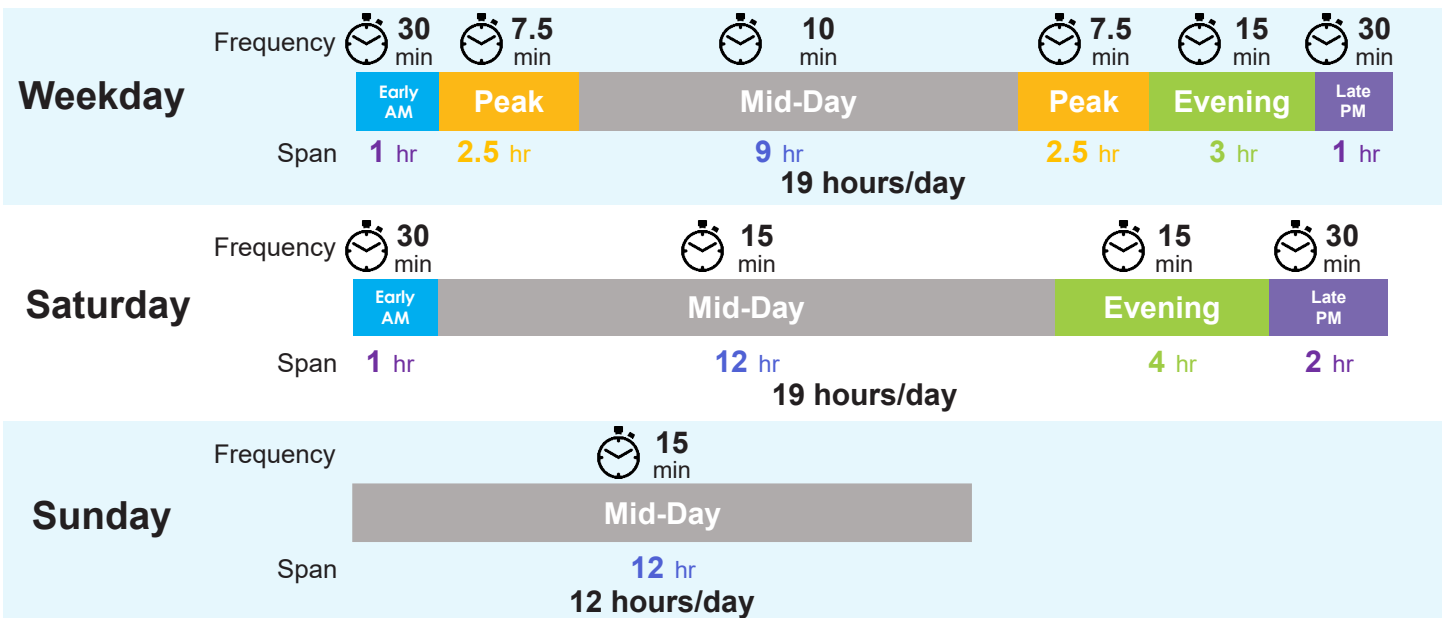
Central City Line Station Design



Central City Line stations are scaled and designed to serve the operational needs at each specific location, as well as to integrate with the surrounding environment. The stations serving the WSU/EWU Spokane campus in the University District have been designed as multi-modal connections for pedestrian, bike and public transit access, particularly to the medical and healthcare services along Spokane's lower South Hill.

