

September 2024 Errata Sheet - Connect Spokane Phase 2

Element	Comment	STA Response/Action
High Performance Transit (HPT)	We need a bus that goes from Deer Park to the Plaza	Thank you. Forwarded to Service Development team
	Route 33 should go south of SCC to connect to Route 90. Route 21 should go to SFCC.	Thank you. Forwarded to Service Development team
	Rail is the future of high performance transit. Please consider a rail route from the Airport through downtown Spokane and Spokane Valley, to Liberty Lake. This is possible if you take advantage of the additional .9% of sales tax available to you as a large metro. Put the issue to voters. We'll vote for it.	Thank you for the comment. STA remains modal agnostic, and will continue to evaluate the most appropriate mode for each HPT corridor. Regional connections are important to improve and maintain.
	Rail is the most sensible and effective high performance transit. I urge you to plan for a rail route from the Spokane airport, through downtown Spokane, east to Liberty Lake.	Thank you for the comment. STA remains modal agnostic, and will continue to evaluate the most appropriate mode for each HPT corridor. Regional connections are important to improve and maintain.
	I love high performance transit, the more the better please continue developing it.	Thank you
	Direct, Walkable, Reliable	Thank you. These are certainly some of the principles that underpin HPT
	Extension to CDA to the CityLink Park and ride at Riverstone.	STA Moving Forward does identify a pilot to Post Falls/CdA for implementation, with a target date of 2027.
	i think having inter city rail between airway, cheney, and spokane could be very beneficial economically as the region is growing very fast. it could also be linked to CDA and/or Sandpoint to the east	Thank you for the comment. STA remains modal agnostic, and will continue to evaluate the most appropriate mode for each HPT corridor. Regional connections are important to improve and maintain.
	Expanding transportation services to reach outlying areas is crucial to provide services to those who have transportation barriers in greater Spokane County.	Noted. Connect 2035 will be looking at service improvement opportunities. Will also forward this comment to the Service Development team.
	Transportation into North Spokane County communities of Mead, Colbert, Riverside, Chattaroy, and Elk along Highway 2	Noted. Connect 2035 will be looking at service improvement opportunities. Will also forward this comment to the Service Development team.
	I think light rail needs to be added to the long term plan. CDA to GEG first then north south. Long term plans need to be integrated and based on state and regional transportation plans such as WA state department of transportation.	Thank you for the comment. STA remains modal agnostic, and will continue to evaluate the most appropriate mode for each HPT corridor. Regional connections are important to improve and maintain.
	As a bike commuter, I value longer distance bus trips with fewer stops. I'd also prefer to have my bike with me inside the bus instead of on the front of it.	Thank you for the comment.
	I do like that you are thinking about having a bus go to Post Falls	Thank you for the comment
	The Post Falls to Mirabeau would be INCREDIBLY helpful and increase rider rates; I know several folks who commute daily from Post Falls to Spokane for work.	Thank you for the comment
	Would be great to see HPT serve the UD and the Hospitals, supporting the development of healthcare workforce housing the UD.	Thank you. Forwarded to Service Development team
Continuous, high-quality service along the Sprague corridor would improve access and would allow for additional transit-accessible housing units required under state housing bills. Improving service in West and East Central would also improve mobility for lower income areas and address issues of inequity.	Noted. Connect 2035 will be looking at service improvement opportunities. Will also forward this comment to the Service Development team.	
Run route nine more often on Sundays. Many times, there are no seats to sit on. Northern Quest Casino has shows that finish around 11:30 pm. It would be helpful if the 61/28 could run a little later.	Thank you. Forwarded to Service Development team	
Should be full BRT for Option A with center-running bus lanes and stations. Sprague Ave and Appleway Ave are very wide and have more than enough room! Full BRT would also improve safety here by making it easier to cross the street with median islands at stations.	Noted. Connect 2035 will be looking at service improvement opportunities. Will also forward this comment to the Service Development team.	
