

SOUTH VALLEY CORRIDOR PROJECT

Draft Environmental Impact Statement

Public Comment Report

Spokane County Washington

May 2006



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION





Public Comment Report

This report contains comments received from the South Valley Corridor Project Draft Environmental Impact Statement during the public comment period from January 18, 2006 through March 13, 2006.

May 2006

Spokane Transit Authority

Prepared by: David Evans and Associates

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Table of Contents

Section 1	
Summary	1 - 1
Section 2	
Transcript of February 8, 2006 public meeting	2 - 1
Section 3	
Verbal Comments Received at STA Board Meeting February 16, 2006	3 - 1
Section 4	
Written Comments Received from Open Houses February 16, 2006 and February 22, 2006	4 - 1
Section 5	
Comments Received from the General Public	5 - 1
Section 6	
Comments Received from Public Agencies	6 - 1
Section 7	
Spokane Transit Authority Responses to Comments from Washington State Department of Transportation City of Spokane Valley	7 - 1
Section 8	
Appendix	8 - 1
• FTA Authorization to Finalize Draft EIS	
• EPA Receipt of Draft EIS	
• Public Notices	
Section 9	
Index of Comments	9 - 1



Summary



Introduction

This comment summary report is a required public record and companion to the published Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project for Spokane County, Washington. The letters, e-mails, comment cards and verbal testimony compiled in this document were submitted by citizens, public agency representatives and community leaders during the public comment period following publication of the DEIS in January 2006.

This report also serves as an important component of a comprehensive outreach program. This outreach program is intended to engage the public in conversation in order to achieve a level of public awareness and understanding about the impacts and benefits of the project alternatives. Throughout the 1990s, the Spokane Regional Transportation Council (SRTC) led several High Capacity Transit (HCT) planning efforts for the region. These included the HCT Transportation System Plan in 1993, the HCT System Plan Phase 2 in 1994 and the South Valley Corridor Major Investment Study in 1997. Several public meetings were held during that period to discuss the region's transit needs. In 2000, Spokane Transit Authority (STA) and SRTC jointly initiated an Environmental Assessment for the South Valley Corridor project. About the same time, STA assumed the local lead role in continued project development and began its own public outreach effort to support planning for the South Valley Corridor project.

In 2002, the effort was scoped in a public session to kick-off development of a DEIS. In 2003, another scoping meeting was conducted to add two new lower-cost alternatives consisting of a minimal length of light rail and bus rapid transit. The public outreach throughout the project effort has involved numerous public discussions, community display events, and presentations to agency, civic neighborhood and business groups. Other community outreach tools used were:

- Visual, animated simulations showing the project alignment and alternatives;
- Project website maintained at www.spokanelightrail.com;
- Interactive public kiosks featuring the simulations and project information;
- Published newsletters providing information and requesting participation; and
- Public surveys

DEIS Outreach Summary

Notice of Availability of the South Valley Corridor Project DEIS was published in the Federal Register on January 27, 2006, beginning the formal public comment period that concluded on March 13, 2006. Comments submitted during this time period are included in this document. Newspaper ads were published in community newspapers in Spokane, Spokane Valley and Liberty Lake. The public was given an opportunity to comment on the DEIS at the following public events:

1. **Public Meeting: February 8, 2006 at 2:00 p.m.**
STA, 1229 W. Boone Avenue, Spokane, WA 99201
2. **Open House: February 16, 2006, 11:00 to 2:00 p.m.**
STA Plaza, 701 W. Riverside Ave., Spokane, WA 99201
3. **STA Board Meeting: February 16, 2006 at 5:30 p.m.**
808 W. Spokane Falls Blvd. Spokane, WA 99201
4. **Open House: February 22, 2006, 4:00 to 7:00 p.m.**
11707 E. Sprague, Suite 106, Spokane Valley, WA 99206

At these events, project staff used presentations, maps, graphics, and PowerPoint to communicate the purpose, data and alternatives evaluated in the DEIS. Every effort has been made to include comments received at all meetings held during the public comments period. In two cases, project staff drafted a memo for the record, summarizing verbal conversations they had with citizens regarding the project and the DEIS.

Comment Summary

Public Meeting on February 8, 2006

Approximately six members of the public, in addition to STA staff and consultants attended the meeting with no attendees testifying. Project staff received no public comment cards at the meeting. Project staff and the consultant project manager presented a broad project overview and explained the data and alternatives evaluated in the DEIS.

STA Board Meeting on February 16, 2006

Approximately 12 members of the public, in addition to STA staff and Board members attended the STA Board meeting. Two individuals testified. One testified in support of the project, while one individual expressed strong interest in the Bus Rapid Transit (BRT) alternative.

Open Houses on February 16, 2006 and February 22, 2006

Approximately 50 members of the public attended the Open House on February 16, 2006 at the STA Plaza and approximately 20 members of the public attended the Open House on February 22, 2006, in the Spokane Valley. Seven comment cards were received at the open houses. Three comments supported light rail transit, suggesting ideas for the project. One comment suggested a different alignment location. One commenter requested more information about projected property tax increases associated with project alternatives. Two respondents opposed the light rail transit alternatives.

Comments Received from the General Public

STA received 13 comments from the general public. Six respondents provided support for light rail transit (LRT), many offering their preferred alternative. Three respondents indicated opposition to LRT. These commenters objected to LRT, due to the high cost of construction and operation. One respondent offered support for an electrified, rubber-tired alternative that was not evaluated in the DEIS. Three respondents offered technical comments about specific points and issues in the DEIS.

Comments Received from Public Agencies

STA received comments in the form of letters from five public agencies: Spokane County Air Pollution Control Authority; Washington Department of Ecology; Washington State Department of Transportation; City of Spokane Valley; and the US Environmental Protection Agency. The comments varied widely, mostly offering technical requirements that must be considered at time of construction. Other comments specifically questioned facts and assertions made in the DEIS document itself. All comments were detailed and specific. The US Environmental Protection Agency (EPA) assigned a rating of LO (Lack of Objections) to the DEIS. The EPA also provided advice about effective storm water management techniques.

STA Responses to Comments from Two Public Agencies

While not required until the Final Environmental Impacts Statement (FEIS) is completed, STA chose to respond to comments from the Washington State Department of Transportation and the City of Spokane Valley. STA project staff offered detailed responses to each comment provided by the two agencies. STA chose to respond at this time in order to clarify issues raised in the comments and to further the conversation about the project.

Transcript of February 8, 2006 Public Meeting

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PUBLIC HEARING BEFORE THE
SPOKANE TRANSIT AUTHORITY BOARD OF DIRECTORS
RE: Draft Environmental Impact Statement
South Valley Corridor Project

Place: Spokane Transit Authority
1229 West Boone Avenue
Spokane, Washington

Date : February 8, 2006

Time : 2:00 p.m.

APPEARANCES:

Staff: K.C. Traver, Light Rail Project Manager
John Lackey, David Evans & Associates
Molly Myers, Communications Manager
Lesley Sutton, Light Rail Executive Assistant

Proceedings recorded by electronic sound recording,
transcript produced by transcription service.

ORIGINAL

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P R O C E E D I N G S

MR. TRAVER: I think we will get started. Let me start with introductions. I'm K.C. Traver. I'm the Project Manager for this High-Capacity Transit Study for the South Valley Corridor. I work for Spokane Transit, and I'm a Civil Engineer.

On my right is John Lackey. He's with David Evans and Associates, who has been retained under our general management and engineering consultant contract. And he will be providing you an overview, a brief overview today of the alternatives that are described in the Draft Environmental Impact Statement.

And on my left is the Communications Manager for Spokane Transit, Ms. Molly Myers. And she will point out to you some of the information that we have available and then can answer maybe any questions you have about our public outreach program. Why don't you go ahead.

MS. MYERS: Okay. Thank you. I just wanted to draw your attention, if you hadn't already had the opportunity to walk around the room and see many of the handouts and public information materials as it relates to this project. You will find the alignment maps. You will find Executive Summaries for the DEIS. We have a few electronic copies, electronic copies of the DEIS on

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1 CD. If we run out we certainly would love to take your
2 name, write it down and we will make a copy and make
3 sure that you get that for yourself.

4 We have our summer of '05 latest newsletter on
5 the respective project for you to be able to take away
6 with you, as well as a copy of the public notice that
7 was published in The Spokesman-Review, Valley Herald and
8 Liberty Lake Splash highlighting this meeting, as well
9 as upcoming meetings for public comment and public
10 opportunity.

11 We also have visual materials that have been a
12 core part of our outreach process all along. As you see
13 the visuals of the alignment on both sides of the room.
14 And, of course, the computer simulations on our tech
15 screen TV as well.

16 And last but not least, comment cards. So,
17 again, if you don't have the opportunity to express or
18 forgot something that you wanted to make sure that we
19 duly would be noting, make sure you fill out a comment
20 card and get that to us, as well as on the website.
21 Thank you.

22 MR. TRAVER: Let me give you just a little bit
23 of quick background on the project. And I certainly
24 don't want to take as long in explaining the project as
25 the project has taken to get to this point, but it may

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1 add to the context of your comments or questions.

2 The project has been under study for some
3 time. The Spokane Regional Transportation Council
4 initiated this project in earnest in the early '90s, and
5 that led to identification of the South Valley Corridor
6 that essentially runs between Spokane and Liberty Lake.
7 They followed that up with a major investment study.
8 And the conclusions at that time of that major
9 investment study identified light rail as the preferred
10 alternative.

11 In 1998 following the National Environmental
12 Policy Act they then initiated scoping for an
13 Environmental Assessment associated with that project.
14 And then at that time because of federal grant monies
15 made available through the Federal Transit
16 Administration, Spokane Transit then accepted the mantle
17 of responsibility to continue the studies associated
18 with the project.

19 In 2001 we retained our general management and
20 engineer consultant David Evans and Associates, and they
21 initiated conceptual design, a feasibility study on
22 light rail in the South Valley Corridor.

23 For a variety of reasons there was
24 consideration given to adding additional alternatives,
25 and also a realization occurred that probably the scope

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1 of the project merited an Environmental Impact Statement
2 as opposed to an Environmental Assessment. So scoping
3 was done again in 2002 to rescope the project and
4 include a second alternative, consisting of a
5 shared-track diesel multiple units.

6 In 2003 there were additional lower cost
7 options added to the scope of the project. And at this
8 point also added were considerations for another form of
9 high-capacity transit known as Bus Rapid Transit. And
10 so while the project early on took on the name and, to
11 many degrees, labels associated with light rail, the
12 current scope of the project certainly extends beyond
13 light rail on two other forms of high-capacity transit,
14 including Bus Rapid Transit.

15 And so the continuation of those studies then
16 has brought us to where we are today. This is just a
17 little overview to orient you to where the South Valley
18 Corridor lies within the Spokane Region running west to
19 east from Spokane to Liberty Lake predominantly along
20 either active or formerly active railroad right-of-way.

21 It is part of an overall regional vision.
22 And, again, the project is at the conceptual stage, but
23 we wouldn't want to proceed with too much detail on the
24 first step until we had an idea of how it might serve
25 the region. So conceptually while the first phase

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1 studies for the Spokane to Liberty Lake there is an
2 expectation that ultimately, based on approval of the
3 community and the appropriate decision makers, that this
4 will be an element of a regional system.

5 We've had lots of assistance in the
6 development of this project and in the continued
7 oversight of the project to make sure that it's
8 consistent with the requirements associated with use of
9 federal funds, but also consistent with the guidelines
10 both in region and at the State and Federal level. So
11 FTA is the lead agency, Region 10 out of Seattle.
12 Spokane Transit serves as the local lead agency, but we
13 work closely with our Metropolitan Planning
14 Organization. Here they're called Spokane Regional
15 Transportation Council. And then certainly the
16 jurisdictions involved and the jurisdictions
17 specifically contained in the right-of-way are the
18 Cities of Spokane, Spokane Valley, Liberty Lake, and
19 then the unincorporated areas represented by Spokane
20 County.

21 We also have additional assistance and
22 oversight in place intentionally to help the project
23 achieve the most benefit at the least cost, if you will,
24 but also to maintain consistency with other regional
25 activities. We have our Light Rail Steering Committee,

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1 which is authorized and formed under the joint
2 authorities of the Spokane Regional Transportation
3 Council and the Spokane Transit Authority Boards of
4 Directors.

5 We have a Technical Advisory Committee that's
6 comprised of the planners and engineering staff
7 representatives of the affected jurisdictions I've
8 previously mentioned. We also have a very active
9 Citizens Advisory Committee that helps bring additional
10 input and perspective of the community in general. And
11 we have representation that is reflective of the
12 community and all the jurisdictions involved.

13 We also have additional agency oversight. We
14 have coordinated with the Federal Railroad
15 Administration, Washington State Department of
16 Transportation, the State Historical Preservation
17 Office, and to the degree necessary and practical at
18 this time the Burlington Northern and Santa Fe
19 Railroads, and the Union Pacific Railroads that have
20 incidental interest in this project.

21 The overall guiding, I guess the overarching
22 guidance for why we are here today is the National
23 Environmental Policy Act, which requires and describes
24 for us the process by which we ensure impacts associated
25 with the proposed alternatives are identified and

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1 publicized. And that prior to any decisions being made
2 or commitments on behalf of the jurisdictions that the
3 public is provided the opportunity to comment, and this
4 is one of those opportunities today. And we appreciate
5 those of you have come here to lend their perspective
6 and comments.

7 Last but not least, an acknowledgment, if you
8 will, of the public interest at large that we keep in
9 our minds, the affordability, effectiveness,
10 efficiencies, quality of life and, as I mentioned, not
11 only the potential impacts, but the potential benefits
12 be identified to associate with the alternatives.

13 Real quickly so that you'll understand --
14 someone in the audience should say, "Hey, move your
15 slides."

16 So that you understand kind of the time frame
17 that this conversation is occurring within, we're in the
18 public comment period associated with release of the
19 Draft Environmental Impact Statement. That's a 45-day
20 window where comments associated with the project will
21 get captured and recorded and ultimately responded to in
22 completion of the final environmental document.

23 The intent then is after we have completed the
24 public comment portion of this, then the Steering
25 Committee will make their reports to the respective

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1 Boards, SRTC and STA Boards later in March at their
2 regular meetings, passing on their recommendations with
3 respect to the alternatives in the form of a Draft
4 Preferred Alternative Report. Those Boards will
5 deliberate separately and jointly, and then whatever
6 decision or comments they have with regards to that
7 report will be documented in the form of the Final
8 Preferred Alternative Report so that the community has a
9 record of the rationale behind the recommendations and
10 the results of those actions.

11 After that then what has to happen, of course,
12 is should the community commit to one of the build
13 alternatives -- and the no build is an alternative. But
14 should the community commit to one of the build
15 alternatives then the funding strategy would have to be
16 developed. It has not yet been developed at this time.
17 Any consideration for voter approval would have to
18 occur. And then an implementation plan would have to be
19 established.

20 When that has happened then additional
21 engineering and design needs to occur, and the results
22 of that final -- or the results of that additional
23 engineering and design then helps us finalize the Final
24 Environmental Impact Statement, which would address the
25 selected preferred alternative. And would then also

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1 provide responses to any comments that come out of the
2 public process, so that the public can see that their
3 comments were heard and can also have a record of how
4 they were accommodated within the process.

5 The Final EIS results in a formal Record of
6 Decision that provides to a degree a record of any
7 agreed-upon mitigative actions that are necessary as a
8 result of the build alternative. And after all of that,
9 then there would be final design construction and
10 operation of the system.

11 So it is a somewhat lengthy process, but it is
12 meant to accommodate public input.

13 So with that I'll ask our technical
14 representative John Lackey to describe for you briefly
15 the build alternatives that are in the Draft
16 Environmental Impact Statement.

17 MR. LACKEY: The alternatives considered in
18 the Environmental Impact Statement include what we refer
19 to as a No-Build Alternative, as well as Build
20 Alternatives. And I'll be briefly describing each of
21 those.

22 The Build Alternatives really kind of group
23 together in Light Rail Transit Alternatives and Bus
24 Rapid Transit Alternative. And then there are various
25 design options within those.

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1 The No-Build Alternative essentially includes
2 currently committed transportation projects in the
3 region, things such as the North Spokane Corridor
4 Roadway Improvement, which is underway today. It also
5 includes really just a continuation of operations of the
6 Transit System as they exist today with some increase
7 relative to growth according to annual growth
8 improvements. And there are really no other transit
9 improvements associated with the No-Build Alternative.

10 That is used as a base of comparison then with
11 the Build Alternatives. The first of which is referred
12 to as the Separate Track Option. That was the first
13 alternative that was conceptualized. It's a
14 double-track light rail system, which is similar to what
15 you may have seen in Portland or Salt Lake City. We
16 will show you some photographs of those types of
17 operations briefly here.

18 It's a double-track system, meaning the track
19 reserved for light rail in each direction. It would
20 have ten-minute service frequency during peak hours,
21 operate with two car trains or two vehicles coupled
22 together and over an alignment of about 15.5 miles from
23 downtown to Liberty Lake.

24 Illustrated here is a light rail vehicle with
25 the overhead electric wires that are required to power

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1 that if it's electrified. You can see some of the
2 statistics again are repeated here, length, number of
3 stations, 14 passenger stations along the length, a
4 total requirement of 22 light rail vehicles. This is
5 the most expensive of the alternatives considered in the
6 Draft Environmental Impact Statement at a capital cost
7 for construction of \$657 million in what we refer to as
8 year of expenditure dollars midrange through
9 construction. You also see the operating cost of \$16.6
10 million per year, and then some other characteristics
11 noted.

12 An illustration of a light rail car operating
13 on one of the lines in Portland, Oregon is shown there.

14 The next alternative is what we refer to as
15 the Share Track Alternative. The term "Share Track"
16 means that it shares track on a portion of the corridor
17 with tracks owned and used by the Union Pacific
18 Railroad. This alternative could utilize either diesel
19 or electric vehicles. The cost estimate has been
20 developed under the assumption of diesel vehicles.
21 Because it is sharing tracks, it also would be
22 potentially using a single track with passing tracks
23 through the corridor. Primarily a single track and then
24 passing tracks to allow operations in both directions.
25 This base alternative has two car trains, and then you

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1 see length and, of course, the length that it's assumed
2 to share with the railroad.

3 An illustration here shows one of those light
4 rail vehicles. Again, it looks very similar to the
5 electric light rail vehicles. The major visible
6 difference is no presence of electric wires overhead. A
7 number of the characteristics again shown there. The
8 base option for this alternative utilizes two car trains
9 again. The cost is \$407 million in year of expenditure
10 dollars. And, again, that is based on construction
11 expenditures of midrange through construction. And
12 then other characteristics indicated.

13 This one does not include construction of
14 additional new bridges. That was enabled through some
15 alignment changes that avoided the need for new bridges
16 throughout its length.

17 The next slide illustrates some diesel light
18 rail vehicles in operation in New Jersey and also in
19 Ottawa, Ontario.

20 The single-track diesel light rail option then
21 really is a design option of that Shared-Track
22 Alternative. It further reduces costs by utilizing
23 single-car units or trains, if you will, as opposed to
24 the two car trains and the other alternatives, so that
25 requires fewer vehicles. It also involves simpler

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1 stations, smaller park and ride facilities, and a number
2 of other cost-saving measures. It also again is a
3 single track with passing tracks, although the passing
4 tracks are shorter than with the other alternative.

5 We also describe in the Environmental Impact
6 Statement a combination light rail and BRT Alternative.
7 BRT refers to Bus Rapid Transit. And I'll speak to the
8 definition of that momentarily. This essentially is a
9 shortened version of light rail, which would go from
10 downtown Spokane to Spokane Valley and terminate at the
11 University City Transit Center. At which point it would
12 interface with the Bus Rapid Transit system that would
13 extend out onto Liberty Lake using an upscale type of
14 bus operation. This also could be electric or diesel,
15 but was priced as a diesel light rail operation. The
16 passenger stations are relatively low cost. It would
17 also have really what we've seen as the maximum use of
18 shared-track operations with the railroad between Napa
19 and Argonne.

20 Another illustration there. This is a
21 simulation showing the interface at the University City
22 Transit Center where the light rail line would
23 terminate, and the Bus Rapid Transit line would begin
24 and continue out to Liberty Lake. You see the capital
25 cost for both bus and light rail portions of that

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1 alternative illustrated at \$157 million. And, again,
2 this would be a dual-mode operation requiring people to
3 transfer from bus to light rail or in the reverse if
4 they're traveling through that station.

5 A subcategory of this is if we eliminated the
6 bus portion of that and just built light rail from
7 downtown Spokane to University City. We call this the
8 Minimum Operable Segment, implying that it really is the
9 minimum length of light rail that could be developed
10 into a feasible operation through the Spokane South
11 Valley Corridor.