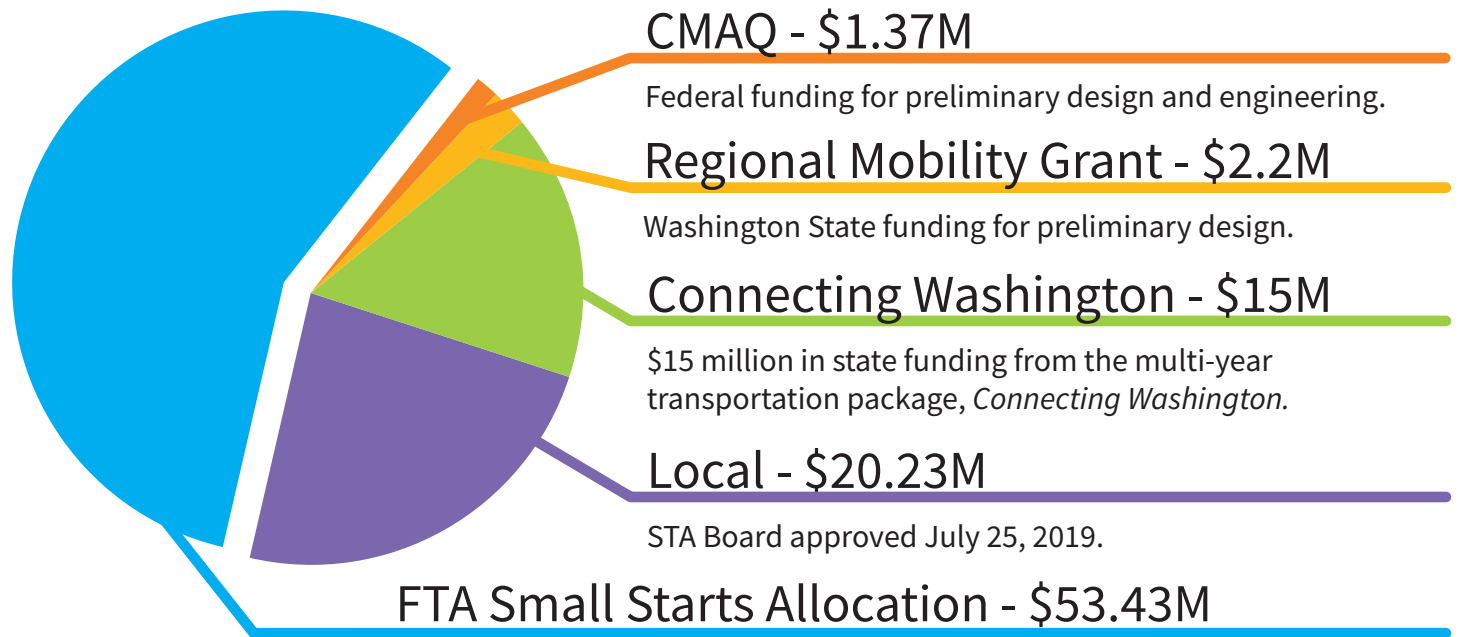
Weekly Service Plan

Frequent service seven days a week



Capital Funding for the Central City Line

Estimated Total Capital Cost - \$92.23M



CMAQ - \$1.37M

Federal funding for preliminary design and engineering.

Regional Mobility Grant - \$2.2M

Washington State funding for preliminary design.

Connecting Washington - \$15M

\$15 million in state funding from the multi-year transportation package, *Connecting Washington*.

Local - \$20.23M

STA Board approved July 25, 2019.

FTA Small Starts Allocation - \$53.43M

In April 2019, the FTA allocated \$53.43 million for the Central City Line Project.