Not my areas but good ideas to have more park and rides, and express buses.	Thank you. Forwarded to Service Development team	
Maybe a bus to cda casino .	Thank you. Forwarded to Service Development team	
peak frequency on the 9 and the 4 needs to be 10 mins due to delays and overcrowding. Delays are usually ten minutes or more, at which point 15 min frequency is not being provided. With a frequency of ten minutes headway management, like on the 1 can significantly reduce delays.	Thank you. Forwarded to Service Development team	
Fixed Route		
I would say that they run the same every day even on weekends. a lot of people work weekends and they don't get the same service. Also the bus should be free for everyone.	Thank you. Forwarded to Service Development team	
Half hour headways are the absolute minimum we should have as a system. An hour between buses is too much time.	Thank you. STA strives to provide an efficient transit system, but there are always trade-offs that have to be balanced. Forwarded to Service Development team	
If the 6,66 can add a stop on 2nd/Jefferson (Eastbound) , 3rd/Jefferson (Westbound) make riders transfer to other direction easier than now. Meanwhile, I believe if the 14 layover location become a regular stop will be easier for disability rider as does not have to cross the street .	Thank you. Forwarded to Service Development team	
Extension of CityLine to Airport.	Thank you. Forwarded to Service Development team	
Hope you have enough staff to support all the new routes	Thank you. We are always looking for good drivers and support staff, and plan our service growth with our employment growth in mind	
Extended route 173 to 7pm	Thank you. Forwarded to Service Development team	
Please increase the 32 on Sat/sun	Thank you. Forwarded to Service Development team	

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	Having a Spokane-Coeur D'Alene shuttle option would be a great consideration as a geographic extension for Connect 2035. I believe this would stimulate local economies in both areas and allow for better inter-city connection in the Inland Northwest.	STA Moving Forward does identify a pilot to Post Falls/CdA for implementation, with a target date of 2027.
	good	Thank you
	This wording of this question is confusing and incomplete. Within the fixed route network, a priority should be to improve accessibility and amenities at existing bus stops and remove certain stops if necessary.	Noted. Connect 2035 will be looking at service improvement opportunities, including amenities at bus stops. Will also forward this comment to the Service Development team.
	I don't particularly appreciate taking two buses to get to the Plaza, which tripled my travel time.	Thank you for taking the time to provide a comment. Will forward to the service development team
	Continue rolling out frequency improvements and upgraded bus stops on busy routes like on the 25!	Thank you for the comment.
Paratransit	Extend the service to 2 miles around bus stops. Also give out alternatives to services if they are denied paratransit.	We currently follow federal guidelines and regulations when it comes to the provision of paratransit service. That guideline puts that distance at three-fourths of a mile on each side of a fixed route corridor. A service like Mobility on Demand could serve as an alternative to paratransit, depending on how that service is designed and implemented.
	Very important to have accessible transit options!	Agreed
	Great service for those that need it	Agreed
	Increase the number of drivers to decrease the wait time for drop offs and pickups.	Connect 2035 examined staffing needs and this is one of the initiatives.
	Extend to northern Spokane County residents of Mead, Colbert, Riverside, Elk, and Chattaroy, with the vision to place an Adult Day Health Center in the foreseeable future.	Paratransit service is directly tied to where Fixed Route service is provided. Will forward the comment to the Service Development team and the Paratransit team.
	Long term the map within which the paratransit service is available should be expanded. See also the "premium ride" service being tested in Minneapolis. This could be useful improvement in Spokane.	Paratransit service is directly tied to where Fixed Route service is provided. Will forward the comment to the Service Development team and the Paratransit team. "Premium Ride" would fall under Mobility on Demand in Flexible Services.
	great	Thank you
	Level boarding at more bus stops would improve accessibility across the system while also speeding up buses by shortening dwell times. Should be part of the standard stop upgrade kit!	Thank you for the comment. STA is always looking to improve the experience and accessibility of the transit system. Will forward comment to Service Development team and Capital Development team responsible for bus stop upgrades
	Please continue this service, your riders do a wonderful job.	Thank you
	Maybe have a thing for caregiver to scan their passes for them to ride with clients	Caregivers are allowed to ride paratransit with a paying paratransit customer
Flexible Services	Reaching communities outside of the regular service area.	Yes, that is one use of Flexible Services.