12 The last Build Alternative, as I referred to
13 earlier, Bus Rapid Transit. This would be the mode used
14 in that shared-option, the combined option that has
15 light rail from downtown to University City, and then
16 BRT from U-City to Liberty Lake. And then in this case
17 there's also a full corridor length BRT Alternative. It
18 really is made up of what we refer to as a premium
19 limited stop bus service. The vehicles are usually
20 special higher quality vehicles, really a premium style
21 vehicle. They're designed oftentimes to emulate light
22 rail type service, but with a rubber-tired vehicle. You
23 see some other various characteristics there. It would
24 primarily utilize existing roadways through the
25 Corridor, so primarily following the Sprague Corridor,

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1 the Appley/Sprague Couplet where that exists, and then
2 on surface streets in downtown Spokane and Liberty Lake.

3 It would utilize special bypasses at congested
4 intersections to avoid delays at those locations. And
5 then would also be utilizing special transit stops or
6 stations where access is provided.

7 An illustration of a Bus Rapid Transit
8 vehicle. This is an actual vehicle type that's
9 available today, and assumed in the cost estimates here
10 where for that four corridor BRT option we would need 14
11 vehicles. The total capital cost is about \$65 million
12 from downtown to Liberty Lake, again utilizing existing
13 roadways, no new guideway as with the light rail
14 alternatives.

15 MR. TRAVER: Let me just bring this part of
16 the meeting to closure by describing for you where we
17 are in the overall process.

18 This chart shows or describes the public
19 involvement portion driven by the National Environmental
20 Policy Act. It essentially takes an idea and requires
21 the proponent of the idea or the lead agency -- in this
22 case the local lead agency being Spokane Transit -- to
23 determine the relative impact or potential for impact of
24 that project. Some projects are excluded by category.
25 This project is not.

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1 An Environmental Assessment can be done to
2 determine if any potential impacts would be significant
3 or not. In this case with the potential -- or with the
4 scope of this project it was determined that we would
5 follow the process on the far right, which is a
6 determination that the potential for impact is not
7 insignificant. And so then we've gone through the
8 process that I've described with the notice of intent
9 and the scoping processes. In this case we scoped this
10 project three times, and then have produced a Draft
11 Environmental Impact Statement, and then have released
12 that for both regulatory agency comment and the public's
13 opportunity to comment. And that's where we are today.

14 As Molly pointed out, there are additional
15 opportunities to comment, and there's some handouts that
16 provide those places and dates where you are encouraged
17 to provide comments. So if there's something about
18 today that makes you uncomfortable, or there's ideas or
19 comments that you come up with after today's meeting
20 then you're certainly welcome to take advantage of those
21 other opportunities. One of those opportunities
22 includes speaking directly with the STA Board of
23 Directors at their regular meeting on the 16th.

24 Then I describe for you the actions that would
25 have to happen with respect to implementing the project

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1 through additional engineering and design, and
2 production of the Final Environmental Impact Statement.
3 While the timelines for those actions can vary greatly,
4 just to give you an idea it's probably a year or more
5 before the Final Environmental Impact Statement for this
6 project would be produced.

7 But we are following that process, and you can
8 follow it also and rest assured that your comments and
9 inputs will be included.

10 So that's where we are in the process. And
11 the last slide that I have is really just a reminder of
12 the types of impacts that we look for. The Draft
13 Environmental Impact Statement is intended to be
14 inclusive and comprehensive. And so these are all the
15 various areas of potential impact that we have tried to
16 address within the document and that you might seek out
17 on your own wherever your particular areas of interest
18 or concern is within that document. And you should find
19 references to all of these in that.

20 So with that now the real reason for us being
21 here is to give you the opportunity to comment. We do
22 benefit from the presence of a recorder. Terry Sublette
23 will capture the comments. So if you want to speak your
24 comments will be recorded for the record. If you do not
25 wish to speak, as Molly also pointed out, there are

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SUBLETTE AUDIO/VIDEO, et al.
P.O. Box 228, Valleyford, WA 99036-0228
(509) 928-1217 - Fax (509) 291-5762

1 written comment cards that you can take advantage of.
2 We do ask that you leave your name and address so that
3 if a response is required or appropriate we can contact
4 you.

5 My assistant in the back, Lesley, she may have
6 given you the opportunity to sign up to comment, and so
7 if we have done that now or any of you have signed up --
8 if not and you want to comment now, I would invite you
9 to step to the microphone. For the record state your
10 name and address, and then provide whatever comment you
11 wish.

12 I can give you -- well, I'll make one other
13 suggestion while you're perhaps thinking of a comment or
14 question you might have. If you don't wish to comment,
15 you're simply here to find information out about the
16 project, that's fine, too. And so after we conclude the
17 formal portion of this, if there's additional questions
18 that we can answer, the staff is certainly available and
19 ready to answer your questions. Those informal
20 conversations won't necessarily be on the record,
21 though. I want to make sure I give you every
22 opportunity to put your comments and questions on the
23 record.

24 Okay, seeing no interest in stepping to the
25 microphone, that's certainly fine. It's not a

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SUBLETTE AUDIO/VIDEO, et al.
P.O. Box 228, Valleyford, WA 99036-0228
(509) 928-1217 - Fax (509) 291-5762

1 requirement. I will close this portion of the meeting.
2 Again, you have the opportunity to provide written
3 comments, and we will stay and make ourselves available
4 for any questions that we might be able to answer for
5 you.

6 Thank you. Thank you very much for your
7 attendance.

8 (Public hearing closed at 2:42 p.m.)
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SUBLETTE AUDIO/VIDEO, et al.
P.O. Box 228, Valleyford, WA 99036-0228
(509) 928-1217 - Fax (509) 291-5762

1 STATE OF WASHINGTON)
) ss: Certificate
2 COUNTY OF SPOKANE)

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I, Terry Sublette, Notary Public in and for
the State of Washington:

DO HEREBY CERTIFY:

That the foregoing transcript, pages 1 through
20, contains a full, true, complete and accurate
transcription of the electronic recording of all
requested matters held in the foregoing Spokane Transit
Authority Public Hearing;

DATED this 9th day of February, 2006.



Notary Public in and for the State
of Washington, residing at Valleyford
My commission expires: 8/22/06

SUBLETTE AUDIO/VIDEO, et al.
P.O. Box 228, Valleyford, WA 99036-0228
(509) 928-1217 - Fax (509) 291-5762

**Verbal Comments Received at STA Board Meeting
February 16, 2006**

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

BOARD MEETING
Thursday, February 16, 2006 - 5:30 p.m.
City Council Chambers
808 West Spokane Falls Blvd., Spokane, Washington

REVISED AGENDA

1. Call to Order and Roll Call
2. Recognitions and Presentations
3. Public Expressions
 - *DEIS*
 - *Other*
4. Citizen's Advisory Committee Report
5. Board Action: Consent Agenda
 - A. Minutes of the January 19, 2006 Study Session – Corrections/Approval
 - B. January 2006 Vouchers (*Jim Plaster*)
 - C. Establishment of Citizens Advisory Committee as a Standing Committee (*Susan Millbank*)
6. Board Action: Other Items
7. Board Information
 - A. Committee Minutes
 - B. Miscellaneous Correspondence (*E. Susan Meyer*)
 - C. **Draft 2007-2013 Transit Development Plan Calendar** (*Gordon Howell*)
8. Staff Reports
 - A. Light Rail Steering Committee Chairman/Project Manager Report (*K.C. Traver*)
 - Results of survey regarding High Capacity Transit (*Bob Moore, Moore Information*)
 - B. Measurable Performance Objectives 2005 Year-End Update - (*E. Susan Meyer/Steve Blaska/Jim Plaster*)
 - C. **2006 Priorities** (*E. Susan Meyer*)
 - D. **2006 Communication Plan** (*Molly Myers*)
9. New Business
 - A. Set Date for Special STA/SRTC Joint Board Meeting – Motion (*Brian A. Sayrs*)

- B. Scope of Work for Comprehensive Transit Plan – Motion (*E. Susan Meyer*)
- C. Approval of Evaluation Committee Member Travel (*Jim Plaster*)
- 10. CEO Report
- 11. Board Members' Expressions
- 12. Executive Session (*Preston, Gates, Ellis*)
- 13. Cable 5 Broadcast Dates and Times of February 16, 2006 Board Meeting:
 - Saturday, February 18, 2006 4:00 p.m.
 - Monday, February 20, 2006 10:00 a.m.
 - Tuesday, February 21, 2006 8:00 p.m.
- 14. Next Committee Meetings (STA Southside Conference Room (unless otherwise stated), 1229 West Boone Avenue, Spokane, Washington):
 - Operations & Customer Service March 1, 2006, 1:30 p.m.
 - Light Rail Steering March 8, 2006, 2:00 p.m.
 - Citizen's Advisory March 8, 2006, 5:00 p.m. (Northside Conference Room)
 - Board Study Session March 16, 2006, 4:15 p.m. (City Council Chambers)
- 15. Next Board Meeting, Thursday, March 16, 2006, 5:30 p.m., City Council Chambers, 808 West Spokane Falls Blvd., Spokane, Washington.
- 16. Adjourn

Agendas of Committee and Board meetings are available the Friday afternoon preceding each meeting at the STA Administrative Office, 1230 West Boone Avenue, Spokane, Washington. Discussions concerning matters to be brought to the Board are held in Committee meetings. Committees are composed of citizens, STA union representatives, and Board members. The public is welcome to attend and participate.

Anyone wishing to address the Board of Directors on a specific subject at a Board meeting may do so by submitting written comments to the STA Chairperson of the Board (1230 West Boone Avenue, Spokane, WA 99201-2686) 24 hours prior to the Board meeting. Mail addressed to the Board of Directors will be distributed by STA at its next meeting. Mail addressed to a named Board Member will be forwarded to the Board Member, unopened. Persons who have submitted written comments may wish to attend the meeting so that possible questions concerning their written comments can be addressed.

Upon request, alternative formats of this document will be produced for people with disabilities. The facility is accessible for people who use wheelchairs. For other accommodations, please call 325-6094 at least forty-eight (48) hours in advance.

Draft Environmental Impact Statement

PUBLIC EXPRESSIONS

If you would like to speak, please **PRINT** your name and specific route or topic you would like to address.

Name

Area of Interest

✓ Richard W. Bryant	DEIS of Light Rail
✓ William A. Lake	Light Rail

Spokane Transit Authority
Board of Directors Meeting
Spokane City Hall
808 W. Riverside Ave.
Spokane, WA 99201
February 16, 2006, 5:30 p.m.

PUBLIC EXPRESSIONS
SPOKANE REGIONAL LIGHT RAIL PROJECT - DEIS COMMENTS

Speaker: Rich Bryant

I just wanted to take a moment of your time to make some observations about the Draft Environmental Impact Statement. I've read a few in my time, believe it or not. They make good sleeping pills. But this one, by far, is put together very well. You can obviously tell there was a lot of time and effort put into this. And I think it would be the greatest thing that could happen to this region, for one. Two, it would create economic development. In my twenty years in the service, I've ridden on different transit systems in the Bay Area, San Diego, Portland, and in the east. Everywhere I've seen where they've had stations, it has just been booming with development and I'd like to see that here in the Spokane area; because I encounter people saying that Spokane is not big enough. Well, I don't about them, but I don't think Spokane's lost any population in the last 100 years. I myself would use it on a daily basis if we had it. I would park my car and the only time I would use it would be when I'd be going out of town. I'd like to see this become a fact of life.

Speaker: William (Bill) Luke

Regardless of negative comments about light rail, I don't think there has been enough emphasis on the bus part of it. That is what I want to address at this time. Also, if there is going to be an increase in taxes for this light rail, what's in it for the City of Spokane or Cheney or some of the other outlying areas. I think we all could benefit by this proposal for light rail. Now there is a comment that it increases (unintelligible) building. Then congestion on I-90 would be relieved. Of course this is contingent on more people riding light rail. Spokane and Spokane area and even when gasoline goes up to 2,3, or 4 dollars a gallon, it will still be an automobile town, but that's beside the point. The City of Spokane and some of the outlying areas may not benefit from increasing (unintelligible) on the light rail route. The Valley and Liberty Lake will of course. So I think the whole benefit really ought to be addressed with this system and some improvement should be made throughout.

I'd like to mention something about busways. Because I've ridden on plenty of them throughout the world and I've visited with plenty of transit people connected with them in (unintelligible), Quito, Ecuador, and other ones and so on. And there's three ways - three good advantages - the low cost and completion is one. Quickly developed and implemented is another and flexibility is important to consider. The first type of an expedited bus service would be on a reserved street or on the freeway with limited stops and attractive stations. The second one is a dedicated road. Fortunately, Spokane has a right-of-way that used to be a railroad that could be adapted for this. And the third one is a guidance system that could be an optical guidance system, a magnetic guidance system, or a definite busway track. And this is used in a number of states.

There's no limit to the amount of busways. There's no need to use the downtown streets or disrupt Riverside Avenue or any other place because of this. Freeways can end prior to coming into the downtown area and then it can go on the regular streets and this is true with the outlying areas for instance at the end of the busway or even in (unintelligible) places. There are buses that can operate in the neighborhood, enter the busway, and operate directly to the downtown area or for that matter, the students

going to Eastern State can board the busway and then make one in the Valley so they can ride all the way to Eastern State without having to change. And there are other possibilities to that. The big event at the Coliseum could have a busway – buses on the busway. Those are all advantages. Another important thing is that the buses on the busway are independent of any rail so they all can be maintained at the present bus maintenance facility and that is a big advantage. One doesn't have to go to an entire new maintenance facility just for a rail vehicle and also the maintenance of the track or maintenance of busways. All you really need is a regular dump truck – not any sophisticated equipment for a rail line. That's another saving of cost too. They're talking about smelly diesel buses. Well that's not needed – technology has improved so much that emissions are almost very, very (unintelligible). And for that matter, hybrid buses are very good as far as environmental. And there's hydrogen (?) buses that are being tested now in many states and that's the ultimate. They have zero emissions so that's the big advantage.

There's also a myth that high capacity vehicles are necessary on busways. Well, this is true because with higher capacity, more people can ride them, but there are now bi-articulated buses. I've ridden them in a number of places. They carry up to 200 passengers. Also in a guidance system, the buses can (unintelligible) together, but this doesn't reflect on flexibility. Let's say the bus starts in the Otis Orchards neighborhood, it could come through the busway and then it could come up (unintelligible). It doesn't have to stop at every station, it can bypass the other buses and come in and save them time. I think people that are interested in rapid transit, are mainly interested in speed. And the quicker they can get to their destination, whatever it is, they don't have to transfer. So much better and so much faster – so there are advantages. There's been talk about private automobiles encroaching on the busway. Well, Pittsburgh has a tremendous busway system. There are no automobiles going on that, there's just a sign "buses only" and there's no cars on it. There's still a concern about that. There are barriers that could be put up at the entrances of the busway or the exit. The buses, themselves, can activate these barriers very quickly. And that's what I've seen in operation in England. Those barriers prevent automobiles from (unintelligible). And then the ultimate is guided busway. That's a very sophisticated operation, but it's easy to implement and the buses can go on this guided busway. But they're not restricted to it, because when they get off the busway, they can go to the maintenance facility or downtown or whatever. But cars can't go on this guided road, trucks neither. That's one way to prevent (unintelligible). I saw an interesting vote on the internet by the former Los Angeles mayor, Richard Roisen (?) – he said on the public radio in June 1998. He said that we wish we would never have started the whole thing; fixed rail is not an answer to the transportation needs of our city and we should stop all of this insanity that has gone on these past years. Interesting comment. That may not apply to Spokane, but I thought I would throw that in anyway. A very efficient busway along with enthusiasm of the community and of course that's up to you people on the transit system. The transit system could be a short piece of the nation - there are light rail systems all over, but a good efficient, practical, great busway could really attract a lot of attention. I could go on with some more information. I'm willing to share this information of my interest and observation to the busways of the world. And I can comment from my travels that I've had over the last twenty years since busways were first established. I told Mr. Traver, who I connected with this morning, I appreciated all the good information he gave me. He's very knowledgeable and very good and it's good to have him aboard. And I hope to hear some more. I'm willing to give more information with all the experiences I've had and I won't charge any consulting fee.

**Written Comments Received from Open Houses
February 16, 2006 and February 22, 2006**

Public Open House - Plaza



Send us your comments, questions or concerns.

SHARPER TRACK LIGHT
RAIL TRANSIT

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name CARLENE RIQUEZ BAJISTA Phone _____
Address 327 1/2 ZAYE
City/State/Zip SPOKANE WA E-mail ---



Send us your comments, questions or concerns.

I'd like to help out in any way I can.
I'M TOTALLY PRO-LIGHT RAIL (ELECTRIFIED/TRACK VERSION)

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name EDWARD E BURTON Phone 998-8496
Address 1528 W 6TH #6
City/State/Zip SPOKANE, WA 99204 E-mail _____

Public Open House - Plaza



Send us your comments, questions or concerns.

should have service out in newman lake
from liberty/lake the bus should go up
harvard rd. and go down welsley towards
skate line

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name Richard Smith Phone 217-1764
Address 25309 E Wabash Crl
City/State/Zip Newman Lake WA 99025 E-mail fishbock21@yahoo.com



Send us your comments, questions or concerns.

I CONSIDER THE PROPOSED LIGHT RAIL TO
BE A BORN DOGLEG. ANY LARGE TRANSPORTATION
PROJECTS IN THE AREA COULD BE BETTER
IMPLEMENTED IN OTHER WAYS

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name MIKE SULLIVAN Phone _____
Address Box 1794
City/State/Zip Spokane, WA 99210 E-mail _____

Public Open House - Plaza



Send us your comments, questions or concerns.

*The light rail + more
handicap Buses for
the handicap.*

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name ERICIAN NELSON Phone 487-1887
Address 2228 N. ASTOR APTS
City/State/Zip Spokane, WA, 99207



Send us your comments, questions or concerns.

*NO LIGHT RAIL NOW SPOKANE ^{SAYS} ~~SAYS~~
NO. FIX OLD SIGN AT PLAZA.*

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name (initials) Phone _____
Address _____
City/State/Zip _____ E-mail _____

Public Open House - Valley



Send us your comments, questions or concerns.

IF THE \$300M OPTION IS PASSED AT A VOTE. HOW MUCH WILL IT COST IN RAISED TAXES.
\$200,000⁰⁰ House - PROPERTY TAX — \$X
SALES TAX ADDED TO CURRENT 8.5% — \$X
OTHER TAX INCREASES? — \$X

If you would like a personal response, please provide contact information below. Thank you for participating in the discussion!

Name DAN ALLISON Phone 280 6872
Address N. 1203 WARREN Rd.
City/State/Zip Spokane, WA, 99216 E-mail ALLISONSFAB@NETFLO.COM

Comments Received From the General Public



RECEIVED
SPOKANE TRANSIT AUTHORITY
JAN 30 2006

Spokane Transit, DEIS
1230 W Boone Ave
Spokane, WA 99201

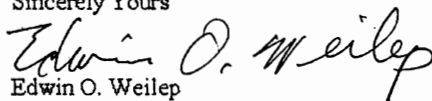
Jan 27, 2006

Re: South Valley Corridor Project;

It appears to me that this light rail project will be a great waste of money.. You have already spent enough money to go along ways toward extending Appleway to Liberty Lake. If you want to do something, work on extending Appleway into a one way east bound and making Sprague a one way west bound. I do not think that there is enough population to support a light rail system. People will not walk three blocks to ride a bus. I doubt they will walk ant farther to ride a light rail system.

When I voted for a sales tax to support the transit system I thought the light rail was a dead issue. I thought the tax increase was to enlarge the bus route and help low income people have a means of transportation. It would not bother me to extend Appleway, but a light rail system? You got to be kidding!

Sincerely Yours



Edwin O. Weilep

7216 E. 10th ave

Spokane Valley, WA 99212-0168

(509) 926-5986

Sutton, Lesley

From: Sutton, Lesley
Sent: Tuesday, January 31, 2006 11:13 AM
To: 'engle@tblack.com'
Cc: Traver, Kim; Myers, Molly; Garberg, GERALYN
Subject: RE: Light Rail Comment

Mr. Engle,

Thank you for taking the time to give us your feedback with respect to the project. Your comments, along with all the other comments we receive, will be entered into the public record and forwarded on to the Spokane Transit Board of Directors. Your input is a valuable piece in the decision making process.

If you have any questions, please feel free to utilize our 24-hour hotline (509) 232-RAIL, website comment form at www.spokanelightrail.com , or e-mail at lsutton@spokanetransit.com .

Again, thank you.

Lesley Sutton
Light Rail Executive Assistant
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201
lsutton@spokanetransit.com
(509) 325-6056

From: Earl Engle [mailto:engle@tblack.com]
Sent: Tuesday, January 31, 2006 10:57 AM
To: Sutton, Lesley
Subject: Light Rail

I am contacting you to voice my strong objection to any light rail system. It is not cost effective now nor is there any reasonable chance that it would be in the future. The projected cost of \$657 million would surely balloon to \$3 Billion by the time the project is finished. Look at the north/south freeway. I do agree that if it were to be done that a separate track is the only way to do it. If you were to do it, do it right, Coeur d'Alene to Spokane. The way that North Idaho is growing a rail solution to Liberty Lake would only be a partial solution. Look at Seattle. The Monorail that goes "nowhere". If they had extended it to the Airport right after the Worlds Fair it would have a practical and beneficial use and greatly increased use.