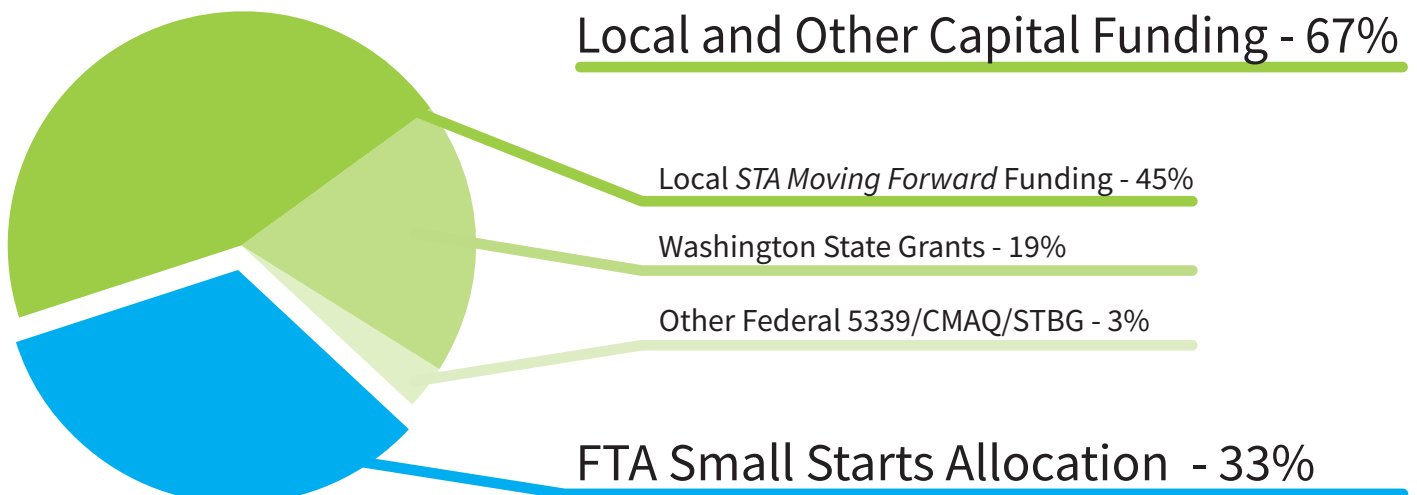
STA Moving Forward Implementation

2019-2026 Capital Funding Program - \$159.1M

The Central City Line is one key element of STA's 10-year plan, *STA Moving Forward*. The voter-approved funding supports all operating costs of the Central City Line and leverages state and federal grants to build transit infrastructure throughout the region. While the allocated Small Starts funding is a majority of the capital funds needed for the Central City Line, it represents less than 40% of the overall capital funding of *STA Moving Forward*. This strategy allows

STA to focus its requests of federal capital funds to key projects that have region-wide benefits, such as the Central City Line.

The chart above shows the capital funding for the Central City Line. The chart below shows the anticipated capital expenditures from 2019 through 2026 that are programmed for projects included in the 10-year plan.



Local and Other Capital Funding - 67%

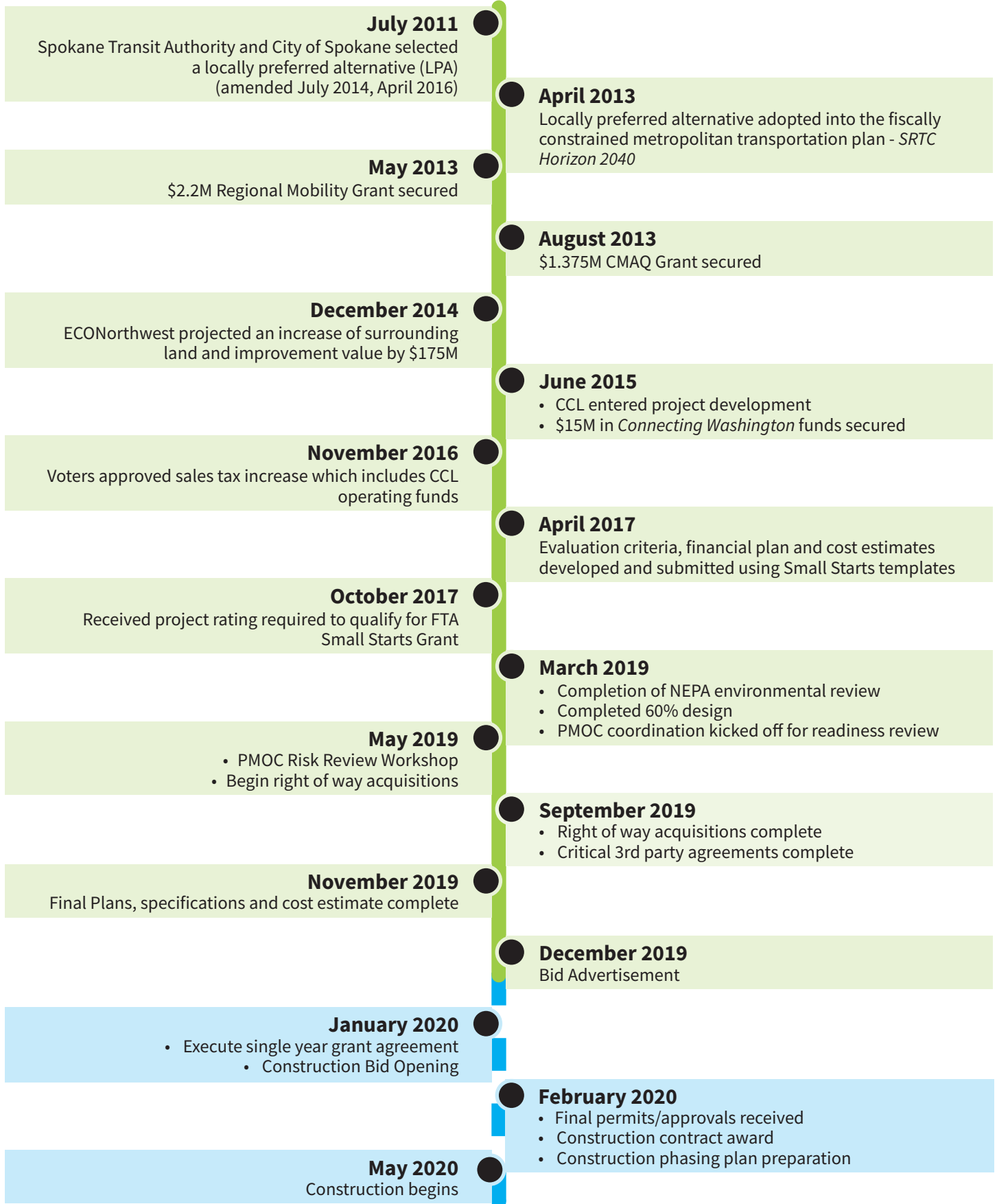
Local *STA Moving Forward* Funding - 45%