	MoD... what a terrible, terrible idea. This is just expensive ride share, subsidized by voters. If we can't provide fixed route service, what makes on demand service a better investment for the agency?	Fixed route may not make sense for several reasons, and a targeted MoD strategy may be able to fill in a transit coverage hole. But the concerns about cost are a real consideration and a criteria for the selection of any MoD pilot project
	More frequent bus routes and other modes such as transit and safe bike lanes should be implemented in as many places as possible. Limited funds should not be used to make what would essentially be the city of Spokane's version of Uber or Lyft.	STA is always looking to improve and add fixed route service, which will always be the core of our services. Connect 2035 also includes initiatives aimed at working with our jurisdictional partners to improve bicycle and pedestrian connections to transit stops. Fixed route may not make sense for several reasons, and a targeted MoD strategy may be able to fill in a transit coverage hole. But the concerns about cost are a real consideration and a criteria for the selection of any MoD pilot project
	STA should invest the \$100million dollars they have in adding light rail between Spokane/Spk Valley and then adding great bus service between links.	Connect 2035 is identifying a series of initiatives that will improve transit in the region and use the current cash on hand most wisely. Light rail, on a per-mile basis, averages about \$35 million. This does not include the purchase of trains, or any operating costs.
	Cost per passenger will be high.	That is true. In all studied pilots and programs, the cost per passenger is higher than for fixed route service
	Instead of MoD, the city should pursue transit oriented development around BRT stops and mobility hubs, increasing the efficiency of a fixed route system.	TOD is also a strategy that STA is pursuing to make transit more accessible and a daily part of people's lives.
	While I appreciate STA expanding its reach, mobility on demand sounds like Uber or Lyft. I would rather STA look at ways to expand its public transportation (not private taxis service), and look into rail or trams to support the rapidly growing regional population.	Fixed route may not make sense for several reasons, and a targeted MoD strategy may be able to fill in a transit coverage hole. But the concerns about cost are a real consideration and a criteria for the selection of any MoD pilot project
	Extend to North Spokane County along Highway 2	Thank you. Forwarded to Service Development team
	Find a way to Serve disabled and chronically ill people who aren't necessarily on social security as it's near impossible to get nowadays	A service like Mobility on Demand could serve as an alternative to paratransit, depending on how that service is designed and implemented.
	Again, see the "premium ride" being tested in Minneapolis.	This service falls squarely in what a Mobility on Demand pilot might entail

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	The vision to extend service to areas not served by public transportation is commendable as current commercial rideshare models (e.g. Uber, Lyft) are cost prohibitive and inconvenient for customers in rural areas. Having a publicly funded MoD service available for those customers will help them greatly. If MoD is implemented, it should only be available for areas beyond the PTBA and should originate/terminate at a transit center, as opposed to pickups and dropoffs happening at any address.	Thank you for the comment. Any pilot project established will have specific criteria and operational parameters, and origination/termination points are one consideration.
	Look into other cities that have had success with this.	Thank you, STA recognizes the efforts of other cities and will certainly take lessons learned from those communities
	Flex services in other cities have had very low ridership and very high costs. It's a great amenity if funded by the state or the feds, but STA should not be taking money away from improvements to its well-used fixed-route service to fund a flex service that few will use.	Fixed route may not make sense for several reasons, and a targeted MoD strategy may be able to fill in a transit coverage hole. But the concerns about cost are a real consideration and a criteria for the selection of any MoD pilot project
	buses are overflowing, providing better frequency and capacity within the fixed route system should be a priority	Thank you for the comment.