I believe that Bus Rapid Transit is the best answer. It is much more economical and also more flexible to serve the areas of growth.
Thank You

Earl L. Engle

2/3/2006

Sutton, Lesley

From: Sutton, Lesley
Sent: Wednesday, February 01, 2006 7:49 AM
To: 'Robert Winston Hemphill'
Cc: Traver, Kim; Myers, Molly; Garberg, GERALYN
Subject: RE: regarding light rail

Mr. Hemphill,

Thank you for taking the time to give us your feedback with respect to the project. Your comments, along with all the other comments we receive, will be entered into the public record and forwarded on to the Spokane Transit Board of Directors. Your input is a valuable piece in the decision making process.

If you have any questions, please feel free to utilize our 24-hour hotline (509)232-RAIL, website comment form at www.spokanelightrail.com or e-mail at lsutton@spokanetransit.com

Again, thank you.

Lesley Sutton
Light Rail Executive Assistant
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201
lsutton@spokanetransit.com
(509) 325-6056

-----Original Message-----

From: Robert Winston Hemphill
[<mailto:winston.hemphill@gmail.com>]
Sent: Wednesday, February 01, 2006 12:16 AM
To: Sutton, Lesley
Subject: regarding light rail

Hi,

My name is Robert Hemphill. I am a life-long resident of Spokane. I just wanted to express my opinion on light rail. I am in 100% support of a light-rail system. I think that it is something we will need in the future. Even though current traffic levels do not show a need for light rail, it is something that will discourage a continuous expansion of I-90.

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Instead of having a 16-lane highway through the town, we will have maybe a 8-lane highway and a heavily used train system. One of the ways I thought that the trains system can be heavily used currently, is if at every stop the train has you have bus routes that are centered around the train stops. This way the train will be used heavily since most of the bus routes will be running off and around designated train stops. This would limit many of the east/west buses from going downtown, but would still have all of the buses from the north/south and west side of Spokane. If we, as tax payers, are going to be paying for it, it should be utilized to the max. If we will just be using the train for people commuting to downtown to work and such, it will not have enough riders.

Unfortunately there are not enough workers downtown to support high levels of rider-ship. That is my two-cents. I will support a rail line that will have the possibility to expand in the future to a two- track line as well as a north/south rail line. Thanks for listening.

Sincerely,

Robert Hemphill

Sutton, Lesley

From: Margaret Mortz [migsmortz@icehouse.net]
Sent: Wednesday, February 01, 2006 12:16 PM
To: Sutton, Lesley
Cc: 'Margaret Mortz'; 'Dick Behm'; dwilwhite@spokanevalley.org; 'Deanna Griffith'
Subject: Light rail comments

K.C. Traver
Light Rail Project Manager

This is a public comment in response to the Jan 31, 2006 article in the Spokesman Review regarding various rapid transit options in the Spokane South Valley Corridor.

I can see value in a SV corridor rapid transit, but the light rail options are far too expensive in terms of annual operating and maintenance costs. I strongly favor the Bus rapid transit via Sprague for the following reasons:

1. A differential travel time of 8.2 minutes between downtown Spokane and Liberty Lake does not justify an large excess annual operating and maintenance costs. The fastest route is only 8.2 minutes longer than the slowest, but costs \$12.9 million more a year in operating and maintenance costs. While Federal grants might pay most of the construction costs, taxpayers need to pay the annual costs.

Presumably, a suburban resident who drives to a park & ride has already chosen to spend extra time. With the future improvements to I-90, it will be a 20 drive to downtown from Liberty Lake, without waiting for a bus or train. The lowest rapid transit travel time of 34.4 minutes ignores the time to wait for the train, as well as the time to park at a park & ride. So 8 minutes of travel time reduction between the highest cost and lowest cost options hardly seems significant.

According the the Spokesman Review, **annual** operating and maintenance costs for the various options are

\$3.7 million for bus rapid transit via Sprague	
\$4.0 million for bus rapid transit via Trent	Excess cost over Sprague bus: \$0.3 million per year
\$5.8 million for diesel train / bus option	Excess cost over Sprague bus: \$2.1 million per year
\$10.3 million for shared track light rail	Excess cost over Sprague bus: \$6.6 million per year
\$16.6 million for separate track light rail	Excess cost over Sprague bus: \$12.9 million per year

Trying to raise taxes for the rapid transit system will be competing with road upgrades associated with the support of new developments. New development in SV will require upgrading and maintaining the road system, thus increasing future costs for adequate auto and pedestrian road transportation in areas that do not lie near the proposed corridor.

Consequently, SV should not be incurring high operation and maintenance costs. Many of the taxpayers in SV do not live in areas with convenient bus access, so they are unlikely to convert to public transportation, and will often be unwilling to raise their taxes to support rapid transit. Minimizing tax increases will increase the likelihood of getting any rapid transit.

The proposed ridership is unlikely to be enough to pay for the operating and maintenance costs and will need a taxpayer subsidy. Raising rider fees will only drive away potential customers.

2. Rapid bus transit along Sprague could enhance the Sprague corridor as a commercial focus which is compatible with the City of Spokane Valley (SV) Comprehensive Plan, so this is preferable to the Trent route. Moving the corridor to Trent might conflict with the SV Comprehensive Plan. It also would have implications related to the Growth Management Act and road upgrades in that area.

3. The Sprague bus plan would be compatible with the increased housing density proposed in the SV Comprehensive Plan. Moving the transit to Trent would miss this population density, and thus reduce potential ridership. If commercial centers and City Center are along Sprague, then there will be a positive draw for

2/2/2006

ridership.

4. Bus rapid transit is highly flexible. The buses can be used for special events at other locations, while trains are locked to a given route.

Sincerely,

Margaret Mortz

3420 S. Ridgeview Dr.
Spokane Valley WA 99206
migsmortz@icehouse.net

MEMORANDUM FOR RECORD

1 FEBRUARY 2006

SUBJECT: Public Comment on DEIS for South Valley Corridor Project
Ms. Lorna Ream
3505 E. Ben Burr Blvd
Spokane, WA 99223

I conducted a telephone conversation regarding projected ridership, revenue sources, revenue recovery rates, and annual O&M costs associated with the DEIS alternatives.

Individual indicated very knowledgeable and quite supportive of light rail.

Individual requested copies of the Executive Summary and DEIS on compact disc. The materials were provided by mail, as requested.

Notes By: K.C. Traver, Light Rail Project Manager
Spokane Transit

SUBJECT: Public Comment on DEIS for South Valley Corridor Project
Mr. John Lowry
12510 E. 31st
Spokane Valley 99216
(509) 998-2774

Individual requested assistance capturing comments due to age (81 years old)

- 1) Suggested consideration of an electrified, rubber-tire trolley system
-- Lower construction, operations, and maintenance costs
- 2) Suggested back-up 4-cylinder propane engines for use during power outages
- 3) Suggested "less elaborate" vehicles; perhaps modified, used school buses
- 4) Suggested the project be funded with bonds rather than taxes; say 10-years @ 4%
- 5) Suggested broader implementation; on Trent, Sprague, Appleway, Broadway, etc.
-- "Extend all the way to the Idaho border."
-- "You have to tie it into the bus system and adhere to the schedule!"
- 6) Suggested STA stop talking about it and start construction of the trolley system

Notes By: K.C. Traver, Light Rail Project Manager
Spokane Transit

Sutton, Lesley

From: Sutton, Lesley
Sent: Friday, February 03, 2006 7:57 AM
To: 'Ratcliff, Dr. Brad'
Cc: Traver, Kim; Myers, Molly; Garberg, GERALYN
Subject: RE: Spokane South Valley Corridor Options

Mr. Ratcliff,

Thank you for taking the time to give us your feedback with respect to the project. Your comments, along with all the other comments we receive, will be entered into the public record and forwarded on to the Spokane Transit Board of Directors. Your input is a valuable piece in the decision making process.

If you have any questions, please feel free to utilize our 24-hour hotline (509) 232-RAIL, website comment form at www.spokanelightrail.com or e-mail at lsutton@spokanetransit.com.

Again, thank you.

Lesley Sutton
Light Rail Executive Assistant
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201
lsutton@spokanetransit.com
(509) 325-6056

From: Ratcliff, Dr. Brad [mailto:BRatcliff@inland-imaging.com]
Sent: Thursday, February 02, 2006 2:12 PM
To: Sutton, Lesley
Subject: Spokane South Valley Corridor Options

Dear STA board members and light rail planners:

I support both light rail proposals (separate track and shared track), but I prefer the electrified separate track option. A transit time of about 30 minutes from Liberty Lake to STA is acceptable, but the other alternatives take too long. I think that it is time that Spokane joined the 21st century and began to plan for nonpolluting mass transit. We have an opportunity to get ahead of the growth curve and plan for the inevitable growth in the Spokane Valley before it is too late. The alternatives will only get more expensive and difficult to implement, if we allow the growth to happen first. I have lived in both Dallas, TX and Charlotte, NC during their attempts to retroactively fix their transportation problems. It was a mess. The same is true in Boise. I think that your proposal should go further and plan for extending the light rail north along the new freeway and out to the airport. It may cost us now, but your foresight will be appreciated as the benefits become obvious in the future.

2/3/2006

Sincerely yours,

Brad Ratcliff, M.D.
1122 E 20th Ave.
Spokane 99203

This electronic transmission and any documents accompanying this electronic transmission may contain information that is confidential and/or legally privileged. The information is intended only for the use of the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on or regarding the contents of this electronically transmitted information is strictly prohibited. If you have received this e-mail in error, please notify the sender and delete this message immediately.

2/3/2006

RECEIVED
SPOKANE TRANSIT AUTHORITY
FEB 21 2006

T.A. NELSON, P.E.
CONSULTING ENGINEER
TRANSPORTATION CONSULTANT

2563 Dearborn Dr., Los Angeles, CA 90088 (213) 462-5500
323

February 16, 2006

Kim C. Traver, Light Rail Project Mgrs
1230 West Boone Ave.
Spokane, WA 99201

Dear Manager:

Thank you for the copy of the Draft EIS Executive Summary of the South Valley Corridor Project. Very likely you have considered all or most of the factors in the following comments.

The use of shared track without time-of-day separation is generally not recommended due to complex operating agreements between an LRT entity and the freight railroad. Also, more costly FRA-compliant diesel LRV's are required. On a joint R/W, LRT tracks should be separated as far as possible from the freight line. The Vasona Light Rail Line of VTA ran into trouble with the FRA, triggered by UPRR concerns. The FRA wanted to impose its operating regulations on VTA although VTA would run on separate tracks.

The disadvantages of diesel LRVs include environmental issues such as air quality and fuel spills. In this age of rising petroleum prices and unrest in countries supplying oil, there is the possibility of a diesel fuel shortage. The disadvantage with electric LRVs involves the costs of the LRT's electrical distribution system. An advantage is that local electric utilities connect to a transmission line grid in the western U.S. that accesses generating facilities utilizing various types of primary energy sources.

Another factor to consider is loss of ridership due to one or more transfers required of the rider to reach his destination. The change from LRT to BRT may cause such a loss or require a larger parking lot at the transfer point.

Sincerely,

Tom Nelson

Electric Utility Operations
Manufacturing Quality Control
of Power System Equipment

Railroad Transportation
Coal by Rail
Fixed Guideway Transit

Sutton, Lesley

From: Sutton, Lesley
Sent: Monday, February 27, 2006 8:18 AM
To: 'master_tutor@msn.com'
Cc: Traver, Kim; Myers, Molly; Garberg, GERALYN
Subject: RE: Light Rail - Comments Form

Kelly,

Thank you for taking the time to give us your thoughts regarding the Light Rail Project. Your comments will be entered into the public record and will be forwarded on to the Spokane Transit Board. Comments such as yours will help the board in its decision making process. Please continue to monitor our website for the latest updates as we continue to move forward in the discussion.

If you have any questions, please feel free to utilize our 24-hour hotline (509) 232-RAIL, website comment form at www.spokanelightrail.com , or e-mail at lsutton@spokanetransit.com .

Thank you.

Lesley Sutton
Light Rail Executive Assistant
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201
lsutton@spokanetransit.com
(509) 325-6056

From: InSurvey@InSuite.net [mailto:InSurvey@InSuite.net]
Sent: Saturday, February 25, 2006 12:34 PM
To: Sutton, Lesley
Subject: [SPAM] InSurvey Results - Comments Form
Importance: Low

Comments Form

For comments or suggestions, please fill in the following information.

First Name:

3/2/2006

KELly

Last Name:

Wittman

Phone: (To receive a response, a contact phone number is required.)

5094893566

Email: (To receive a response, e-mail is required.)

master_tutor@msn.com

Business Organization:

James Wittmans Tutorial Services

Address: (optional) Please Complete

1821 E Rowan Ave

City: (required) Please Complete

Spokane

State: (required) Please Complete

Washington

Zip: (required)

3/2/2006

99207-3959

Comments:

The Light Rail would be in the best interest of Spokane and Spokane County because with the growth of Spokane there will be more cars and trucks on our roads creating pollution and accidents. Thus losing life or being handicapped for life which would cause a great deal of financial stress on the city and state. The more ways we can have for public transportation the better off all of us are going to be, including all businesses. Personally I feel that the Light Rail should run from the hours of 1 am to 1 am because of the graveyard shifts and people who live a great distance from their jobs so that they can get home. To ride the Light Rail I would be willing to pay \$5 round trip.

3/2/2006

Sutton, Lesley

From: Sutton, Lesley
Sent: Tuesday, February 28, 2006 10:47 AM
To: 'bethann@jpeg.com'
Cc: Traver, Kim; Myers, Molly; Garberg, GERALYN
Subject: RE: Light Rail - Comments Form

Beth Ann,

Thank you for taking the time to give us your thoughts regarding the Light Rail Project. Your comments will be entered into the public record and will be forwarded on to the Spokane Transit Board. Comments such as yours will help the board in its decision making process. Please continue to monitor our website for the latest updates as we continue to move forward in the discussion.

If you have any questions, please feel free to utilize our 24-hour hotline (509) 232-RAIL, website comment form at www.spokanelightrail.com , or e-mail at lsutton@spokanetransit.com .

Thank you.

Lesley Sutton
Light Rail Executive Assistant
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201
lsutton@spokanetransit.com
(509) 325-6056

From: InSurvey@InSuite.net [mailto:InSurvey@InSuite.net]
Sent: Tuesday, February 28, 2006 10:37 AM
To: Sutton, Lesley
Subject: InSurvey Results - Comments Form

Comments Form

For comments or suggestions, please fill in the following information.

First Name:

3/2/2006

Beth Ann

Last Name:

Daigre

Phone: (To receive a response, a contact phone number is required.)

921-9581

Email: (To receive a response, e-mail is required.)

bethann@ipeg.com

Business Organization:

Address: (optional) Please Complete

2620 S Bolivar Road

City: (required) Please Complete

Veradale

State: (required) Please Complete

WA

Zip: (required)

3/2/2006

99037

Comments:

I am very in favor of the separate track electricified system. I lived in San Diego and watched that system grow in length and ridership. My sister & brother live in Salt Lake City and love having the light rail. One of my best girl friends lives in San Francisco and rode Bart all the time. I have traveled in Europe and rode the rail systems all around the countries doing sight seeing. Families, workers, tourists all traveled with ease carrying luggage, strollers, small shopping carts, etc. We live in a valley and as the population grows so will the smog. This must be a GO project for our health and safety.

3/2/2006

RECEIVED
SPOKANE TRANSIT AUTHORITY
MAR 06 2006

March 3, 2006

Kim C. Traver
Light Rail Project Manager
1230 W. Boone Avenue
Spokane, WA 99201

Subject: Comments on Draft Environmental Impact Statement (DEIS)
South Valley Corridor Project

I hereby submit the following comments to the above referenced document.

Page 82; *Impacts of Using DMU Versus Electric LRT Vehicles* first paragraph

"The Separate Track and MOS LRT Alternative include an option to use either electric LRT or DMU vehicles."

Page 22; *Vehicles* first paragraph

"The LRT Separate Track Alternative would use either electric vehicles, which draw power from overhead wires, or diesel light rail vehicles also called diesel multiple units (DMUs), which are powered by muffled diesel engines."

Page 28; *Vehicles*

"The Shared Track Alternative would use diesel light rail vehicles, also referred to as DMUs."

Page 40; *Vehicles* the DEIS states that the (MOS) LRT service would use DMUs or electric vehicles.

While the DEIS proposes both diesel and electric options for the Separate Track alternative and the MOS Alternative, cost estimates appear to be limited to electric only for Separate Track and DMU only for the MOS Alternative (see Tables S1, S2 and 2.2-1), although the DEIS is often unclear or vague as to what the capital costs actually represent for the stated Alternative (See Table 5.2-1). Costs should be provided for each option stated for each Alternative.

Regarding the travel times to and from Downtown, Liberty Lake and Valley Transit Center -- what is the source of the travel time data for the DMUs? The tables do not accurately reflect the differences in travel times for the Alternatives. The information for

the one operating DMU system in the country and data from DMU vehicle manufacturers shows substantially slower acceleration and deceleration times than for electric LRT. Furthermore the single track and shared track options have different passing track lengths and therefore would have substantially different travel times. This is not reflected in the Travel Time Comparison Tables 3.1-8 or 3.1-9.

Since travel time and mobility is critical to ridership and cost, the tables should reflect the time differences in motive power and in track configuration. The current tables do not.

Page 25; first sentence

“The tracks would be upgraded to safe passenger rail standards in this segment, but are not anticipated to require complete replacement.”

It has to be assumed by this statement that some of the track is considered to be meeting “safe passenger rail standards.” The term “safe passenger rail standards” should be defined so that the public understands what it means.

Furthermore, will the tracks that are left in place be equally smooth or seamless to provide exceptional vehicle and passenger comfort? Please elaborate.

The statement to replace or not replace track suggests a relationship to cost. Have the cost estimates excluded any miles of UPRR replacement or have the costs included full replacement of track? Please state what was included and excluded.

Page 77; *3.2.3 Affected Environment* third paragraph

“Based on NAAQS violations that occurred through the mid-1990s, Spokane is classified as serious non-attainment area for CO and a moderate non-attainment area for PM10.”

It is my understanding that Spokane may no longer be classified as a CO non-attainment area as of 2005. Check with the Spokane County Air Pollution Control Authority.

Page 84; *Mitigation Measures*

There does not appear to be any discussion about diesel exhaust smell, impacts on mitigation, and particularly the smell associated with the burning of biodiesel. While this issue may be of little importance for heavy rail trains running through extensive heavy rail corridors, the LRT system will be running frequently through neighborhoods. The impacts of the smells should be addressed.

I appreciate your consideration of these comments.

Sincerely,



Doug Pottratz

Sutton, Lesley

From: Brett M. Schmidt [brettschmidt@yahoo.com]
Sent: Wednesday, March 15, 2006 10:14 AM
To: Sutton, Lesley; brettschmidt@yahoo.com
Subject: Public Comments on SVCP DEIS

Ms. Travers:

Attached are my comments on the Draft Environmental Impact Statement (DEIS) of the South Valley Corridor Project. I know the original March 3, 2006 deadline for comments has passed. As we previously discussed, there was an error in the published due date for comments in the official Notice of Availability in the Federal Register on January 27, 2006. Accordingly, I request that the attached comments to be added to the official record of comments received.

Thank you for your time.

Regards,
Brett Schmidt
brettschmidt@yahoo.com

3/15/2006

March 13, 2006

Ms. Kim C. Traver
Project Manager
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201

Submitted via e-mail to lsutton@spokanetransit.com

Re: Comments on South Valley Corridor Project DEIS

Ms. Traver:

Below are my comments on the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project (SVCP), henceforth referred to simply as the "DEIS."

GENERAL COMMENTS:

DEIS is Written in Plain English

40 CFR § 1502.8 requires that EISs "be written in plain language and may use appropriate graphics so that decision makers and the public can readily understand them." The DEIS is written in plain English so that an average citizen or other stakeholder can understand it, in accordance with the regulatory requirements.

DEIS is Slightly Long, but is Logically Organized

40 CFR § 1502.7 states: "The text of final environmental impact statements . . . shall normally be less than 150 pages and for proposals of unusual scope or complexity shall normally be less than 300 pages." The DEIS contains a 16 page Executive Summary, a 423 page main body, and eight appendices. Thus the DEIS is relatively long, its length is not unreasonable given the scope and complexity of the proposed project. Further, the § 1502.7 regulation is a recommendation, not a requirement, and was promulgated in 1978. Environmental impact statements (EISs) have become more sophisticated during the intervening 25+ years, particularly given the advent of geographic information systems (GIS), so it is not unreasonable for the DEIS to be its current length.