Washington State Grants - 19%

Other Federal 5339/CMAQ/STBG - 3%

FTA Small Starts Allocation - 33%

Planning & Project Development Milestones



STA Moving Forward

More Options. More Often. Better Transit.

In 2016, voters throughout the Spokane area approved Proposition 1 to fund the 10-year plan, *STA Moving Forward*, to maintain, improve and expand public transit in the region. Approved in every jurisdiction, this measure marks the first significant service expansion since the agency's inception in 1981.

The plan contains more than 25 projects that will expand transit to reach new areas, provide more

trips along major corridors, improve customer amenities, and reduce overall travel times.

The first programmed service improvements were launched in May and September of 2017 with more scheduled through 2025. The approximate \$4.1 million (2017) annual operating cost for the Central City Line is secured and is funded beginning 2022.

✔ Completed Project
 ⦿ Project In Progress
 Project Not Started

2017	
✔	Extend Saturday night service past 11 pm
✔	Provide better weekend service on Wellesley Avenue
✔	Add weekday service on Indiana Avenue
✔	Add additional weekend trips to Airway Heights (Phase 1)
✔	Provide new Sunday service on North Nevada
✔	Improve reliability on Division and Sprague
⦿	Sidewalks and shelters along North Division (Phase 1)
✔	Add more mid-day weekday trips along I-90
2018	
✔	Add nights and weekend service on Indiana Avenue
✔	Add new night and weekend service to Indian Trail
✔	Construct Boone NW Garage
✔	Construct West Plains Transit Center (Phase 1)
2019	
⦿	Construct Moran Station Park & Ride
⦿	Implement initial HPT: Monroe-Regal Line improvements with more sheltered stops
✔	Implement new commuter express service from Moran Station Park & Ride
✔	Construct Upriver Transit Center at Spokane Community College

2020	
⦿	Construct West Plains Transit Center (Phase 2)
✔	Add direct service between Airway Heights and Medical Lake
⦿	Improve West Plains Rural Highway Stops
2021	
⦿	Implement HPT: Cheney Line service
⦿	Add weekday trips and buses to Airway Heights (Phase 2)
✔	Add larger buses to North Division routes (Phase 2)
⦿	Improve routes and frequency to Hillyard
⦿	Add direct service between Logan and Lincoln Heights
✔	Add and improve service in West Central Spokane
2022	
⦿	Central City Line (CCL) opens (Previously scheduled for completion in 2021)
⦿	Relocate and expand the Mirabeau Transit Center
2023	
⦿	Relocate and expand the Liberty Lake Park & Ride
⦿	Provide improved amenities on East Sprague Avenue
⦿	Add direct, non-stop peak service to Liberty Lake
2024	
⦿	More nights and weekend service along I-90
2025	
⦿	Create an extension of bus service to Post Falls (ID) and Coeur d'Alene (ID) on a pilot basis

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Rhonda Bowers

Labor Representative (non-voting)

Spokane Transit Project Leadership

E. Susan Meyer

Chief Executive Officer

SMeyer@spokanetransit.com

(509) 325-6095

Karl Otterstrom

Director of Planning and Development

KOtterstrom@spokanetransit.com

(509) 325-6089

Dan Wells

Deputy Director of Capital Development

DWells@spokanetransit.com

(509) 343-1695

Don Skillingstad

Capital Projects Manager

DSkillingstad@spokanetransit.com

(509) 344-1869



SpokaneTransit.com/CCL

Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, visit www.spokanetransit.com. All phone numbers are accessible for people who are deaf or hard of hearing through Relay 711. Upon request, alternative formats of this document will be produced for people who are disabled. Call (509) 325-6094 or email ombudsman@spokanetransit.com.

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