Transit Equity and Inclusion	Over time, the composition and location of customers may change, from primarily low income customers to a more diverse economic group. This may require strategies and tactics to attract these customers and meet more diverse set of needs.	Thank you for the comment, this is an excellent point.
	I would love to see updates to current signage on STA buses regarding discrimination; many busses have signage that does not include sexual orientation or gender identity as federally protected classes, which is legally required as per federal law.	Thank you for the comment. Will forward to the Communications department to add to their work program
	Some drivers don't lower the bus, making it hard for some people to enter. Some drives take off too soon, causing some people to lose their balance.	Thank you for the comment. Will forward to Operations for inclusion in the Driver Training program
	This seems like it could distract STA from its mission. STA already works with a lot of community organizations to be accessible to disadvantaged populations.	Thank you for the comment.
	Environmental Justice should be a separate section and include a description of the larger impacts focusing on the system not individuals	While equity and EJ have their separate notions they have a common mission in improving equity and access to services. Added reference to DOT Equity and Access Policy statement from December 2023.
	Lead with commitment statement	Moved commitment statement up in the introduction in the element
	The commitment should include more specific language and talk about racial equity	Board discussion needed to include more specific language about racial equity. This element is addressing equity in all aspects (racial, income, housing, transportation access, etc), and is not intended to focus solely on racial equity
	Racial Equity commitment and goal should be in comp plan preamble	This element is addressing equity in all aspects, added language to the introduction of this section, much like the sustainability section, that equity is embedded in policies and principles throughout plan. Board discussion needed to update comp plan introduction.
	Proposed Goal: STA works towards a system that normalizes transit use and embeds racial equity and belonging throughout the system with the goal of creating inclusive, accountable, transparent, and equitable access to our programs, services, and transit system for the people traveling throughout the region by engaging marginalized communities in planning and implementation .	Updated existing goal, incorporating key facets of feedback into the goal.
	Focus on goal of racial equity and belonging (see GARE approach to change) and serving community - that is accountable	Incorporating concept into Connect 2035 initiative under Goal 3 in the following initiatives: (a) Make targeted investments in staffing to expand competencies in support of strategic internal and external initiatives. (b) Establish an organizational development program
	Principle recommendations	
	> Inclusive - reducing barriers	Added principle on Access and Mobility. Also included in some Fixed Route Element policies
	> Transparent	Included as principle in this Element. Also added language in Communications Element about transparency.
	> Equitable access - signage, translation in different languages	Included in Connect 2035 as strategic action
	> Accountable	Included as principle in this Element. Also added language in Communications Element about transparency.
	> Sustainable - expand access, system focused, not person centered	Some policies in HPT and Fixed Route Element. Sustainability is also a stand alone element
	> Accessible	Included in this element, as well as several other elements throughout plan
	> Affordable	Updated policies in Revenues and Fares Element to address affordability
	> Welcoming	Included in Connect 2035 as strategic actions
	> Economically productive	Reflected in Sustainability principles and policies, as STA uses Triple Bottom Line principles
	> community driven	Updated Communications Element to better reflect approach for community input and action
	> customer service (training on DEI)	Included in Connect 2035 as strategic actions
	> address worker safety	Included in Safety & Security element

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	Incorporate principles from National Campaign for Transit Justice	Added language around the five principles into the introduction of this Element.
	Adopt a racial equity framework based on the GARE Approach to change: Normalize, Organize, Operationalize & Visualize	Incorporating concept into Connect 2035 initiative under Goal 3.
	Use Policy Recommendations from National Campaign for Transit Justice	Added reference to NCTJ principles in discussion section of the TEI Element.
Communications	The attitude toward public involvement is a bit of a joke. It feels like leadership makes stuff up on the fly, spitballing, and comes to the public with their decision already made. Disingenuous.	Thank you for the comment.
	I haven't seen anyone recruiting for the CAC at the STA plaza.	CAC recruitment occurs in a number of ways - we have not considered in-person recruitment at events. Will forward to Communications for consideration.