Moreover, 40 CFR § 1502.10 states: "Agencies shall use a format for environmental impact statements which will encourage good analysis and clear presentation of the alternatives including the proposed action." While the DEIS uses a slightly different report format than that recommended in the CFR, it is nevertheless logically organized and makes it easy for a reader to quickly jump to a particular section. This makes navigating through the 423 page document much easier and faster.

DEIS Meets NEPA Requirements and Helps Promote its Purpose

The purposes of NEPA are: "To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate

the health and welfare of man; [and] to enrich the understanding of the ecological system and natural resources important to the Nation . . .” (NEPA Sec. 2; 42 U.S.C. § 4321). Further, in terms of what EISs must contain, NEPA requires all Agencies of the Federal Government to:

...include in every recommendation or report on proposals for legislation and other major federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official . . . on –

- i. The environmental impact of the proposed action,*
- ii. Any adverse environmental effects which cannot be avoided should the proposal be implemented,*
- iii. Alternatives to the proposed action,*
- iv. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and*
- v. Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented. (NEPA Sec. 102(C); 42 U.S.C. § 4332)*

The DEIS contains all the required elements listed above (e.g., environmental consequences of the no action alternative and the various build alternatives, etc.) and helps to promote these purposes on NEPA, allowing the public and decision makers to judge the relative weight of each.

Issuance of a Supplemental EIS Should be Considered

The Executive Summary of the DEIS, on page S-13, states that “following the release of this DEIS for public review, several issues must be resolved.” These issues include: (1) selection of the locally preferred alternative (LPA), (2) establishing a plan for funding and operations, and (3) identification of specific mitigation plan. The Executive Summary goes on to state: “The LPA recommendation will be documented in a Locally Preferred Alternative Report that will be available for public review and presented to the STA Board of Directors for adoption” and that “Further analysis including preliminary engineering and refinement of the environmental analysis will be conducted as necessary to provide more detailed project definition of the LPA and a plan for the mitigation of any adverse impacts. This activity, coupled with the plan for funding and operations, will allow a revised schedule for project implementation to be established.” The federal regulations governing the EIS development process state that agencies “shall prepare supplemental to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts” (40 CFR § 1502.9(c)). Given the importance of the unresolved issues in gauging the anticipated environmental impact of the SVCP, the STA should consider issuing a Supplemental EIS following the issuance of the final EIS.

Discrepancy in End of Comment Period

On January 27, 2006, the Federal Transit Administration (FTA) published within the Federal Register the official Notice of Availability for the DEIS. 71 Fed. Reg. 4,578.

The Notice of Availability stated that the public comment period ends on March 13, 2006. Presumably the FTA published the Notice of Availability in order to satisfy the regulatory requirement that federal agencies responsible for a DEIS must: "Request comments from the public, affirmatively soliciting comments from those persons or organizations who may be interested or affected." 40 CFR § 1503.1(4). Yet, the accompanying cover letter, signed by Ms. Kim C. Travers, Light Rail Project Manager, Spokane Transit Authority and dated January 18, 2006, states that the STA "will accept written comments on the DEIS through Friday, March 3, 2006." Obviously there is a discrepancy between the officially published end of the DEIS comment period and that stated in the cover letter accompanying the DEIS. Because of the importance of public participation in the NEPA process, the public should be given an extended opportunity to comment on the DEIS.

SPECIFIC COMMENTS:

The following comments are targeted to specific sections, figures, and pages in the DEIS.

Executive Summary Adequately Summarizes DEIS

40 CFR § 1502.12 requires that each EIS "contain a summary which adequately and accurately summarizes the statement," and shall "stress the major conclusions, areas of controversy (including issues raised by agencies and the public), and the issues to be resolved (including the choice among alternatives)." The DEIS contains a 16 page Executive Summary which adequately highlights the project background, alternatives considered, and issues yet to be resolved, among other topics. The Executive Summary provides the reviewer with a clear and concise overview of the project, satisfying the regulatory requirement.

Additional Details as to Anticipated Noise Mitigation Measures Needed

The DEIS lacks sufficient specificity as to what operations and maintenance activities will be performed in order to mitigate the effects of vehicle and guideway support noise. The DEIS, under the sub-header of "Vehicle Noise Specifications" on page 98, states: "Among the most effective noise mitigation treatments is noise control during the specification and design of the transit vehicle. By developing and enforcing achievable noise specifications, a transit authority can control noise throughout the system. For this project, STA [Spokane Transit Authority] would choose from a number of transit vehicle designs and propulsion types." Additionally, the DEIS, under the sub-header of "Guideway Support" on page 99, states: "Keeping the running surface smooth is critical to reducing noise from a moving vehicle. Rail roughness can be eliminated by grinding rails, thereby reducing noise levels by up to 10 decibels. Regular and timely maintenance of the rail and track to keep the system in good operating condition would minimize the noise generated from this source." The final EIS should contain additional details as to the particular transit vehicles (e.g., make, model, gross weight, noise mitigation features, etc.) that will be considered for purchase under one of the five build options. The final EIS should also contain additional details as to the operations and maintenance activities that will be performed on the rails in order to ensure that noise from is kept to a minimum. For often, what specific O&M activities will be performed? How often will they be performed? Who will perform them? Will STA staff need additional training or

equipment to perform these important activities? Answers to these questions will help the public and decision makers to fully weight the noise effects of the various project alternatives.

* * *

Please place me on the distribution list for the Locally Preferred Alternative Report. In order to cut down on postage expense and printing costs, a paperless copy is preferred – such as either a PDF document or internet hyperlink e-mailed to me at the e-mail address listed below.

Thank you for the opportunity to comment on the DEIS. I look forward to reviewing the final EIS.

Respectfully submitted,

Brett Schmidt
brettschmidt@yahoo.com
803 Richards Lane
Champaign, IL 61820-7013

Sutton, Lesley

From: Karl Otterstrom [karlotterstrom@hotmail.com]
Sent: Thursday, March 23, 2006 4:29 PM
To: Sutton, Lesley
Cc: Traver, Kim
Subject: FW: RE: Comment Letter on DEIS South Valley Corridor Project



Otterstrom_DEISCo
mment_2-15-06...

Ms. Sutton,

Last month I sent the following email with the attached document to you as comment on the DEIS. I never received an email confirming that it was received and was hoping that I could get one.

Thanks

Karl Otterstrom

>-----Original Message-----
>From: Karl Otterstrom [mailto:karlotterstrom@hotmail.com]
>Sent: Wednesday, February 15, 2006 2:53 PM
>To: lsutton@spokanetransit.com
>Subject: Comment Letter on DEIS South Valley Corridor Project
>
>Ms. Sutton,
>
>Please provide Mr. Traver with the attached response and
>comment to the
>DEIS
>
>published December 2005.
>
>Thanks!
>
>Karl Otterstrom

Karl Otterstrom
1544 NW 53rd St Apt 202, Seattle, WA 98107
karlotterstrom@hotmail.com
206.297.0712

February 15, 2006

Mr. Kim C. Traver
Spokane Transit Authority
1230 W Boone Ave
Spokane, WA 99201

RE: Comment on DEIS for Spokane Valley Corridor Project, 12/29/2005

Dear Mr. Traver,

Thank you for providing me with a copy of the Draft EIS for the *South Valley Corridor Project*. I am sure it is assuring to have this large and comprehensive tome completed and published. I have had an opportunity to review this document and wish to have my comments considered in advance of the publication of the Final EIS. I am a former member of the Spokane Regional Transportation Council's Citizen's Advisory Committee and am currently working on a graduate thesis at the University of Washington related to regional transit needs in Spokane and Kootenai counties.

Generally I believe this document is well written and is comprehensive in identifying environmental impacts and potential mitigation measures. As such, my comments will focus on the analyses provided related to ridership and finances, and raise concerns regarding the stated purposes and needs of the study. My comments are intended to be helpful in improving the document as well as provide input to the identification of the locally preferred alternative.

Ridership Implications

Table 3.1-5 on page 64 provides a summary of projected daily ridership on STA and the alternatives for 2011 and 2025. I noticed that the ridership for LRT or BRT for each alternative was less than the difference between projected ridership for the particular alternative and the no-build alternative. For example, Spokane Transit expects the shared track alternative will have approximately 2,620 daily riders in 2011, while the entire STA system will have 32,351 daily riders. This is only 918 more than the no-build alternative. Consequently, I recommend you add a column to this table that shows how many riders are new to the STA system, thus helping the reader understand the net traveler impacts of the project.

Financial Feasibility and Sustainability

Pages 310-311 discuss the system operating revenues and costs. The analysis bases farebox recovery assumptions on light rail and bus systems in other regions of the country. I recommend that instead this analysis be based upon annual ridership forecasts. For example, I assumed that 2011 daily ridership occurred each weekday during 52 weeks, plus 100 days of 25% ridership (weekends). With a fare of \$1.25 (liberal, since current fares are \$1.00) I calculated farebox recovery to be a mere 8% for the separate track alternative, 9% for the shared track alternative, and 24% for the BRT-Sprague alternative. My methodology may not be precise, but the results are much more realistic

given the fact that operating the BRT-Sprague alternative is 77% less expensive but while only losing 35% of the ridership of the separate track alternative.

Assuming no federal subsidy for this project, bonds would need to be issued in order to pay for the capital expenses. Along with operating subsidies, bonds would be repaid by the only dedicated tax source available to STA: the sales tax. Given the bonding and tax revenue assumptions provided in your report, a whole one percent sales tax would be needed for the separate track alternative, while the shared alternative would require 0.62%. Both of these figures exceed STA's statutory limit unless moderate to severe cuts are made to existing fixed-route and paratransit service. In other words, neither the separate track nor the shared track alternatives are financially feasible given current enabling legislation. A more involved discussion of financing implications is in order, since higher taxes may have significant impacts to the economy of Spokane County which are not addressed in this report.

Purpose and Needs of Project

Generally there appears to be a serious disconnect between stated transportation purposes and projected results of the various alternatives. Travel times along Sprague and I-90 will not be improved as a result of any of the alternatives. Congestion on local arterials intersecting the HCT alignment will actually become worse as a result of the project. Air quality improvements are negligible when compared to the improvements by technological advances in automobile engine design that will arguably continue during the forecast period. The following paragraphs relate my concerns to the history of this project.

Page S-1 on the Executive Summary provides a brief history of the project. This history is repeated again on page 10 and expanded in part on pages 44-47. It states that WSDOT conducted a conceptual study of the potential for light rail in 1974. I believe this is incorrect. A report published in March of 1985 by WSDOT, entitled "The Feasibility of Light rail for Spokane" appears to be the document you are attempting to reference.¹ A thorough reading of the 1985 report indicates that the discussion for light rail in Spokane Valley began with the abandonment and subsequent acquisition by Spokane County of the former right-of-way of the Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road). The introduction of that report states: "as the ensuing analysis will show, LRT [light rail transit] ridership projections for the Spokane planning area fall short of minimum levels needed to support any fixed rail system in Spokane." It is interesting to note that ridership for 2000 was predicted to be 100% greater than the ridership projected for the Separate Track Alternative in 2011 detailed in this DEIS.

Pages 44 and 45 provide the rationale for selecting the South Valley Corridor for high capacity transportation (HCT). According to this synopsis, the South Valley Corridor was selected as the preferred corridor due its proximity to key activity centers (downtown, University City Mall, Liberty Lake) while taking advantage of existing rights-of-way. Additionally, it was assumed that HCT would require the acquisition of exclusive right-of-way, a criteria that is blatantly incorrect given the fact that BRT alternatives would operate on existing arterials would require little or no new right-of-way. It is alarming to me that the report explains that transportation needs in north Spokane will be met by the new freeway. The new freeway is a significant distance from most existing heavily-used transportation corridors on the north side (e.g. Maple/Ash streets, Division Street, Nevada/Hamilton streets). As such, the argument used here to dismiss a greater analysis of HCT in north Spokane would apply equally for the South Valley Corridor. Furthermore, HCT is neither adequately defined nor does it acknowledge that competing interests for the preferred alignment have defined high

¹ An abstract of this report can be found at <http://www.wsdot.wa.gov/research/onepages/WA-RD0661.htm>.

February 15, 2006

capacity transportation to be more inclusive of other modes (i.e. automobile traffic) than the definition used in the DEIS.

Needs Reassessment

A greater analysis of the historical roots of the light rail project reveals that the project is not based on current or future transportation needs; rather, the proposal seeks to utilize the abandoned right-of-way first and foremost, and second, the proposal seeks to concentrate economic development along the proposed route. Therefore I recommend that STA selects the no-build alternative as the preferred alternative. Subsequently, STA should begin a high capacity *transit* study that begins with evaluating current needs throughout the region, future land use plans and fiscal feasibility. This study should be completely independent of the current project's origins, i.e. the abandoned rail corridor. This will likely result in a serious consideration of providing rapid transit (likely BRT) to activity nodes in north Spokane, Spokane Valley and possibly even Kootenai County, while estimating costs that will be acceptable to the Federal Transit Administration and area voters.

On a final note I would like to applaud your diligent and persevering efforts in studying light rail. Admittedly, I am fiercely supportive of transit, including light rail, bus rapid transit, etc. However, I am also cognizant that the critics of transit take every opportunity they can to expose and exploit light rail systems that prove to be less effective than was described to the voters. Therefore I sincerely hope that STA will strengthen its financial and political efforts towards achievable results that can be measured by high ridership, congestion reduction and cost effectiveness. Ultimately, this will dictate STA's destiny and viability as a government authority and provider of high quality public transportation.

Sincerely,



Karl Otterstrom

Comments Received from Public Agencies





SPOKANE COUNTY
AIR POLLUTION
CONTROL AUTHORITY

WEST 1101 COLLEGE AVE, SUITE 403 • SPOKANE, WASHINGTON 99201 • (509) 477-4727 • FAX (509) 477-6828

Date: January 23, 2006
To: Spokane Transit Authority
 Ms. Kim C. Traver
From: Mr. Charles E. Studer
Re: SCAPCA Comments on:

File No. Unknown

Proponent: Kim Traver for Draft EIS for South Valley Corridor Project

Date Received: 01/23/2006

(Request for Comments Concerning DEIS 01/23/2006)

The Spokane County Air Pollution Control Authority (SCAPCA) was formed under the authority of the 1967 Clean Air Act of Washington (RCW). That Act required counties, like Spokane County, to activate local air pollution control agencies. To meet the requirements of that Act, SCAPCA adopted regulations to control the emissions of air contaminants from sources within Spokane County.

Spokane County presently meets federal health standards for particulate emissions (dust and smoke) and carbon monoxide and is under a maintenance plan to ensure that those standards are maintained. Numerous strategies have been implemented to reduce air pollution emissions so that we can improve air quality and continue to meet health standards.

Following is a list of concerns/issues that, at a minimum, need to be addressed for proposed projects. Additional comments may result after more detailed information of the project is supplied. SCAPCA encourages proponents to contact their offices at 1101 West College, Spokane, WA 99201 for additional information.

The following conditions are relevant to proposed project.

Burning related requirements

This project due to its physical length will most likely cross property containing trees and shrubbery that must be removed.

- Contact the Department of Natural Resources (DNR) regarding silvicultural burning restrictions. DNR may be contacted at DNR (Colville) 509-684-7474 or <http://www.dnr.wa.gov/forestoractices>.
- Review the attached SCAPCA fact sheets:
 - o "Land Clearing Burning in Spokane County"

S:\COMMENTS\SOUTH VALLEY CORRIDOR PROJECT (DEIS)012306.DOC

Draft EIS for South Valley Corridor Project

January 23, 2006

Page 1

- o "Burn Permits in Smoke Sensitive Areas"

POSSIBLE PERMITS REQUIRED

SCAPCA and Washington State Regulations require that a Notice of Construction and Application for Approval (NOC) or a Notice of Intent to Establish a Temporary Source (NOI) be submitted to, and approved by, SCAPCA prior to the construction, installation or establishment of air pollution sources. A \$150.00 NOC or NOI filing fee is required at the time of permit application submittal. In addition, an engineering review fee, which depends upon the nature of the air pollution source(s), will be invoice to the proponent after the review has been completed. The proponent shall pay fees whether or not the installation of the proposed air pollution source(s) is approved. **Construction, installation or establishment of any air pollution source without an approved NOC or NOI may result in delays, fines, additional fees, closure and civil and/or criminal sanctions.** Based on the information provided, the following, but not limited to, air pollution sources may be present as part of the proposed project:

⇒ **One or more Paint booths**

Based on the scarcity of information provided concerning the maintenance facility, SCAPCA has included the following possible conditions that may be relevant to proposed project. SCAPCA is uncertain as to whether painting will be done at the facility or not. If so, painting must be performed in a SCAPCA approved paint booth/room which incorporates adequate paint booth/room airflow (100 fpm/ paint booth cross-sectional area) and a filter face velocity (the velocity of the air through the filters) in the range of 125 to 150 feet per minute. In addition, a paint booth exhaust stack must be provided that exhaust vertically and a height that is a minimum of 6 feet above the penetration point of the roof or 6 feet above the eave of the roof, if the exhaust stack does not penetrate the roof. Filters that are designed for paint booths must be used (furnace filters are not acceptable).

⇒ **One or more Paint Curing Devices (natural gas or other fuel)**

⇒ **One or more Solvent Tanks or Spray Areas**

⇒ **One or more of the following fossil burning heat sources are required to apply for a Notice of Construction. In addition, additional requirements such as controls for Nitrogen Oxide (NOx) and Carbon Monoxide (CO) emissions and source testing may be required.**

Draft EIS for South Valley Corridor Project

January 23, 2006

Page 2

Fuel	Minimum Heat Input (Btu/hr)	Maximum Allowed Nitrogen Oxide (NOx) Limit (ppmv @ 3% O ₂)	Maximum Allowed Carbon Monoxide (CO) Limit (ppmv @ 3% O ₂)
Natural gas, propane, methane, LPG, or butane	4,000,000	30 (In most cases)	50 (In most cases)
Kerosene, #1, #2 fuel oil, or other liquid fuel, except used/waste oil	1,000,000	Case-by-case determination (Contact SCAPCA)	Case-by-case determination (Contact SCAPCA)
Used/waste oil	500,000	Case-by-case determination (Contact SCAPCA)	Case-by-case determination (Contact SCAPCA)
Coal or other solid fuels	500,000	Case-by-case determination (Contact SCAPCA)	Case-by-case determination (Contact SCAPCA)

- ⇒ One or more Stand by Generators. SCAPCA requires a Notice of Construction for all Stand by Generators that are rated greater than or equal to 500 mechanical horsepower (375 Kilowatts). Attempts to install a number of smaller generator sets to avoid having to obtain a permit from SCAPCA may be considered an attempt on the proponent to circumvent Federal, State & SCAPCA regulations.
- ⇒ One or more Volatile liquid storage tanks, depending upon the chosen alternative.
- ⇒ Fiberglass repair, depending upon the construction of the vehicles to be used.
- ⇒ Gasoline dispensing facility, depending upon the fuels used on site.

DEMOLITION AND RECONSTRUCTION

It appears that this project may displace numerous businesses and residences. An asbestos survey must be done by an AHERA certified inspector prior to demolishing/relocating or renovation of building(s), to determine if asbestos-containing material is present at the site. Demolition/relocation and renovation projects must comply with the requirements of CFR 40, Part 61, Subpart M, SCAPCA Regulation I, Article IX & Article X Section 10.09, and Washington State Regulations (WAC 296-62, -65, & -155). Notice of Intent to Perform Asbestos Removal and/or Demolition forms are available at the SCAPCA office. Asbestos-containing material must be removed in accordance with Federal, State, Local regulations and disposed of at a licensed facility. A nonrefundable asbestos notification fee is required for each building to be demolished, moved or renovated. Contact SCAPCA for the fee schedule.

PAVING AND PAVING WAIVERS

SCAPCA recommends that all traveled surfaces (i.e. ingress, egress, parking areas, access roads) should be paved and kept clean to minimize emissions. The Building and/or Planning Department of the City or County of jurisdiction makes the determination as to whether paving is required; however, SCAPCA's is consulted before a determination is made. The Building and/or Planning Department of the City or County of jurisdiction requires an approved paving waiver from SCAPCA before a proponent is allowed to proceed with the project without paving. The paving waiver may require that certain areas of the project be paved, while other areas may be left unpaved. Conditions (i.e. placement of barriers, curbs, fences) may also be required in the paving waiver to ensure that the unpaved area is not traveled. A \$50.00 per hour fee is charged for processing and review of the paving waiver.

CONSTRUCTION RELATED REQUIREMENTS

Draft EIS for South Valley Corridor Project

January 23, 2006

Page 3

Air pollution regulations require that dust emissions during demolition, construction and excavation projects be controlled. This may require the use of water spray, tarps, sprinklers or suspension of activity during certain weather conditions. Haul roads should be treated and emissions from the transfer of earthen material must be controlled as well as emissions from all other construction related activities.