	Public engagement often fails to truly reach all segments of the population due to accessibility. Those with the most time and money on their hands have the easiest time going to meetings. STA should consider stipends for involved community members and low-income riders and working with experienced organizations that know about how to engage the full segment of the population. Without ensuring that all segments of the population can access meetings (including can afford to take the time off), the public's needs cannot be fully understood.	Thank you for the comment. Connect 2035 has initiatives aimed at increasing community partnerships, and identifying ways to compensate community members (including stipends) for their time and knowledge is included
	I think there should be enough public input to be taken into consideration and change policy, leaders should be receptive, but also there has to be a limit because it will slow down the development of transit if it is too broad	Thank you for the comment. There is always a balance between input and action.
	Don't let public input slow you down. You all should know from ridership data etc what improvements you should make. Act with conviction!	Thank you for the comment. There is always a balance between input and action.
	Hold board meetings at 5:30 pm instead of 1:30 pm so people can actually attend.	Noted. Forwarded to Communications and Executive Team for consideration
	Please consider starting with the CEO search—this leadership position needs public input in order for STA to support its community and not just board member desires.	Thank you. The CEO search will include a public input component.
	STA should try to have more language access options for riders.	Connect 2035 has initiatives designed to make information more readily available and understandable through language options as well as other accessible formats
	Maintain community engagement of service providers such as food banks and resource centers	Excellent suggestion. We are always looking to strengthen community partnerships and engagement opportunities
	More frequent run times, more on time, correct online schedule , have bus text number actually work, busses arrive on time and show up	Connect 2035 contains initiatives aimed at more on-time information available to customers, and STA is always working to make improvements to the online resources available
	Reach out to get funding from different health condition communities. They often donate money for good causes. Think of disabilities that prevent people from driving. How many people rely on public transit as their only affordable option to get around.	Excellent suggestion. We are always looking to strengthen community partnerships and engagement opportunities
	Need to reach out to rider community, especially lower income that are frequent users. Identify where these people live and target outreach efforts in those areas. For the broader community, it seems like it is important to justify the benefits of the services. To many people, it may seem that the noise and pollution and road damage caused by the buses may not be worth the benefits. We need to convince the larger community that the benefits outweigh the cost.	Thank you for the comment. Connect 2035 has initiatives aimed at increasing community partnerships, and identifying ways to compensate community members (including stipends) for their time and knowledge is included.
	Should always listen to your transit riders for feedback on any changes that may be made	Thank you. STA takes seriously the input and engagement from our current riders.
	This work could be in partnership with affordable housing property management organizations. Catholic Charities manages a number of housing projects in the Valley that are quite isolated. Understanding residents transportation needs and supporting those would be great.	Excellent suggestion. We are always looking to strengthen community partnerships and engagement opportunities
	To reach a broader audience, STA should consider creating simplified versions of documents they are seeking input on, similar to the interactive outreach that was done on the Division BRT with lots of graphics and simple diagrams. Reviewing lengthy technical documents (such as the 55-page draft that this survey accompanies) creates limitations for those who do not understand how (or have the time) to read such a document. The full documents should still be available for those who want to review them, but they should be accompanied by a simple-to-understand executive summary-like document.	Thank you for the comment. Connect 2035 has initiatives designed to make information more readily available and understandable through language options as well as other accessible formats
	Planers should be required only to take the bus for a while. This would give them some of the experiences as a bus rider.	Thank you for the comment
Revenues and Fares	While I agree that STA should look in a variety of places for funding, I believe the charge to riders should be absolutely free.	Thank you for the comment
	Go to voters to increase the voter approved amount of sales tax from .2% to .3% and make STA's fares free.	Thank you for the comment and confidence in transit and the voter's support

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	STA should do what it must to be financially solvent. However, transit is a public good, and overall is cheaper for society than automobile use (not to mention less destructive and dangerous to our planet's ecology, which we rely on to survive). Taxes fund countless roads and bridges which private automobiles almost exclusively use, and therefore degrade (leading to more costly repairs). Transit should not need to cost anything - it should be paid for by tax funding and a public good, like libraries or roads.	Thank you for the comment
	Increasing fares to increase development is a good policy in my eyes.	Thank you for the comment
	I think we talk far too much about the rider contribution to the cost of service -- it is such an inconsequential amount. Let's move on to more interesting discussions that will actually move the needle in terms of increasing ridership.	Thank you for the comment
	Provide adequate transportation services in Northern Spokane County	Thank you. Forwarded to Service Development team
	No more raising price please	STA strives to keep fares affordable. The last fare price increase was in 2017
	Regarding consideration of free fares, I think the fee structure is good the way it is (relatively low cost with options for reduced fare). Although the intent of free fare is noble, I think it is better to maintain a nominal fee for adult ridership.	Thank you for the comment
	Getting out of cash fares was a good idea. Innovate fare card plans to promote flexibility and portability of fares to enable low income riders to leverage their spending on fares to maximize their benefits across the system. Promote fare cards as gifts and as benefits from employers to employees and from companies to customers.	Thank you for the comment. Connect 2035 contains initiatives aimed at increasing partnerships with employers, developers, hoteliers and others to promote transit.
	Spokane has an extremely high poverty rate. I would prefer to see free public transit for all.	Thank you for the comment
	Off-board fair payment on all new BRT lines!	Thank you for the comment. Will forward to Capital Development
	I think that fares provide accountability	Thank you for the comment
Transportation, Land Use, and Economic Development	Bingo! Land use can't be crap if we want vibrant communities with good transit.	Thank you for the comment
	Transit-oriented development is a great idea but can lead to gentrification. Ensure that TOD is implemented with the assurance that current residents will not be displaced; implement rent freezes on units in the region and ensure that any units replaced must be replaced with units at the same cost. For example, if a 30-unit apartment building is destroyed to build a 100-unit apartment building, 30 of the new units must match the cost of the demolished units. Also, give residents priority in moving into newly constructed units and support for displacement.	Thank you for comment. STA is currently developing guidelines for identifying TOD projects, and we are looking at what other jurisdictions and transit agencies have established, including efforts like Chicago's Equitable Transit-Oriented Development.
	Land Use is the most important issue facing cities, we have long ceded too much to cars and single family homes, its time to densify and allow transit to flourish.	Thank you for the comment
	I believe the future routes should focus on new neighborhood development like Mead Costco, Beacon Hill housing projects.	Thank you. Forwarded to Service Development team
	I've been quite impressed and encouraged by the bike lane and pedestrian recommendations within the Division Connects projects. Also, y'all should absolutely be involved in land use; poor land use cannot be fixed by even a perfect transportation system. TOD is the way to go!	Thank you for the comment
	prioritize people over cars and the people will come.	Thank you for the comment
	ToD is awesome for a better transit system.	Thank you for the comment
	STA should look for partnerships with affordable housing providers, childcare providers, healthcare providers to provide TOD development that adds community value.	Excellent suggestion. We are always looking to strengthen community partnerships and engagement opportunities
	Extend to northern Spokane County service area	Thank you. Forwarded to Service Development team
	I'm in strong agreement with this one.	Thank you
	We need to have a regional plan. Not just Spokane County but also Kootenai County. The plan needs to include Spokane Transit plan but also non-transit transportation plans, i.e. freeways, highways, and streets. Light rail plans need to be in place now to begin acquisition of rights of way now for light rail that will be critical for regional success 20 years from now.	Thank you for the comment. STA is always looking to strengthen communication and planning with regional partners.
	Fast transit line to Mt Spokane would be great. Many people do not feel safe driving in winter conditions up a snowy mountain. Also, would love to see STA lobby and support a High Speed Rail connection across the State, would be huge for equitable access and economic development in eastern WA	Thank you for the comment. Forwarded to Service Development team.