Measures must be taken to avoid the deposition of dirt and mud from unpaved surfaces onto paved surfaces. If tracking or spills occur on paved surfaces, measures must be taken immediately to clean these surfaces.

Debris generated, as a result of this project, must be disposed of by means other than burning (i.e. construction waste, vegetative waste etc.).

GENERAL REQUIREMENTS

SCAPCA Regulation I, Article VI, and SCAPCA Regulation II, Article IV, address air pollution emission standards. All emission standards must be met.

SCAPCA Regulation I, Article IV may require registration with this agency depending upon the type of air pollution sources, if any, that are required for this project. An approved Notice of Construction suffices to meet this requirement.

SCAPCA's regulations state that effective control apparatus and measures must be used to reduce objectionable odors to a minimum.

SCAPCA permitting forms are available at SCAPCA's office or can be downloaded from its website: www.scapca.org.


WE WISH TO CONFER WITH THE APPLICANT. PLEASE CONTACT JOE SOUTHWELL AT (509) 477-4727 EXT. 103, CHARLES E. STUDER AT EXT. 107, OR APRIL WESTBY AT EXT. 105.

If the proponent or anyone else has questions concerning the above, please contact Joe Southwell (509) 477-4727 ext. 103, Charles E. Studer ext. 107, or April Westby ext. 105 at SCAPCA's office during the hours of 8:00 am & 4:30 pm, Monday through Friday.

Failure to meet SCAPCA regulations may result in delays, closure and civil and/or criminal sanctions.

CLEAN AIR IS UP TO ALL OF US

MFR: Mr Joe Southwell contacted and informed the project is in alternatives analysis at this time. There are NO pending applications subject to the above comments. Mr. Southwell acknowledged there is no required action at this time.


K.C. Traver / 10 Feb 06
LRT Proj. Mgr.

FAX

*Washington Department of Ecology
4601 North Monroe Street, Suite 202
Spokane, Washington 99205-1295
Phone: (509) 329-3400 Fax: (509) 329-3529*

TO Mr. Kim C. Traver
Light Rail Project Manager
Spokane Transit Authority

DATE 2/23/2006

PHONE (509) 325-6000

FAX (509) 325-6036

FROM Stacia Douglas
Interim SEPA Coordinator
Phone: (509)329-3550
Email: sdou461@ecy.wa.gov

PAGES 4 *(Including Cover)*

MESSAGE

See Attached Information.

⇒ Place these comments in the official
comments log for the DEIS.

(KJ)

KC Traver
2/27/06



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

4601 N. Monroe Street • Spokane, Washington 99205-1295 • (509) 329-3400

February 23, 2006

Kim C. Traver
Light Rail Project Manager
Spokane Transit Authority
1230 W. Boone Ave.
Spokane, WA 99201

Dear Kim Traver:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the South Valley Corridor Project (Proponent – Spokane Transit Authority). The Department of Ecology has reviewed the documents and has the following comments:

Water Quality Program

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Proper disposal of construction debris must be on land in such a manner that debris cannot enter the natural stormwater drainage system or cause water quality degradation of state waters.

Proper erosion and sediment control practices must be used on the construction site and adjacent areas to prevent upland sediments from entering the natural stormwater drainage system. All areas disturbed or newly created by construction activities must be revegetated; use bioengineering techniques, use clean durable riprap, or some other equivalent type of protection against erosion when other measures are not practical.

Any operation which would generate a waste discharge or have the potential to impact the quality of state waters, must receive specific prior authorization from Department of Ecology as provided under Chapter 90.48 RCW, Chapter 173-216 WAC, Chapter 173-220 WAC, Chapter 173-200 WAC and Chapter 173-201A WAC.

All dry wells and other injection wells must be registered with the Underground Injection Control program (UIC) at Department of Ecology. Contact the UIC staff at UIC Program, Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600 or (360) 407-6616 for registration forms and further information.



Dry wells can not be used for disposal of stormwater unless a treatment device or all known available and reasonable methods of prevention, control and treatment (AKART) is provided prior to injection and the discharge can meet the Ground Water Standards, Chapter 173-200 WAC. Examples of AKART are grassy swales, sand filters, catch basins, and wet and dry ponds. A coalescing plate oil/water separator or equivalent treatment must be used in high traffic areas where gasoline or oil contamination or storm water is likely to be present. Disposal of antifreeze, oil and other pollutants into drywells is not allowed.

Routine inspection and maintenance of all sediment and erosion control devices is recommended both during and after development of the site.

During construction, all released of oils, hydraulic fluids, fuels, other petroleum products, paints, solvents, and other deleterious materials must be contained and removed in a manner that will prevent their discharge to waters and soils of the state. The cleanup of spills should take precedence over other work on the site.

Dumpsters and refuse collection containers must be leak free with close fitting covers. The drainage for refuse containers and dumpster areas adjacent to or over the water must be connected to the sanitary sewer or otherwise designed to prevent leachate from being discharged to surface waters.

Solid Waste Program

We encourage the applicant to use construction products containing recycled and non-toxic materials whenever possible, to reuse and recycle all leftover construction materials, and reduce waste generated and practice "Green Building" principals in all aspects of the project. Recycling construction debris is typically less expensive than disposal. Please contact James Wavada at (509)329-3545 for assistance.

It is preferable to leave the existing vegetation undisturbed for both aesthetic and practical reasons. However, if it must be removed the applicant is encouraged to dispose of it at a compost facility or replant it elsewhere.

Landscaping should incorporate waste prevention measures and the use of organic materials. Water needs are reduced by use of drought tolerant plantings, compost material, mulch, and drip irrigation. Pesticide and herbicide use is eliminated or reduced by use of pest resistant and native plantings. Compost is also an effective soil amendment. Chipped woody debris can be used to mulch ornamental beds, suppress weeds, retain moisture, control erosion, and provide a base for pathways. We also recommend using organic debris generated on-site if possible for landscaping.

The applicant should consider designing the project so opportunities to recycle are at least as convenient as waste disposal. Try to provide adequate, properly located space inside and outside the project to accommodate equipment and containers for processing and storage of recyclables. Plan to recycle items such as paper, glass, aluminum and other metals, corrugated containers and plastics.

During daily operations of the facility, we recommend using products and supplies that are recyclable and/or made from recycled materials. Use of low-toxic or non-toxic products for cleaning, maintenance, and other purposes are encouraged. Practicing waste prevention methods is also important.

Sincerely,



Stacia Douglas
Interim SEPA Coordinator
Department of Ecology
Eastern Regional Office
4601 N. Monroe Street
Spokane, WA 99205-1295
Phone: (509) 329-3550
Email: sdou461@ecy.wa.gov

E06-068



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Eastern Region
2714 N. Mayfair Street
Spokane, WA 99207-2090
509-324-6000
Fax 509-324-6005
TTY: 1-800-833-6388
www.wsdot.wa.gov

RECEIVE
SPOKANE TRANSIT AU1
MAR 01 2006

February 27, 2006

Mr. Kim C. Traver
Light Rail Project Manager
1230 West Boone Ave.
Spokane, WA 99201

RE: South Valley Corridor Project, DEIS Comments

Dear Mr. Traver:

The comments we offer below are a collaboration between our Eastern Region office and our Public Transportation and Rail Division office. We have both general and specific comments on the Draft Environmental Impact Statement (DEIS). We hope they are helpful in your effort to refine and clearly reflect the project's impacts to ensure the best option for high capacity transportation.

The project has a lofty purpose and goals. Identifying high capacity transit as an option for an integrated regional transportation network; increasing the linkage between activity centers by taking advantage of available publicly-owned former railroad right-of-way; and providing high capacity transit to respond to growth in the region are all legitimate purposes for high capacity transit.

The "Project Need" section of the document should be more fully developed. It focuses on catalyzing development to support High Capacity Transit (HCT). It also delves into the effects that projected growth and travel demand would have on our existing transportation infrastructure. These are fine goals; however the document seems to hint that economic development is the impetus for the project. This should be clearly stated as a "need" for the project stressing that economic development is vital to the community. The other needs listed do not clearly support the call for this project; however opportunity for economic development in this region may support it.

The use of HCT as a strategy to provide congestion relief in the Spokane Valley corridor is questionable. The current (2003-2004) Average Daily Traffic Volumes (ADT) for I-90 ranges from 79,100 to 107,000 the data provided is not broken down by segment. This makes it hard to compare the projected ridership for the HCT alternatives with roadway traffic on I-90 between downtown Spokane and Liberty Lake. The overall data comparisons with projected 2025 (Vehicle Miles Traveled) VMT show a very small reduction with even the best of the HCT alternatives. Out of 2025 VMT projected at 11,532,380 there is a reduction of only 13,180 with the separate track Light Rail Transit

(LRT) alternative that generates 4,890 trips per day. For 2025 the LRT share of total daily transit ridership (37,356) in Spokane is 12.69 percent. The other HCT alternatives proposed generate even lower ridership figures. The projected initial year ridership for the LRT alternative is substantially lower than that of the initial ridership for other first light rail projects around North America.

The financial data provided in the DEIS is highly generalized and lacks supporting detail. Capital costs are summarized in two pages of the 343 page document. Although the capital costs for each of the alternatives appears to be reasonable from an order of magnitude basis, there is no explanation of how the costs were derived. Capital costs range from \$61.4 million for the lowest cost Bus Rapid Transit (BRT) alignment to \$657.4 for the separate track LRT option. In terms of cost-effectiveness, the annual operating costs per passenger range from \$3.90 for BRT to \$11.70 for LRT. Again, there is little explanation of how either capital costs or operating costs are derived.

The document points to desired economic development and a strong degree of citizen preference for light rail. We have questions as to whether the development will actually follow HCT once it is implemented, and whether the citizens who express enthusiastic support will actually ride. This should be addressed in the document in a manner that gives some confidence to the public that these goals will be realized. This will be imperative to the success of LRT if it is chosen as the preferred alternative.

Our specific comments include the following:

Chapter 1. Purpose and Need

- It relates that Spokane is designated a “serious nonattainment area for air quality”. This is not accurate; Spokane has been reclassified and is in attainment of the National Ambient Air Quality Standards as of 8/30/05. This should not be included as a purpose to proceed with HCT, as it is no longer a pressing issue in Spokane.

Chapter 2. Alternatives

- The No Build alternative bus service level increases in service hours do not reflect population growth. Transit mode share will likely decrease.
- The Separate Track LRT alternative describes both an electric option and diesel option for light rail cars. This is not connected to either capital cost options or impacts on air quality and noise in later chapters. Also, the operation of light rail in the existing railroad right of way will trigger certain Federal Railroad Administration (FRA) requirements about distance of separation of track and other safety requirements.
- The Shared Track LRT alternative uses the Union Pacific Railroad track for a portion of the route. Shared use of track is permissible, but there are two caveats imposed by the FRA. One is that the light rail vehicles must meet Federal Transit Administration (FTA) crashworthy standards to use the track in mixed operation with freight trains. The other is that if the LRT uses non-compliant vehicles then

operations require time separation between hours used for light rail and hours used for freight service. For both LRT options single track has the potential for reduced service reliability as trains get delayed and will hold up other trains because passing can only take place at sidings. These need to be considered to address the probable impacts to cost and the reliability of scheduling.

- Bus Rapid Transit alternative is unclear if other bus routes would use the BRT alignment to reach additional destinations either entering or exiting the BRT right of way, or extending beyond the Valley Transit Center.
- Minimum Operable Segment requires a transfer penalty for riders required to change from BRT to LRT. This is a significant travel time impact as shown in Chapter 3, Table 3.1-9.

Chapter 3. Affected Environment, Potential Impacts and Mitigation Measures

- Ridership is low for all options. Capturing only 12.7 percent of the total transit ridership in Spokane by 2025 is the best case. The tables and text on pages 64 and 65 show boardings higher than ridership in the Minimum Operable Segment (MOS) and LRT. This discrepancy needs to be addressed.
- Travel time options show minimal improvement over time, and all alternatives require longer travel times than automobile trips.
- Air quality needs to be modified to reflect the current Spokane status of being in attainment of National Ambient Air Quality Standards, both fine particulate and carbon monoxide.
- Noise may be an issue with LRT, Shared Track LRT and MOS when warning bells are considered. This has been an issue in Spokane and disregarding it in the document doesn't give reviewers a realistic look at the potential impacts from noise. Choosing a viable alternative may be swayed by the lack of this information.
- Peregrine falcons are not currently listed as a threatened or an endangered species; however the Migratory Bird Act requires protection of all birds during nesting periods.
- Two wetlands are mentioned to exist in the study area. These need to be delineated to determine which HCT options they might affect. Mitigation measures are general in this area and list compliance with Army Corps of Engineers and the Department of Ecology. If these wetlands are impacted, Critical Area Ordinance requirements within the local jurisdiction would also need to be satisfied.
- A mitigation measure listed in regard to ecology was to avoid removal of native vegetation where practicable, and if unavoidable replace with approved Washington Department of Fish and Wildlife (WDFW) native vegetation. WDFW does not regulate vegetation or approve it. They may recommend use of native vegetation within the Ordinary High Water of a fish bearing stream.
- The water resource section has a good discussion of some regulatory measures. The document lists the Underground Injection Control (UIC) rule as draft. The UIC rule is final - adopted January of 2006. This will impact the use of drywells in the project corridor.

- There may be some existing stormwater treatment swales or ponds in the Old Milwaukee Railroad right-of-way in the City of Spokane Valley. This should be investigated. If they are still in use, the mitigation for their loss due to rail in the corridor needs to be considered.
- The 1/2" of stormwater treatment standard discussed has changed with the new County Guidelines. This should be updated.
- The document mentions that rail track would be on pervious rock ballast, thus would not need to be calculated as impervious surface. Though the ballast may be pervious the compacted base is not and would need to be calculated as some percentage impervious - I believe Spokane County considers the area within the structure (rails and ties) as 80% impervious. The other jurisdictions may have similar interpretations of this topic. It should be investigated and addressed.
- Stormwater treatment from Maintenance and Storage facilities is mentioned as being similar in nature to tracks, roadway lanes, stations and park and ride lots. Injection via drywells may not be an option for maintenance and storage facilities.
- The report does not discuss fueling of the vehicles. If diesel is preferred, a refueling area will be needed. The impacts of this need to be discussed, especially in light of the Sole Source Aquifer designation that encompasses the entire corridor of the project, and the recent issues that arose over the BNSF refueling facility in Idaho.
- Though not clear from the visuals for the alignments, it appears that a floodplain may be impacted near Dishman Mica Road, just south of Sprague Avenue. According to the Flood Insurance Rate Maps dated September 30, 1992, Community Panel Number 530174 0294 C. This should be rechecked for accuracy.
- Environmental Hazards are not discussed in enough detail. The only comparison between alternatives is the number of sites (within one mile) for each option. It does not address the contaminants, how serious they are, how costly to mitigate, or any detail for mitigation. The mitigation measures listed are actually investigative measures and should be completed prior to acquisition. Actual mitigation is not addressed. This could be a substantial cost that should factor into the choice of an alternative.
- There are many assumptions in the Historic, Cultural and Parkland Resources section in regard to construction practices. Assuming there will not be impact due to current levels of disturbance in the corridor for alternatives is not appropriate. This needs to be followed up by a cultural survey covering all aspects of the project - including all staging areas, equipment storage, and any area that may be traveled upon due to the project. It could prove to be a costly and time consuming assumption to believe that because you are in a previously developed area that you are safe from cultural concerns.
- Land lost to transit use for LRT is 10 times greater than for BRT.
- Impact to railroad operations and safety is well documented, although no mention is made of the issue of vehicle crashworthiness. FRA requires that vehicles

withstand an 80,000 lb, buff strength load at key points on the ends of the vehicle, if they operate in mixed traffic with freight and/or other passenger trains.

- The simulations of LRT operating in the existing environment add to the quality of understanding of the visual impact of this alternative.

Chapter 5. Financial Summary

- This chapter would be helped by an in-depth explanation of capital and operating cost projections. Only general figures are offered. There needs to be an explanation of the building blocks used to attain these costs.
- The funding source section needs to outline what different tax sources would roll up together to fund the Project alternatives.
- There is insufficient information to give decision makers the ability to determine if any or all of the alternatives are affordable.

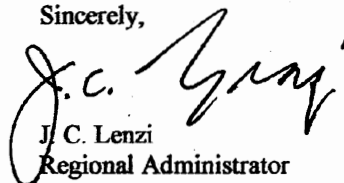
Chapter 6. Evaluation of Alternatives

- The comparison of the alternatives with one another and the "no build" is fine, but there needs to be a discussion of how the transit investments in any of the alternatives improve travel times, or show if transit is competitive to exiting automobile travel.
- The benefits are not fully developed. There are other methods of cost-effectiveness that could be used in analyzing the alternatives. The conclusion one would draw from Table 6.2-3 is that none of the alternatives are very attractive using the cost-effective criteria selected.

To advance the goal in choosing the best alternative for HCT for this region, we feel the DEIS needs to provide more detail in the above noted areas to portray the true impacts for the alternatives. Any decision made on an HCT alternative based on the information provided in this document may prove to be premature due to the lack of more fully detailed costs and impacts.

We thank you for the opportunity to comment on this project.

Sincerely,



J.C. Lenzi
Regional Administrator

JL:tw

cc: Judy Giniger, Director, PT&R
Theresa Smith, Manager, Office of Transit Mobility
Ron Sheck, Urban Rail Program Manager
Keith Metcalf, Assistant R.A. Development, Eastern Region



March 1, 2006

Spokane Transit Authority
Kim C. Traver
Light Rail Project Manager
1230 West Boone Avenue
Spokane, Washington 99201-2686

RE: South Valley Corridor Project Draft Environmental Impact Statement Comments

Dear Mr. Traver:

The City of Spokane Valley appreciates the opportunity to provide comment on the documents referenced above. Please find attached the City's comments on the Draft Environmental Impact Statement prepared for the South Valley Corridor Project. Overall, the document is a comprehensive analysis of the project, however, there are some issues related to transportation and land use that should be addressed in the final environmental impact statement for the project.

If you have any questions regarding any of the comments, please feel free to contact me at 688-0023. For questions specific to the traffic comments you may contact Steve Worley at 688-0191.

Best regards,

Gregory J. McCormick, AICP
Planning Manager

attachment

copy: Marina Sukup
Neil Kersten
Steve Worley

11707 East Sprague Avenue, Suite 106
Spokane Valley, Washington 99206

Comments on STA Spokane South Valley Corridor DEIS

Page #	Section	Comment
S-2	Growth in Population and Jobs	Source of projected job growth in Spokane Valley/Liberty Lake between 2000 & 2025?
S-3	Growth in Travel Demand	Spokane County considering adopting high population based on OFM range, how does this affect travel demand modeling?
S-3	No-Build Alternative	What does the term "financially constrained" mean in the last sentence of this section?
S-8	Table S2 Summary Comparison of Build Alternatives	The environmental impacts portion of this table does not indicate whether or not the numbers are in comparison to the No Build alternative. It is assumed that this is the case but would recommend the table specifically indicate this.
4	Transportation and Land Use Plan Implementation	What is "Spokane region's coordinated land use and transportation strategy"? Is this an officially adopted document?
7	Low-Density, Auto-Oriented Development	Do not agree with the first sentence that states: "Without the SVCP, future development in the Spokane region would continue to be predominantly low-density and auto-oriented". The County's comprehensive plan and certainly the City of Spokane Valley proposed comprehensive plan contemplate higher density, mixed use development along the corridor regardless of the results of this project. When is it anticipated that the densities along the Sprague Corridor will reach an average of 12 dwelling units per acre?
8	Growth in Travel Demand	There is discussion in this section about the Spokane Region in 1998 being designated a serious non-attainment area for air quality due to high levels of carbon monoxide. It then it goes on to state that the region has recently improved its air quality through transportation programs and projects in adherence with the State Implementation Plan. It should be clarified that the Spokane Region was actually removed from the non-attainment category and is now in the maintenance phase of its air quality program. The current description in the DEIS falls short of describing the actual air quality situation.
9	Table 1.2-2	Should be updated to reflect more recent population projections.
11	Section 1.5.3 Other Projects	Table 1.5-1 Other Projects should include Spokane Valley's current effort in evaluating the extension of Appleway as part of the existing Couplet. Since the Valley's project proposes to use the same corridor that the proposed LRT project would use, coordinating these two projects is critical to the success of both.
63	Transit Impacts, Ridership Impacts	It would be beneficial to the average reader to include a table that shows the difference in ridership between each proposed alternative and the No Build option. For example, of the 38,548 riders per day projected in 2025 for the Separate Track Alternative, only 2,403 are new riders above what is projected under the No Build alternative. The Shared Track LRT Alternative indicates only 1,211 new riders per day above the No Build alternative. A comparison table would make it easier to understand the

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		differences in riders per day per alternative.
70-71	Traffic Volumes and Intersection Operations	A couple of statements in Chapter 1 Purpose and Need identify that the region must continue to work to prevent or reduce congestion associated with traffic growth and its negative impact on air quality and that the proposed alternatives for the SVCP are intended to proactively address congestion. However, the traffic volume and intersection operations analyses do not indicate that these alternatives improve congestion. In fact it can be noted that under the LRT alternatives two more intersections along the project corridor are expected to operate at LOS E or LOS F than under the No Build alternative. Should an LRT alternative be selected, what mitigation is proposed to bring these failing intersections to acceptable levels of service? The DEIS also needs to be clear on how this project is proposed to reduce congestion when in fact the analysis does not support this.
82	Impacts of the Alternatives on CO	<p>Table 3.2-4 Estimate Regional VMT and CO Emissions: this table should include a percent difference of CO Emissions, not just the number of lbs/day. For example, the largest reduction in CO Emissions is estimated to be 356 lbs/day under the LRT Separate Track alternative. This relates to a 0.1% reduction in overall emissions. Also, within this section there should be information provided on the CO budget allowed for the Spokane Region. This will give the reader a basis in which to determine how beneficial the proposed reductions in CO emissions are per alternative. For example, a number of approximately 355,000 lbs/day of CO Emissions has been mentioned as a budget for the Spokane Region. It is important for the reader to understand that though the LRT Separate Track alternative reduces CO Emissions the most compared to the No Build alternative, none of the proposed alternatives, including the No Build alternative, exceed the CO Emissions budget for the Spokane region.</p> <p>It should be clarified in Table 3.2-4 these numbers represent the use of electric LRT vehicles not the diesel vehicles that are most likely to be used at the time of start up of the system.</p>
102	Existing Land Uses	A supplemental analysis should be done to determine the impacts on this project regarding the changed land use designations based on the Comprehensive Plan currently being reviewed, and soon to be adopted, by the City of Spokane Valley.
103	Table 3.4-1	The figure for single family residential in Spokane Valley appears to be very high.
107	HCT Alternatives	Do not agree with the first sentence in this section that states: "The No-Build Alternative would have no direct impacts."
116	Table 3.4-10	This table is entitled "Station Area Zoning". The designations of Low, Medium and High Density Residential are not zoning designations in the City's Interim Zoning Code; they are Comprehensive Plan Designations. Moreover, currently the code does not include a Mixed Use zoning district.
204-207	Law Enforcement, Fire Protection and	Has there been an analysis of the impacts to response times for law enforcement, fire projection and emergency services for each of the

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	Emergency Services	alternatives. It is conceivable that by having at-grade crossings as proposed with the LRT alternatives, response times would be impacted. It would be valuable to know what these impacts might be and how that might affect the community.
231	City of Spokane Valley and Spokane County	The City of Spokane Valley adopted the Spokane County Comprehensive Plan as its interim plan at the time of incorporation. The City has processed annual amendments to the Plan in 2003 and 2004. The County has also amended its Plan since incorporation. May be an over simplification to state that "The comprehensive plans of Spokane Valley and Spokane County are the same." Also it should be noted somewhere that Spokane Valley is in the final stages of adopting its own comprehensive plan that has some significant differences from the interim plan.
236	Segment 3: Havana Street to University Road	States that Havana Street is <u>near</u> the Spokane city boundary. Havana Street is the actual city boundary between Spokane and Spokane Valley.
286	Noise and Vibration	Under bullet #6, more specific mitigation measure should be included such as: Limit the hours of operation in areas where residences are present. Early morning, evenings and weekends should be off limits for operations that cause excessive noise and/or vibrations near residences.
		Has there been any kind of analysis done on the number of injuries and/or deaths associated with the alternatives being proposed by this project? We are aware of reports regarding people getting killed at Light Rail at-grade crossings. Should this not be analyzed and included as a comparison between alternatives since at-grade crossings are proposed with the LRT alternatives?
B-5 through B-10	Table 5 2011 PM Peak Hour Analysis Results, Build Alternatives, Signalized Intersections	The City of Spokane Valley recently completed a Level of Service analysis of over 125 intersections as part of our Comprehensive Plan process. Many of the LOS values indicated in Table 5 of Appendix B of the DEIS do not match those of our recent analysis. Recommend Table 5 be updated to reflect the most current data.
		As part of the review of this DEIS, city staff requested from STA a copy of a plot from the most recent LRT EMME/2 model of the PM Peak Hour traffic volumes within the Spokane Valley city limits for the base year, 2011, and 2025. In response we received two CDs with numerous traffic modeling files but could not find the plots we requested. A follow-up email was sent requesting assistance in finding this information on the CDs. As of the writing of these comments we still do not have a plot of the traffic volumes as requested. We would still like to review these traffic volumes from the EMME/2 model so we can compare them with volumes from the VISUM traffic model, which is currently being used for other projects within the same corridor.

C:\Documents and Settings\lesleys\Local Settings\Temporary Internet Files\OLKD7\Comments on STA Spokane South Valley Corridor DEIS.doc



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, WA 98101

RECEIVED
SPOKANE TRANSIT AUTHORITY
MAR 06 2006

March 3, 2006

Reply To
Attn Of: ETPA-088

Ref: 02-034-DOT

Mr. Kim Traver, Project Manager
Spokane Transit Authority
1230 W. Boone Avenue
Spokane, WA 99201

Dear Mr. Traver:

The U.S. Environmental Protection Agency (EPA) has reviewed the draft Environmental Impact Statement (EIS) for the **South Valley Corridor Project in Spokane, Washington** (CEQ No. 20060022), in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. Section 309, independent of NEPA, specifically directs EPA to review and comment in writing on the environmental impacts associated with all major federal actions and the documents adequacy in meeting NEPA requirements. Under our policies and procedures, we evaluate the document's adequacy in meeting NEPA requirements.

The draft EIS evaluates a range of high capacity transit alternatives to deal with future transportation in the South Valley Corridor in Spokane, Washington. The EIS evaluates five alternatives: No-Build, Separate Track Light Rail Transit, Shared Track Light Rail, Bus Rapid Transit, and the Minimum Operable Segment Alternatives. A preferred alternative will be identified after receiving public comments. The Federal Transit Administration is the Lead Federal Agency and the Spokane Transit Authority is the lead local agency for the project.

EPA is very supportive of the approach being taken in this project. We agree that high capacity transit is likely to achieve the environmental benefits identified as project goals. Identified impacts to noise and water quality have been identified and mitigation is planned. The draft EIS indicates there will likely be an increase in impervious surfaces in the area as a result of this project, other roadway and land development projects, and induced growth. This will result in an increased volume of stormwater that will be managed according to stormwater permit requirements. While retention and treatment of run-off will lessen the impacts from impervious surfaces, pollutants are still likely to accompany discharge to surface waters and infiltrate to ground water. In addition to permit requirements, we would also recommend consideration of Low Impact Development (LID) techniques that reduce the volume of stormwater and mimic natural conditions as closely as possible. Information about LID practices can be found at: <http://www.epa.gov/smartgrowth/stormwater.htm>.

We have assigned a rating of LO (Lack of Objections) to the draft EIS. This rating and a summary of this letter will be published in the Federal Register. A copy of the rating system used to conduct our review is enclosed for your reference.



Thank you for the opportunity to review this draft EIS. If you would like to discuss these comments, please contact Krista Rave-Perkins at (206) 553-6686 or myself at (206) 553-1601.

Sincerely,


for Christine B. Reichgott, Manager
NEPA Review Unit

Enclosure

**U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO – Lack of Objections

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC – Environmental Concerns

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO – Environmental Objections

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU – Environmentally Unsatisfactory

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 – Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 – Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 – Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

**Spokane Transit Authority Responses to
Comments from
Washington State Department of Transportation
City of Spokane Valley**





1230 West Boone Avenue
Spokane, Washington 99201-2686

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FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

April 11, 2006

Mr. J. C. Lenzi, Regional Administrator
Washington State Department of Transportation
Eastern Region
2714 N. Mayfair Street
Spokane, WA 99207-6388

Dear Jerry:

The following remarks are in response to your letter dated February 27, 2006, outlining your organization's review of the Draft Environmental Impact Statement (DEIS) for the *South Valley Corridor Project*.

WSDOT General Comment: ***The project has a lofty purpose and goals...all legitimate purposes for high capacity transit.***

STA Response: Noted.

WSDOT General Comment: ***The "Project Need" section of the document should be more fully developed...economic development is the impetus for the project. This should be clearly stated...***

STA Response: The "Project Need" is focused on proactively responding to the growth in population and travel demand that is occurring in the region. Currently, that growth is accompanied by the type of land use development that can be characterized as low-density, auto oriented. While economic development is anticipated to occur as a result of the project, the need is to accommodate and shape the growth that is occurring, consistent with the regions' comprehensive land use plans.

WSDOT General Comment: ***The use of HCT as a strategy to provide congestion relief in the Spokane Valley corridor is questionable.***

STA Response: As stated in the "Purpose and Need", the project is about increasing mobility through additional mode choices, consistent with regional plans. The relative amount of overall congestion relief is small because the market share for travel in the region is heavily auto-dominated. Additional mode choices attempt to bring better balance to the overall transportation network.

WSDOT General Comment: ***The financial data provided in the DEIS is highly generalized and lacks supporting detail.***

STA Response: The reader must presume a certain amount of data reliability on behalf of the federal and local lead agencies. All costs provided in the DEIS are backed by extensive analysis produced via sound, professional engineering cost estimating practices. The data is available to the public upon request.

WSDOT General Comment: ***We have questions as to whether the development will actually follow HCT...and whether the citizens who express enthusiastic support will actually ride.***

STA Response: Your concerns are noted. The projected influences on land-use and system ridership demand are based on qualified experts using accepted practices that have undergone considerable scrutiny to ensure their conclusions satisfy the rigor of a DEIS.

WSDOT Specific Comment; Chapter 1, Purpose and Need:

It relates that Spokane is designated a "serious nonattainment area for air quality". This is not accurate...

STA Response: Spokane's air quality status was changing during the time period in which the DEIS was produced. Therefore, the actual wording carefully states Spokane was designated a serious nonattainment area and that more recently, the region has improved its air quality through transportation programs and projects in adherence with the State Implementation Plan. Careful attention to air quality is critical to maintaining Spokane's recent improvement in its air quality designation.

WSDOT Specific Comments; Chapter 2, Alternatives:

The No-Build alternative bus service level increases in service hours do not reflect population growth.

STA Response: Noted. An increase to bus service levels is financially constrained while population growth is not.

The Separate Track LRT alternative describes both an electric option and diesel option for light rail cars. This is not connected to either capital cost options or impacts on air quality and noise in later chapters.

STA Response: Whenever practical, the differences attributable to the options for electric versus diesel have been indicated. However, your comments may indicate the need for greater clarity in the Final EIS.

...operation of light rail in the existing railroad right of way will trigger certain Federal Railroad Administration (FRA) requirements...

STA Response: Noted and as outlined in Section 3.9 beginning on page 183 of the document. The FRA, Region 8, participated in review of the DEIS as a Cooperating Federal Agency.

Shared use of track is permissible, but there are two caveats imposed by the FRA.

STA Response: Noted. See above response to similar comment regarding FRA requirements.

Bus Rapid Transit alternative is unclear if other bus routes would use the BRT alignment

STA Response: This topic will be addressed in greater detail in the FEIS, should Bus Rapid Transit be selected as the Preferred Alternative.

Minimum Operable Segment requires a transfer penalty for riders required to change from BRT to LRT.

STA Response: Correctly observed. This would be an argument against selection of this option as the locally preferred alternative.

WSDOT Specific Comments; Chapter 3, Affected Environment, Potential Impacts and Mitigation Measures:

The tables and text on pages 64 and 65 show boardings higher than ridership in the Minimum Operable Segment (MOS) and LRT.

STA Response: As described in Chapter 2, Alternatives, the MOS (LRT) alternative consists of a combined LRT/BRT system for the corridor. Therefore, to get the total ridership from the referenced tables to match that indicated in the narrative, one must add the respective BRT boardings to those indicated for the LRT for both the year of opening (2011) and the planning year (2025).

...all alternatives require longer travel times than automobile trips.

STA Response: Noted.

Air quality needs to be modified to reflect the current Spokane status...

STA Response: Concur.

Noise may be an issue with Light Rail Transit...

STA Response: Noted. This issue will be addressed in greater detail in the FEIS after further system definition and design.

...the Migratory Bird Act requires protection of all birds during nesting periods.

STA Response: Noted. This will be addressed further in the FEIS.

If ...wetlands are impacted ...requirements within the jurisdictions would also need to be satisfied.

STA Response: Noted.

Washington Department of Fish & Wildlife (WDFW) does not regulate vegetation or approve it.

STA Response: Noted. Applicable mitigation measures, identified in the FEIS, will be coordinated with the appropriate regulatory agency.

The Underground Injection Control (UIC) rule is final - adopted in January of 2006. This will impact the use of drywells in the project corridor.

STA Response: Noted.

There may be some existing stormwater treatment swales or ponds in the Old Milwaukee Railroad right-of-way in the City of Spokane Valley.

STA Response: Noted.

The 1/2" of stormwater treatment standard discussed has changed with the new County Guidelines.

STA Response: Noted.

...believe Spokane County considers the area within the structure (rails and ties) as 80% impervious. The other jurisdictions may have similar interpretations of this topic.

STA Response: Noted.

Injection via drywells may not be an option for maintenance and storage facilities.

STA Response: Noted.

If diesel is preferred, a refueling area will be needed. The impacts

of this need to be discussed, especially in light of the Sole Source Aquifer designation that encompasses the entire corridor of the project...

STA Response: Noted. This issue will be addressed in greater detail in the FEIS after further system definition and design.

...it appears that a floodplain may be impacted near Dishman Mica Road, just south of Sprague Avenue. This should be rechecked for accuracy.

STA Response: Noted.

Environmental Hazards are not discussed in enough detail.

STA Response: Noted. This issue will be addressed in greater detail in the FEIS after further system definition and design.

There are many assumptions in the Historic, Cultural and Parkland Resources section in regard to construction practices. Assuming there will not be impact due to current levels of disturbance in the corridor for alternatives is not appropriate.

STA Response: Noted. As indicated in sections 3.8.5 Cumulative Impacts and 3.8.6 Mitigation Measures, appropriate actions would be necessary in the event unforeseen impacts or discoveries occur. This issue will be addressed in greater detail in the FEIS after further system definition and design.

Land lost to transit use for LRT is 10 times greater than for BRT.

STA Response: Noted. Attributable to the fact that BRT is planned for existing streets and LRT is planned for vacant, former railroad right-of-way.

FRA requires that vehicles withstand an 80,000 lb buff strength load at key points on the ends of the vehicle if they operate in mixed traffic with freight and/or other passenger trains.

STA Response: Noted, unless FRA requirements for spatial and temporal separation are satisfied, as is proposed in the alternatives.

The simulations of LRT operations in the existing environment add to the quality of understanding of the visual impact of this alternative.

STA Response: Concur.

WSDOT Specific Comments; Chapter 5, Financial Summary:

This chapter would be helped by an in-depth explanation of capital and operating cost projections.

STA Response: Detailed explanations of the building blocks used to attain capital and operating costs are available upon request. They are contained in separate technical reports. Inclusion would significantly increase the overall volume of the document.

The funding source section needs to outline what different tax sources would roll up together to fund the Project alternatives.

STA Response: The specific funding strategy is dependent upon the selected preferred alternative and adopted implementation plan. Detailed funding plans are not required in a DEIS. This section is provided for general information only.

There is insufficient information to give decision makers the ability to determine if any or all of the alternatives are affordable.

STA Response: Noted. This is not a requirement of NEPA.

WSDOT Specific Comments; Chapter 6, Evaluation of Alternatives:

...there needs to be a discussion of how the transit investments in any of the alternatives improve travel times, or show if transit is competitive to (existing) automobile travel.

STA Response: Refer to Section 1.1 Project Purpose. The alternatives are not offered solely as a faster travel option than the automobile. There are numerous other reasons for providing additional mode choices that can satisfy regional travel demand.

The benefits are not fully developed. There are other methods of cost-effectiveness that could be used in analyzing the alternatives.

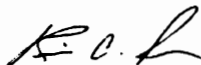
STA Response: Noted. The data provided in Table 6.2-3 is only intended for relative comparison between the proposed alternatives.

WSDOT General Comment: **Any decision made on an HCT alternative based on the information provided in this document may prove to be premature due to the lack of more fully detailed costs and impacts.**

STA Response: Section 1.4 Project History outlines the comprehensive analysis that has led to concept development for the proposed alternatives in the south valley corridor. It identifies the extensive work conducted by the Spokane Regional Transportation Council throughout the 1990's. The published DEIS is intended to satisfy NEPA requirements for the proposed build alternatives at this stage of project development. Greater detail will be provided in the Final EIS following selection of the preferred alternative and will be based on substantially more engineering and systems design.

Thank you for your staff's thorough review and comments provided regarding the DEIS for the South Valley Corridor Project which was prepared jointly by Spokane Transit and the Federal Transit Administration, Region X. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Your comments have been included in the permanent record and will be formally addressed in the Final EIS, following selection of a preferred alternative and additional engineering.

Sincerely,



Kim C. Traver
Light Rail Project Manager

cc: R. Krochalis, FTA, Region X
J. Giniger, WSDOT/PT&R
File
E. Meyer/STA
T. Smith, WSDOT/Transit Mobility
P. Holmes/LRSC
R. Sheck, WSDOT/Urban Rail
G. Miles/SRTC



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*"Providing the Highest Quality
Public Transportation"*

April 11, 2006

Mr. Gregory J. McCormick
Planning Manager
City of Spokane Valley
11707 East Sprague Avenue, Suite 106
Spokane Valley, WA 99206

Dear Greg:

The following remarks are in response to your letter dated March 1, 2006, outlining your organization's review of the Draft Environmental Impact Statement (DEIS) for the *South Valley Corridor Project*.

Page S-2: *Source of projected job growth in Spokane Valley/Liberty Lake between 2000 & 2025?*

STA Response: Spokane Regional Transportation Council.

Page S-3: *Spokane County (is) considering adopting high population based on OFM range, how does this affect travel demand modeling?*

STA Response: Travel demand modeling reflected in the DEIS was based on OFM's intermediate growth figures. Without allocation of the different population growth to cities and traffic analysis zones, it is too early to make an assumption regarding the effect of greater population on the south valley corridor project. However, it is very likely that increased population growth would yield increased modeled travel demand.

Page S-3: *What does the term "financially constrained" mean in the last sentence of this section?*

STA Response: The term is associated with criteria for project inclusion in the Transportation Improvement Program for Spokane County. In that context, it is assumed to mean only those projects for which funds are available or are reasonably anticipated to be available.

Page S-8, Table S2: *The environmental impacts portion of this table does not indicate whether or not the numbers are in comparison to the No Build Alternative.*

STA Response: The impacts identified are relative to the No Build alternative. Better clarity will be provided in the FEIS.

Page 4: *What is "Spokane region's coordinated land use and transportation strategy"? Is this an officially adopted document?*

STA Response: This is a generalized statement based on regional planning practices. The county-wide planning policies are officially adopted for general application throughout the region. Additionally, the jurisdictions' adopted Comprehensive Plans are required to provide some consistency

and coordination between jurisdictions under the Growth Management Act.

Page 7: Do not agree with the first sentence that states: "Without the SVCP, future development in the Spokane Region would continue to be predominantly low-density and auto-oriented".

STA Response: Noted.

Page 7: When is it anticipated that the densities along the Sprague Corridor will reach an average of 12 dwelling units per acre?

STA Response: Not known at this time. There are many variables that can encourage or inhibit growth, in particular, the adopted planning policies and zoning established by the jurisdiction.

Page 8: It should be clarified that the Spokane Region was actually removed from the non-attainment category and is now in the maintenance phase of its air quality program.

STA Response: Concur. Spokane's air quality status was changing during the time period in which the DEIS was produced.

Page 9, Table 1.2-2: Should be updated to reflect more recent population projections.

STA Response: Concur. This data will be updated in the FEIS.

Page 11, Table 1.5-1: Other Projects should include Spokane Valley's current effort in evaluating the extension of Appleway as part of the existing Couplet.

STA Response: Noted. This project may be added in the FEIS.

Page 63: It would be beneficial to the average reader to include a table that shows the difference in ridership between each proposed alternative and the No Build option.

STA Response: Noted.

Page 70-71: It can be noted that under the LRT alternatives two more intersections along the project corridor are expected to operate at LOS E or LOS F than under the No Build alternative...what mitigation is proposed to bring these failing intersections to acceptable levels of service?

STA Response: Correctly observed. The two intersections are within the City of Spokane's central business district; Riverside Avenue / Stevens Street and Riverside Avenue / Washington Street. The loss of service is directly attributable to light rail being placed in the median of Riverside necessitating a corresponding reduction in auto lane capacity which constrains turning traffic on the north-south Stevens/Washington one-way couplet. Specific mitigating actions would be addressed in the FEIS, following much more engineering and systems design.

Page 82, Table 3.2-4: It is important for the reader to understand that

though the LRT Separate Track alternative reduces CO Emissions the most compared to the No Build alternative, none of the proposed alternatives, including the No Build alternative, exceed the CO Emissions budget for the Spokane region.

STA Response: Noted.

Page 102: A supplemental analysis should be done to determine the impacts on this project regarding...the Comprehensive Plan...soon to be adopted by the City of Spokane Valley.

STA Response: The Final EIS will provide updated analysis based on the preferred alternative and land use plans in effect at that time.

Page 103, Table 3.4-1: The figure for single family residential in Spokane Valley appears to be very high.

STA Response: Concur. Data will be confirmed and revised, as necessary in the Final EIS.

Page 107: Do not agree with the first sentence in this section that states: "The No-Build Alternative would have no direct impacts."

STA Response: Noted. The statement is offered in the context of impacts from the build alternatives relative to a no-build scenario. Certainly, selection of the No-Build alternative would have consequences.

Page 116, Table 3.4-10: The designations of Low, Medium, and High Density Residential are not zoning designations in the City's Interim Zoning Code; they are Comprehensive Plan Designations.

STA Response: Noted. This will be reflected in the FEIS.

Pages 204-205: Has there been an analysis of the impacts to response times for law enforcement, fire protection and emergency services for each of the alternatives?

STA Response: No. This analysis can be addressed in the FEIS.

Page 231: ...it should be noted somewhere that Spokane Valley is in the final stages of adopting its own comprehensive plan that has some significant differences from the interim plan.

STA Response: Noted. The Final EIS will provide updated analysis based on the preferred alternative and land use plans in effect at that time.

Page 236: States that Havana Street is near the Spokane city boundary. Havana Street is the actual city boundary between Spokane and Spokane Valley.

STA Response: Noted.

Page 286: ...more specific mitigation measure should be included such as...

STA Response: Specific mitigating actions will be addressed in the FEIS, based on the preferred alternative and more specific design.

General Comment: ***Has there been any kind of analysis done on the number of injuries and/or deaths associated with the alternatives being proposed by this project?***

STA Response: No. However, national data reflects much higher fatality rates for automobile travel than for public transit buses and even less for passenger travel on urban light rail systems. More specific analysis regarding potential collisions between automobile traffic and the selected alternative can be addressed in the FEIS.

Appendix B-5 through B-10: ***Many of the LOS values indicated in Table 5 of Appendix B of the DEIS do not match those of our recent analysis. Recommend Table 5 be updated to reflect the most current data.***

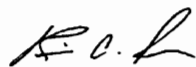
STA Response: Noted. The FEIS will include updated travel demand modeling based on the most current regional data.

General Comment: ***As part of the review of this DEIS, city staff requested from STA a copy of a plot from the most recent LRT EMME/2 model of the PM Peak Hour traffic volumes within the Spokane Valley city limits for the base year, 2011, and 2025.***

STA Response: Noted. The entire travel demand data set was provided on the day the request was received. Hard copy plots of PM Peak Hour traffic have also been provided, though they had to be produced by sub-consultants which increased the time and expense required to meet your demands.

Thank you for your staff's thorough review and comments provided regarding the DEIS for the South Valley Corridor Project which was prepared jointly by Spokane Transit and the Federal Transit Administration, Region X. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Your comments have been included in the permanent record and will be formally addressed in the Final EIS, following selection of a preferred alternative and additional engineering.

Sincerely,



Kim C. Traver
Light Rail Project Manager

cc: R. Krochalis, FTA, Region X E. Meyer/STA P. Holmes/LRSC G. Miles/SRTC
City of Spokane Valley: M. Sukup N. Kersten S. Worley
File



Appendix





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

Ms. E. Susan Meyer
Chief Executive Officer
Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686

RECEIVED
SPOKANE TRANSIT AUTHORITY
JAN 03 2006

DEC 29 2005

Re: **Authorization to Finalize Draft Environmental Impact Statement for
South Valley Corridor Project**

Dear Susan:

The Federal Transit Administration (FTA) has reviewed the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project, as revised. FTA finds that the DEIS provides a complete, objective and technically sufficient analysis of the potential impacts on the human, economic, and social environment. The DEIS examines the potential impacts of the construction and operation of high capacity transit (HCT) alternatives between the Cities of Spokane, Spokane Valley and Liberty Lake. The DEIS also explores measures to minimize and mitigate adverse impacts.

This letter serves as your authorization to proceed with printing the DEIS. The availability of the document must be advertised to the public and to other interested agencies pursuant to 23 Code of Federal Regulations 771.123 and 771.130.

Please call John Witmer at (206) 220-7964 if you have any questions.

Sincerely,

R. F. Krochalis
Regional Administrator

cc: K.C. Traver, STA
Maurice Foushee, FTA
Joe Ossi, FTA

Sutton, Lesley

900.4.10

From: Glover, Tawanna (TPE) [Tawanna.Glover@fta.dot.gov]
Sent: Thursday, January 19, 2006 11:35 AM
To: Sutton, Lesley
Subject: FW: DEIS - South Valley Corridor Project - EPA Filing

FYI

*Tawanna M. Glover
Environmental Protection Specialist
Office of Planning and Environment
TPE-30
Telephone: 202-493-0229
Fax: 202-493-2478
Tawanna.Glover@fta.dot.gov*

From: Glover, Tawanna (TPE)
Sent: Thursday, January 19, 2006 2:32 PM
To: Witmer, John (TRO-10)
Cc: Bausch, Carl (TPE); Foushee, Maurice (TPE); Hynes-Cherin, Brigid (TPE); Libberton, Sean (TPE); Ossi, Joseph (TPE); Vozzolo, David (TPE); Krochalis, Rick (TRO-10)
Subject: DEIS - South Valley Corridor Project - EPA Filing

The DEIS for the South Valley Corridor Project in Spokane County, Washington has been filed with EPA. A copy of EPA's receipt of filing has been faxed to your office and to Kim C. Traver, Light Rail Project Manager for Spokane Transit. The Notice of Availability will appear in the Federal Register on January 27, 2006.

Thank you,

*Tawanna M. Glover
Environmental Protection Specialist
Office of Planning and Environment
TPE-30
Telephone: 202-493-0229
Fax: 202-493-2478
Tawanna.Glover@fta.dot.gov*

1/19/2006



900.4.10

OFFICE OF ENFORCEMENT AND COMPLIANCE ASSURANCE

Date 1-19-06

The US Environmental Protection Agency has received the

DRAFT FINAL SUPPLEMENTAL

Environmental Impact Statement prepared by the (Agency)

FTA

intitied South Valley Corridor Project -
SPOKANE COUNTY, WASH -

The above document has been hand carried to the USEPA for official filing purposes by the undersigned. The undersigned also verifies that complete distribution to all Agencies/persons has been made simultaneously with this filing.

Filed by Lea Yung 

Name of Person Filing EIS

on 1-19-06 with
approval in 7C
01-27-06.

EPS

Title

2/493-0229

Telephone Number



**Federal Transit Administration
Office of Planning**

FAX TRANSMISSION COVER SHEET

400 7th Street S.W., Room 9413
Washington, DC 20590
Phone Number: (202) 366-4033
Fax Number: (202) 493-2478

YOU SHOULD RECEIVE 2 PAGE(S), INCLUDING THIS COVER SHEET.
If there is a problem with this transmission, please call.

Date: JANUARY 19, 2006
To: John Whitmer
Fax:
Sender: Taunoma Forest
Re: South Valley Corridor Project - DEIS

The NOA will appear
in the FR on Jan 27, 2006.

cc: Kim Traven

Public notice is hereby given that Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), has produced a Draft Environmental Impact Statement (DEIS) pertaining to high-capacity transit options being considered for the south valley corridor between Spokane and Liberty Lake. The DEIS describes five alternatives involving light rail transit (LRT) and bus rapid transit (BRT). The public is invited to comment on the document.

Copies of the DEIS are available for review at the offices of Spokane Transit Authority, 1230 W. Boone Ave., Spokane WA 99201. Electronic copies on compact disc can be requested by calling (509) 325-6056. The DEIS is also available for review at the following public libraries:

Downtown Spokane Library
906 W. Main Ave.,
Spokane WA 99201
Spokane Valley Library
12004 E. Main Ave.,
Spokane Valley WA 99206
Liberty Lake Library
1421 N. Meadowwood Lane,
Liberty Lake WA 99019

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to lsutton@spokanetransit.com.

The public can also comment at the following public events:

1. Public Meeting; February 8, 2006, at 2:00 pm, STA, 1229 W. Boone Ave., Spokane WA 99201

2. Open House; February 16, 2006, 11:00 to 2:00 pm, STA Plaza, 701 W. Riverside Ave., Spokane WA 99201

3. STA Board Meeting; February 16, 2006, at 5:30 pm, 808 W. Spokane Falls Blvd., Spokane WA 99201

4. Open House; February 22, 2006, from 4:00 to 7:00 pm, 11707 E. Sprague, Suite 106, Spokane Valley WA 99206

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Upon request, alternative formats of the information will be produced for people with disabilities. For other accommodations, please call 325-6094 [TTY (509) 456-4327] at least forty-eight (48) hours in advance.



Public notice is hereby given that Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), has produced a Draft Environmental Impact Statement (DEIS) pertaining to high-capacity transit options being considered for the south valley corridor between Spokane and Liberty Lake. The DEIS describes five alternatives involving light rail transit (LRT) and bus rapid transit (BRT). The public is invited to comment on the document.

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 Spokane WA 99201
 Spokane Valley Library
 12004 E. Main Ave.
 Spokane Valley WA 99206
 Liberty Lake Library
 1421 N. Meadowood Lane,
 Liberty Lake WA 99019

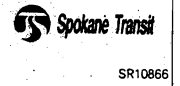
Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to ksutton@spokanetransit.com.

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4. Open House: February 22, 2006, from 4:00 to 7:00 pm, 44707 E. Sprague, Suite 106, Spokane Valley WA 99206

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*Federal Tax ID No. 1-0420030

AFFIDAVIT OF PUBLICATION

**STATE OF WASHINGTON
 County of Spokane, ss.**

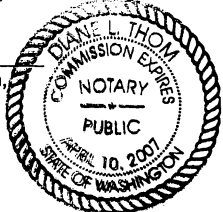
Name: Spokane Transit Authority **Acct:** 43342
P.O.: **No. Lines:** 96
Total Cost: \$ 1,549.86 **Log No:** SR10866

I, Dayle Byrnes
do solemnly swear that I am the Principal Clerk of the **SPOKESMAN-REVIEW**, a newspaper established and regularly published, once each day in the English language, in and of general circulation in the City of Spokane, Spokane County, Washington; and in the City of Coeur d'Alene, Kootenai County, Idaho; that said newspaper has been so established and regularly published and has had said general circulation continuously for more than six (6) months prior to the 23rd day of July, 1941; that said newspaper is printed in an office maintained at its place of publication in the City of Spokane, Washington; that said newspaper was approved and designated as a legal newspaper by order of the Superior Court of the State of Washington for Spokane County on the 23rd day of July, 1941, and that said order has not been revoked and is in full force and effect; that the notice attached hereto and which is a part of the proof of publication, was published in said newspaper, five time(s), the publication having been made once each time on the following dates:
 January 18, 19, 20, 21, 22, 2006

That said notice was published in the regular and entire issue of every number of the paper during the period of time of publication, and that the notice was published in the newspaper proper and not in a supplement.

Dayle Byrnes
 Subscribed and sworn to before me at the City of Spokane, this 25th day of January, 2006

Diane L. C. Starn
 Notary Public in and for the State of Washington,
 residing in Spokane County, Washington

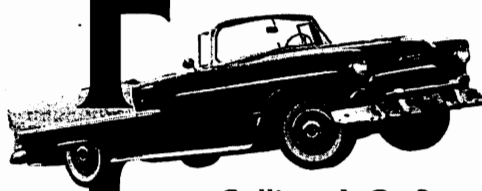


FREE ADS



What's It Cost?

Schedule a seven day ad on our **Sure Sell Special** and receive two additional days FREE!
 Restrictions apply, these rates are non-refundable, ask for details.
 *Private Party only



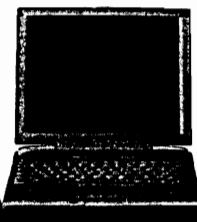
Selling A Car? Auto Sure Sell Special

Save over 20% on 7 days and receive two consecutive days FREE!

Restrictions apply, these rates are non-refundable, ask for details.
 *Private Party only

Many more specials! Ask for details.

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 Return check fee: \$35.

er and does not discriminate on the grounds of race, color, religion, national origin, gender, sexual orientation, age or handicap and encourages all interested parties to submit qualifications.

CHRISTINE BAINBRIDGE,
 CMC
 Spokane Valley City Clerk
 509-688-0177
 SR10773

Public notice is hereby given that Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), has produced a Draft Environmental Impact Statement (DEIS) pertaining to high-capacity transit options being considered for the south valley corridor between Spokane and Liberty Lake. The DEIS describes five alternatives involving light rail transit (LRT) and bus rapid transit (BRT). The public is invited to comment on the document.

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 Spokane WA 99201
 Spokane Valley Library
 12004 E. Main Ave.,
 Spokane Valley WA 99206
 Liberty Lake Library
 1421 N. Meadowood Lane,
 Liberty Lake WA 99019

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to ksutton@spokanetransit.com.

The public can also comment at the following public events:

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3. STA Board Meeting; February 16, 2006, at 5:30 pm, 808 W. Spokane Falls Blvd., Spokane WA 99201
4. Open House; February 22, 2006, from 4:00 to 7:00 pm, 11707 E. Sprague, Suite 106, Spokane Valley WA 99206

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Upon request, alternative formats of the information will be produced for people with disabilities. For other accommodations, please call 325-5094 (TTY (509) 456-4327) at least forty-eight (48) hours in advance.



SR10866

best bidder, payable, in the or certified checks from fe at the time of sale the fo situated in the County of S to-wit: BLOCK 9, BLOCK AS PER PLAT RECORDED PAGE 11, RECORDS OF S THE CITY OF SPOKANE, C OF WASHINGTON, Co GARDNER AVE SPOKANE that certain Deed of Tru 6/24/2003, under Auditor's Page ***records of SPOK ADAM O. YORE, A MAF ESTATE, as Grantor(s), to CORPORATION, as Trust- favor of MORTGAGE E SYSTEMS, INC. (MERS) A AMERICA, LLC, as Benefic different from original Bene which was assigned by REGISTRATION SYSTEMS, FOR FINANCE AMERI ELECTRONIC REGISTRATI No action commenced by Trust is now pending to se in any Court by reason c default on the obligatio Trust/Mortgage. II. The foreclosure is made is/are due the following amount \$7,997.45 IV. The sum owir the Deed of Trust is The together with interest as 6/1/2005, and such other c statute. V. The above-descr satisfy the expense of sale the Deed of Trust as provic made without warranty, e title, possession or encl defaults referred to in Pa 2/6/2006 (11 days before discontinuance of the sale and terminated if at any before the sale) the default cured and the Trustee's fee must be in cash or with cash State or federally char terminated any time after t sale date) and before the s. or the holder of any record paying the principal and advances, if any, the obligation and/or Deed of Default was transmitted by Borrower and Grantor at t ADAM O. YORE, A MAF ESTATE ADDRESS 1514 W 99201 by both first class which is in the possession c and Grantor were personal written Notice of Default; was posted in a conspicu described in Paragraph I possession of proof of su Trustee whose name and c provide in writing to anyone costs and fees due at any effect of the sale will be those who hold by, through interest in the above-descr any objections to this sale be afforded an opportur objections if they bring pursuant to RCW 61.24.13c may result in a waiver of any the Trustee's sale. NO TENANTS - The purchaser to possession of the propo sale, as against the Grant owner) and anyone having trust, including occupants following the sale the pu occupants and tenants by s Unlawful Detainer Act Ch. ATTEMPT TO COLLECT A OBTAINED WILL BE USED 11/14/2005 Quality Lo: Washington as Trustee By Sale Officer For Non-Sale Quality Loan Service Corp: 204 Floor San Diego, CA 9 of Process: Quality Loan Sr First Avenue, Suite 435 Se. State of California)) ss. 11/14/2005, before me, A. i said County and State, personally known to me (c satisfactory evidence) to b is/are subscribed to acknowledged to me that I in his/her/their authorize his/her/their signature(s) c or the entity upon behalf executed the instrument. seal. Signature: A PONCE Public - California San Die Jun 1, 2008 ASAP# 730764

Spokesman Review Jan. 18 - Jan. 20, 2006

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Suite #1200
Spokane, WA 99201-3505
1-20 & 2-10

Public notice is hereby given that Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), has produced a Draft Environmental Impact Statement (DEIS) pertaining to high-capacity transit options being considered for the south valley corridor between Spokane and Liberty Lake. The DEIS describes five alternatives involving light rail transit (LRT) and bus rapid transit (BRT). The public is invited to comment on the document.

Copies of the DEIS are available for review at the offices of Spokane Transit Authority, 1230 W. Boone Ave., Spokane WA 99201. Electronic copies on compact disc can be requested by calling (509) 325-6056. The DEIS is also available for review at the following public libraries:

- Downtown Spokane Library
306 W. Main Ave.
Spokane WA 99201
- Spokane Valley Library
12004 E. Main Ave.,
Spokane Valley WA 99206
- Liberty Lake Library
1421 N. Meadowood Lane,
Liberty Lake WA 99019

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to ksuton@spokane-transit.com.

The public can also comment at the following public events:

1. Public Meeting; February 8, 2006, at 2:00 pm, STA, 1229 W. Boone Ave., Spokane WA 99201
2. Open House; February 16, 2006, 11:00 to 2:00 pm, STA Plaza, 701 W. Riverside Ave., Spokane WA 99201
3. STA Board Meeting; February 16, 2006, at 5:30 pm, 808 W. Spokane Falls Blvd., Spokane WA 99201
4. Open House; February 22, 2006, from 4:00 to 7:00 pm, 11707 E. Sprague, Suite 106, Spokane Valley WA 99206

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Upon request, alternative formats of the information will be produced for people with disabilities. For other accommodations, please call 325-6064 (TTY: 509) 456-4327) at least forty-eight (48) hours in advance.

1-20

**PROBATE
NOTICE TO CREDITORS
(RCW 11.40.030)**

NO. 05-4-01464-6

SUPERIOR COURT, STATE OF
WASHINGTON, COUNTY OF SPOKANE

In the Matter of the Estate of: ROBERT A.
DEWEY, Deceased.

The Personal Representative named below has been appointed as Personal Representative of this estate. Any person having a claim against the decedent must, before the time the claim would be barred by any otherwise applicable statute of limitations, present the claim in the manner as provided in RCW 11.40.070 by serving on or mailing to the Personal Representative or the Personal Representative's attorney at the address stated below, a copy of the claim and filing the original of the claim with the Court. The claim must be presented within the later of: (1) Thirty days after the Personal Representative served or mailed the notice to the creditor as provided under RCW 11.40.020(3); or (2) four months after the date of first publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and non-probate assets.

Date of first publication: January 20, 2006.

Mary W. Dewey
Personal Representative



Spokane Valley
News Herald
Serving Spokane Valley and the Coeur d'Alene Area Since 1928

Valley News BRIEFS

Pavilion Park fund-raiser

The Friends of Pavilion Park will host its 10th annual fund-raiser at the park with a golf tournament, June 18, from 9 a.m. to 4 p.m.

The proceeds will be used for the maintenance of Pavilion Park, which is owned by Coeur d'Alene Park and Water Dept.

This year's golf tournament will feature a pro-am format, and there will also be a 9-hole golf tournament for the children of the park. Tickets are \$10 per person and include lunch and a raffle. For more information, call 462-1111.

Comic work at the fair

The Spokane American Fair is looking for comic talent to perform at the fair. The fair is held at the Spokane Falls Convention Center, and the deadline for applications is Feb. 15. For more information, call 462-1111.

When Katie came marching home



Mirabeau, Mission Pool move forward

The Mirabeau and Mission Pool projects are moving forward. The city council has approved the plans for the pools, and the construction is expected to start soon.

Gas storage sites stopped by council

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have it
mailed
right to
your
home!**

**Call
924-2440
to subscribe**

The Valley Herald Jan. 20, 2006

AFFIDAVIT OF PUBLICATION
Declaration of Joshua M. Johnson

STATE OF WASHINGTON
County of Spokane, ss.

Name: Lesley Sutton

Acct: Spokane Transit Authority

P.O.:

Lines: 59

Total Cost: \$41.30

I, Joshua M. Johnson, make the following Declaration pursuant to the laws of Washington. I am the Publisher of the Liberty Lake Splash, a newspaper established and regularly published, once a week in the English Language, in and of general circulation in the city of Liberty Lake and surrounding community, Spokane County, Washington; that said newspaper has been so established and regularly published and has said general circulation continuously for more than six (6) months prior to the 24th day of May, 2001; that said newspaper is compiled either in whole or in part at its place of publication in Spokane County, Washington; that said newspaper was approved and designated as a legal newspaper by order of the Superior Court of the State of Washington for Spokane County on the 24th day of May, 2001, and that said order has not been revoked and is in full force and effect; that

January 19: Draft Environmental Impact Statement

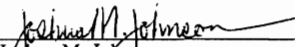
attached hereto and which are a part of the proof of publication, was published in said newspaper on the following date:

January 19, 2006

That said legal notices were published in the regular and entire issue of every number of the paper during the period of time of the publication, and that the legal notices were published in the newspaper proper and not in a supplement.

I declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

2/7/06
Date



Joshua M. Johnson
Publisher, The Liberty Lake Splash

LEGAL NOTICES

Public notice is hereby given that Spokane Transit Authority (STA), in cooperation with the Federal Transit Administration (FTA), has produced a Draft Environmental Impact Statement (DEIS) pertaining to high-capacity transit options being considered for the south valley corridor between Spokane and Liberty Lake. The DEIS describes five alternatives involving light rail transit (LRT) and bus rapid transit (BRT). The public is invited to comment on the document.

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12004 E. Main Ave.,
Spokane Valley WA 99206
Liberty Lake Library
1421 N. Meadowwood Lane,
Liberty Lake WA 99019

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traves, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to tsutton@spokanetransit.com.

The public can also comment at the following public events:

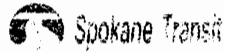
1. **Public Meeting:** February 8, 2006, at 2:00 pm, STA, 1229 W. Boone Ave., Spokane WA 99201
2. **Open House:** February 14, 2006, 11:00 to 2:00 pm, STA Plaza, 701 W. Riverside Ave., Spokane WA 99201
3. **STA Board Meeting:** February 16, 2006, at 5:30 pm, 800 W. Spokane Falls Blvd., Spokane WA 99201
4. **Open House:** February 22, 2006, from 6:00 to 7:00 pm, 11707 E. Sprague, Suite 106, Spokane Valley WA 99216

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Upon request, alternative formats of the information will be produced for people with disabilities. For other accommodations, please call 325-6094 (TTY) (509) 456-4327 at least forty-eight (48) hours in advance.

Spokane Transit

Liberty lake Splash Jan. 20, 2006



January 18, 2006

Subject: Draft Environmental Impact Statement, South Valley Corridor Project

Dear Recipient:

Provided for your information and opportunity to comment is information pertaining to the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project, Spokane, Washington.

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to lsutton@spokanetransit.com.

Comments will also be accepted at the following public events:

**Public Meeting; February 8, 2006, at 2:00 pm, STA,
1229 W. Boone Ave., Spokane WA 99201**

**Open House; February 16, 2006, 11:00 to 2:00 pm, STA Plaza,
701 W. Riverside Ave., Spokane WA 99201**

**STA Board Meeting; February 16, 2006, at 5:30 pm,
808 W. Spokane Falls Blvd., Spokane WA 99201**

**Open House; February 22, 2006, from 4:00 to 7:00 pm,
11707 E. Sprague, Suite 106, Spokane Valley WA 99206**

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Sincerely,

A handwritten signature in black ink, appearing to read "K.C. Traver".

KIM C. TRAVER
Light Rail Project Manager
Spokane Transit Authority



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Ms. Tawanna M. Glover
Office of Human and Natural Environment, TPE-30
Federal Transit Administration, Room 9413
400 7th Street, S.W.
Washington, DC 20590

Subject: Distribution of Draft Environmental Impact Statement

Dear Tawanna:

Provided for your action are the required 10 copies of the final Draft Environmental Impact Statement for the *South Valley Corridor Project*, Spokane, Washington, in accordance with published FTA guidance. Distribution by mail to all listed organizations and their designated individual representatives is complete as of today, January 18, 2006.

Additionally, Spokane Transit has published notification of the availability of the document in three area newspapers and is accepting written or emailed comments on the DEIS through Friday, March 3, 2006. Comments are also being accepted at four separate public events on three different dates and at varying times that best accommodate the general public.

Thank you for your assistance in the notification and distribution of this important document.

Sincerely,

Kim C. Traver
Light Rail Project Manager

Encl: DEIS; 2 bound copies, 8 CDs

Cc: Ms. E. Susan Meyer, Spokane Transit
Mr. John Witmer, FTA, Region X
Ms. Phyllis Holmes, Steering Committee Chair
Mr. Glenn Miles, Spokane Regional Transportation Council
Mr. John Lackey, David Evans & Associates
File - 201.6



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

*Providing the Highest Quality
Public Transportation*

January 18, 2006

Mr. Richard Krochalis
FTA Regional Administrator, Region 10
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Subject: Distribution of Draft Environmental Impact Statement

Dear Rick:

I am happy to forward to you copies of the final Draft Environmental Impact Statement for the *Spokane South Valley Corridor Study* that has been distributed for public comment. Spokane Transit is excited to have achieved this important milestone in the project. We are enthusiastic about discussing the project with the Spokane community through public review of the DEIS.

For your information, Spokane Transit has published notification of the availability of the document in three area newspapers and is accepting written or emailed comments on the DEIS through Friday, March 3, 2006. Comments are also being accepted at four separate public events on three different dates and at various times to best accommodate the general public.

Thank you for your support and guidance in producing this important document.

Sincerely,

Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

Cc: Ms. E. Susan Meyer, Spokane Transit
Ms. Phyllis Holmes, Steering Committee Chair
Mr. Glenn Miles, Spokane Regional Transportation Council
Mr. John Lackey, David Evans & Associates
File 801.4



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.cc>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Mr. David Condon
District Director
Office of U. S. Representative Cathy McMorris
10 North Post, 6th Floor
Spokane, WA 99201

Dear David:

I am providing for Representative McMorris' review information regarding the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project. Spokane Transit is accepting written comments on the DEIS through Friday, March 3, 2006. All comments received prior to the close of the comment period will be addressed in the Final EIS.

We would be happy to brief Representative McMorris' transportation staff representative on the details of this project at the earliest opportunity. Again, thank you for your interest in our project regarding high-capacity transit for Spokane County, Washington. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Alternately, you can contact our Communications Manager, Ms. Molly Myers, at 325-6090.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Traver'.

Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

cc: E. Susan Meyer/STA
P. Holmes/LRSC
G. Miles/SRTC
M. Myers/STA
File *801.12*



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
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*Providing the Highest Quality
Public Transportation*

January 18, 2006

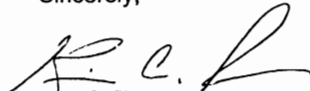
Mr. Robert Thoms
Eastern Washington Director
Office of U. S. Senator Maria Cantwell
W. 920 Riverside, Suite 697
Spokane, WA 99201

Dear Robert:

I am providing for Senator Cantwell's review information regarding the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project. Spokane Transit is accepting written comments on the DEIS through Friday, March 3, 2006. All comments received prior to the close of the comment period will be addressed in the Final EIS.

We would be happy to brief Senator Cantwell's transportation staff representative on the details of this project at the earliest opportunity. Again, thank you for your interest in our project regarding high-capacity transit for Spokane County, Washington. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Alternately, you can contact our Communications Manager, Ms. Molly Myers, at 325-6090.

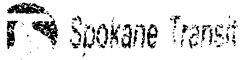
Sincerely,



Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

cc: E. Susan Meyer/STA
P. Holmes/LRSC
G. Miles/SRTC
M. Myers/STA
File 801.14



January 18, 2006

Subject: Draft Environmental Impact Statement, South Valley Corridor Project

Dear Recipient:

Provided for your information and opportunity to comment is information pertaining to the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project, Spokane, Washington.

Spokane Transit will accept written comments on the DEIS through Friday, March 3, 2006. All comments should be addressed to Kim C. Traver, Light Rail Project Manager, 1230 West Boone Avenue, Spokane, WA 99201, or emailed to ksutton@spokanetransit.com.

Comments will also be accepted at the following public events:

**Public Meeting; February 8, 2006, at 2:00 pm, STA,
1229 W. Boone Ave., Spokane WA 99201**

**Open House; February 16, 2006, 11:00 to 2:00 pm, STA Plaza,
701 W. Riverside Ave., Spokane WA 99201**

**STA Board Meeting; February 16, 2006, at 5:30 pm,
808 W. Spokane Falls Blvd., Spokane WA 99201**

**Open House; February 22, 2006, from 4:00 to 7:00 pm,
11707 E. Sprague, Suite 106, Spokane Valley WA 99206**

All comments received at the public events and through emails and letters written prior to the close of the comment period will be addressed in the Final EIS.

Sincerely,

A handwritten signature in black ink, appearing to read 'K.C. Traver', written over a light blue horizontal line.

KIM C. TRAVER
Light Rail Project Manager
Spokane Transit Authority



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Ms. Tawanna M. Glover
Office of Human and Natural Environment, TPE-30
Federal Transit Administration, Room 9413
400 7th Street, S.W.
Washington, DC 20590

Subject: Distribution of Draft Environmental Impact Statement

Dear Tawanna:

Provided for your action are the required 10 copies of the final Draft Environmental Impact Statement for the *South Valley Corridor Project*, Spokane, Washington, in accordance with published FTA guidance. Distribution by mail to all listed organizations and their designated individual representatives is complete as of today, January 18, 2006.

Additionally, Spokane Transit has published notification of the availability of the document in three area newspapers and is accepting written or emailed comments on the DEIS through Friday, March 3, 2006. Comments are also being accepted at four separate public events on three different dates and at varying times that best accommodate the general public.

Thank you for your assistance in the notification and distribution of this important document.

Sincerely,

Kim C. Traver
Light Rail Project Manager

Encl: DEIS; 2 bound copies, 8 CDs

Cc: Ms. E. Susan Meyer, Spokane Transit
Mr. John Witmer, FTA, Region X
Ms. Phyllis Holmes, Steering Committee Chair
Mr. Glenn Miles, Spokane Regional Transportation Council
Mr. John Lackey, David Evans & Associates
File - 801.6



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Mr. Richard Krochalis
FTA Regional Administrator, Region 10
915 Second Avenue
Federal Building, Suite 3142
Seattle, WA 98174-1002

Subject: Distribution of Draft Environmental Impact Statement

Dear Rick:

I am happy to forward to you copies of the final Draft Environmental Impact Statement for the *Spokane South Valley Corridor Study* that has been distributed for public comment. Spokane Transit is excited to have achieved this important milestone in the project. We are enthusiastic about discussing the project with the Spokane community through public review of the DEIS.

For your information, Spokane Transit has published notification of the availability of the document in three area newspapers and is accepting written or emailed comments on the DEIS through Friday, March 3, 2006. Comments are also being accepted at four separate public events on three different dates and at various times to best accommodate the general public.

Thank you for your support and guidance in producing this important document.

Sincerely,

A handwritten signature in black ink, appearing to read 'K.C. Traver'.

Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

Cc: Ms. E. Susan Meyer, Spokane Transit
Ms. Phyllis Holmes, Steering Committee Chair
Mr. Glenn Miles, Spokane Regional Transportation Council
Mr. John Lackey, David Evans & Associates
File 801.6



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Mr. David Condon
District Director
Office of U. S. Representative Cathy McMorris
10 North Post, 6th Floor
Spokane, WA 99201

Dear David:

I am providing for Representative McMorris' review information regarding the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project. Spokane Transit is accepting written comments on the DEIS through Friday, March 3, 2006. All comments received prior to the close of the comment period will be addressed in the Final EIS.

We would be happy to brief Representative McMorris' transportation staff representative on the details of this project at the earliest opportunity. Again, thank you for your interest in our project regarding high-capacity transit for Spokane County, Washington. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Alternately, you can contact our Communications Manager, Ms. Molly Myers, at 325-6090.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Traver'.

Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

cc: E. Susan Meyer/STA
P. Holmes/LRSC
G. Miles/SRTC
M. Myers/STA
File *801.12*



1230 West Boone Avenue
Spokane, Washington 99201-2686

(509) 325-6000
WEB PAGE <http://www.spokanetransit.com>
FAX (509) 325-6036
TDD (509) 456-4327

"Providing the Highest Quality
Public Transportation"

January 18, 2006

Mr. Robert Thoms
Eastern Washington Director
Office of U. S. Senator Maria Cantwell
W. 920 Riverside, Suite 697
Spokane, WA 99201

Dear Robert:

I am providing for Senator Cantwell's review information regarding the Draft Environmental Impact Statement (DEIS) for the South Valley Corridor Project. Spokane Transit is accepting written comments on the DEIS through Friday, March 3, 2006. All comments received prior to the close of the comment period will be addressed in the Final EIS.

We would be happy to brief Senator Cantwell's transportation staff representative on the details of this project at the earliest opportunity. Again, thank you for your interest in our project regarding high-capacity transit for Spokane County, Washington. Whenever you would like additional information on this project, please don't hesitate to contact me at 325-6056. Alternately, you can contact our Communications Manager, Ms. Molly Myers, at 325-6090.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. C. Traver'.

Kim C. Traver
Light Rail Project Manager

1 Encl: DEIS

cc: E. Susan Meyer/STA
P. Holmes/LRSC
G. Miles/SRTC
M. Myers/STA
File 801.14

**PUBLICATION ADVERTISEMENT FOR SOUTH VALLEY CORRIDOR DEIS
JANUARY 27, 2006 FEDERAL REGISTER**

[Federal Register: January 27, 2006 (Volume 71, Number 18)]
[Notices]
[Page 4578-4579]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr27ja06-48]

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6671-6]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General
Information (202) 564-7167 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements Filed 01/16/2006
through 01/20/2006 pursuant to 40 CFR 1506.9.

EIS No. 20060019, Final EIS, FHW, NY, Willis Avenue Bridge
Reconstruction, Proposing Reconstruction of 100-year-old Willis Avenue
Bridge over the Harem River between Manhattan and the Bronx, New York
and Bronx Counties, NY, Wait Period Ends: 02/27/2006, Contact: Robert
Arnold 518-431-4125.

EIS No. 20060020, Final EIS, COE, NC, Fort Bragg Headquarters for XVII
Airborne Corps and Army Special Operations Command, To Determine the
Level of Training on the Overhills Tract Program, Cumberland and
Harnett Counties, NC, Wait Period Ends: 02/27/2006, Contact: Ms. Julie
Morgan 888-893-0678. Ext 258.

EIS No. 20060021, Final EIS, AFS, UT, Quitcupah Creek Road Project,
Public Road Construction to Provide Access from UT-10 to the Acord
Lakes Road, Application for Right-of-Way Grant, Fishlake National
Forest, Sevier County Special Services District (SSD), Sevier and Emery
Counties, UT, Wait Period Ends: 02/27/2006, Contact: Rod Lee 435-896-
1500.

**EIS No. 20060022, Draft EIS, FTA, WA, South Valley Corridor
Project, Improvement to Existing Urban Transportation
System, Light Rail Transit (LRT), Right-of-Way Grant, City
of Liberty Lake, Spokane County, WA,
Comment Period Ends: 03/13/2006, Contact: John Witmer 206-
220-7954.**

EIS No. 20060023, Draft EIS, IBR, 00 Upper Rio Grande Basin Water
Operations Review, To Develop an Integrated Plan for Water Operations
at the Existing Facilities, NM, CO and TX, Comment Period Ends: 03/21/
2006, Contact: Valda Terauds 505-462-3584, U.S. Department of the
Interior's Bureau of Reclamation and the U.S. Department of Army Corps

of Engineers are Joint Lead Agencies for the above project.
EIS No. 20060024, Draft Supplement, AFS, WI, McCaslin Project, Vegetation Management Activities that are Consistent with Direction in the Nicolet Forest Plan, New Information to Address Inadequate Disclosure of the Cumulative Effect Analysis for Six Animal and Eight Plant Species, Lakewood/Lasna District, Chequamegon-Nicolet National Forest, Oconto and Forest Counties, WI, Comment Period Ends: 03/13/2006, Contact: Brian Quinn 715-762-5176.
EIS No. 20060025, Draft Supplement, AFS, WI, Northwest Howell Vegetation Management Project, New Information to Address Inadequate Disclosure of the Cumulative Effects Analysis for Six Animal and Two Plant Species, Eagle River-Florence Ranger District, Chequamegon-Nicole National Forest, Florence and Forest Counties, WI, Comment Period Ends: 03/13/2006, Contact: Brian Quinn 715-762-5176.
EIS No. 20060026, Draft EIS, AFS, AK, Whistle Stop Project, Provide Access to Backcountry Recreation Area on National Forest, System (NFS) Lands, on the Kenai Peninsula between Portage and Moose Pass, Chugach National Forest, Kenai Peninsula Borough, AK, Comment Period Ends: 03/13/2006, Contact: Adam McClory 907-754-2352.
EIS No. 20060027, Draft EIS, AFS, CA, Kings River Project, Proposal to Restore Historical Pre-1850 Forest Conditions, Implementation, High Sierra Ranger District, Sierra National Forest, Fresno County, CA, Comment Period Ends: 03/13/2006, Contact: Ross Peckinpah 559-855-5355.
EIS No. 20060028, Draft EIS, DOD, NM, PROGRAMMATIC--Defense Threat Reduction Agency (DTRA) Activities on White Sands Missile Range (WSMR), Implementation, NM, Comment Period Ends: 03/28/2006, Contact: Linda Woestendiek 505-846-5396.
EIS No. 20060029, Final EIS, NOA, WA, Washington State Forest Habitat Conservation Plan, Propose Issuance of Multiple Species Incidental Take Permit of 4(d) Rules, NPDES Permit, U.S. Army COE Section 10 and 404 Permits, WA, Wait Period Ends: 02/27/2006, Contact: Sally Butt 360-753-5832.

Amended Notices

EIS No. 20050448, Draft EIS, BLM, MT, Upper Missouri River Breaks National Monument Resource Management Plan, Implementation, Blaine, Chouteau, Fergus and Phillips Counties, MT, Comment Period Ends: 04/26/2006, Contact: Jerry Majerus 406-538-1924, Revision of Federal Register Notice Published on 10/28/2005: Comment Period has been Extended from 01/26/2006 to 04/26/2006.
EIS No. 20050516, Draft Supplement, DOI, 00, Upper Mississippi River National Wildlife and Fish Refuge, Comprehensive Conservation Plan, A New Alternative E: Modified Wildlife and Integrated Public Use, Implementation, MN, WI, IL and IA, Comment Period Ends: 03/06/2006, Contact: Don Hultman 507-452-4232 This document is available on the Internet at: <http://www.fws.gov/midwest/planning/uppermiss/index.html>

Revision of Federal Register Notice Published 12/16/2005: Comment Period has been extended from 02/03/2006 to 03/06/2006.

EIS No. 20050534, Draft EIS, AFS, WA, The Summit at Snoqualmie Master Development Plan (MPD), Proposal to Ensure Long-Term Economic Viability, Mt. Baker-Snoqualmie/Okanogan-Wenatchee National Forests,



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March 10, 2006

Mr. John Witmer
Federal Transit Administration, Region X
915 Second Ave., Ste. 3142
Seattle, WA 98174

Dear John:

Enclosed is a copy of the comments received regarding the Draft Environmental Impact Statement for the Spokane South Valley Corridor Project. These comments were received during the 45-day public comment period which began January 18, 2006, and ended March 3, 2006. I have also included a copy of the Draft Preferred Alternative Report, which contains the recommendations adopted by the Light Rail Steering Committee on March 8, 2006. A final copy of the report will be prepared by March 30, 2006.

Please let me know if you have any questions at (509) 325-6056 or email me at ktraver@spokanetransit.com.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Traver", written over a horizontal line.

Kim C. Traver
Light Rail Project Manager

Enclosures



Index of Comments



Commenter	Page No.
Allison, Dan	4 - 4
Bajista, Carl Enrique.....	4 - 1
Bryant, Rich.....	3 - 4
Burton, Edward E.	4 - 1
City of Spokane Valley	6 - 14
Daigre, Beth Ann	5 - 15
Engle, Earl L.....	5 - 2
Hemphill, Robert Winston.....	5 - 3
Lowry, John	5 - 8
Luke, William (Bill).....	3 - 4
Mortz, Margaret	5 - 5
Nelson, Patricia	4 - 3
Nelson, T.A.....	5 - 10
Otterstrom, Karl	5 - 25
Pottratz, Doug	5 - 18
Ratcliff, Dr. Brian	5 - 9
Ream, Lorna.....	5 - 7
Schmidt, Brett.....	5 - 20
Smith, Richard.....	4 - 2
Spokane County Air Pollution Control Authority	6 - 1
Spokane Transit Authority – Response to City of Spokane Valley	7 - 6
Spokane Transit Authority – Response to WSDOT	7 - 1
Sullivan, Mike	4 - 2
United States Environmental Protection Agency Region 10.....	6 - 18
Unknown	4 - 3
Washington State Department of Ecology.....	6 - 5
Washington State Department of Transportation	6 - 9
Weilep, Edwin O.....	5 - 1
Wittman, Kelly	5 - 12