	STA should pursue acquiring existing vacant or underutilized properties, especially if under public ownership, for TOD. A great example is a parcel owned by Spokane County adjacent to the Valley Transit Center.	Thank you for the comment. The Community Development department is actively looking at parcels throughout the PTBA, including around the Valley Transit Center.
	Strong agree, and STA should be more active in promoting TOD by building housing on STA-owned land, like the parking lots at Valley Transit Center.	Thank you for the comment. The Community Development department is actively looking at parcels throughout the PTBA, including around the Valley Transit Center.

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Sustainability	Please go all electric.	STA has a Board adopted Zero Emission Transition Plan that outlines the pathway to a zero emission fleet meeting state and federal requirements.
	STA should focus on trains as zero emissions vehicles. Train cars have longer lives than buses, cost less to operate, and are cool as hell.	STA has a Board adopted Zero Emission Transition Plan that outlines the pathway to a zero emission fleet meeting state and federal requirements.
	Electricification, such as through streetcars and trains (with much less emphasis on batteries) is key to sustainability, as well as supporting increased biking and walking safety.	STA has a Board adopted Zero Emission Transition Plan that outlines the pathway to a zero emission fleet meeting state and federal requirements.
	Building electric trains with pantographs is the easiest option. We should stop doing batter electric and start doing trolley style busses for high use routes.	Thank you for the comment.
	About future vehicle, I would suggest try other new technology like CNG buses (New Flyer XN60) to replace the diesel Gillig as much quieter when running on the freeway. A lot of agencies had use CNG buses such as Valley Metro and Lynx.	STA has a Board adopted Zero Emission Transition Plan that outlines the pathway to a zero emission fleet meeting state and federal requirements. What zero emission vehicles we ultimately bring into the fleet is not set, and we are exploring various technologies.
	Getting people to use transit more often (increasing ridership) is a bigger benefit to our climate than transit using electric vehicles. Please prioritize increasing service over switching buses for electric ones.	Thank you for the comment.
	i've heard of supply chain issues related to the electric buses being used. it should not harm our progress towards reducing cars on the road. a regular bus is still more efficient than 20 regular cars idling.	Thank you for the comment
	I agree I would like to see a change that would include CNG or hydrogen powered busses.	STA has a Board adopted Zero Emission Transition Plan that outlines the pathway to a zero emission fleet meeting state and federal requirements. What zero emission vehicles we ultimately bring into the fleet is not set, and we are exploring various technologies.
	Instead of investing in zero-emission vehicles, increase service frequency should be pursued. Getting more people on public transit will have a much larger impact on emissions than a zero-emission fleet.	Thank you for the comment.
	Please explore more sustainable modes, like rail: no battery to throw away at end-of-life and less polluting of our waters by rubber tires.	Thank you for the comment.
	STA should look for ways to provide more seamless bike support on busses. The electric busses are quieter and give a better user experience, in addition to lower emissions.	Thank you for the comment. With every bus order, STA looks at how best to accommodate bikes to increase travel sheds.
	Just as most people on the road are not using electric vehicles I do not expect public transit to do the same. It's more important to keep fair reasonable for the disabled	Thank you for the comment.
	The Spokane River creates pinch points at bridges for north south routes. Need to anticipate where bridges will require replacing impact routes and where new bridges may be added creating opportunities for new routes/route improvements. Need to remember that the aquifer over which we live and travel is what enables life here. Transportation solutions need to protect the aquifer.	Thank you for the comment. STA is always looking to strengthen planning with regional partners.
	That said, while EV emissions are zero, rare earth mineral mining's impact on carbon and natural land is substantial for batteries and copper is a precious metal globally; I would encourage full life cycle analyses when making decisions around transit types. For instance, hybrids might make more sense when you look at the full impact. Right now the EV Economy is on top of the fossil fuel economy. We need to use less not simply transfer to additional energy sources and use more.	Thank you for the comment
	such a delight to breath clean air around busses	Thank you for the comment
	Electric vehicles are good, but increasing frequency and service (even with diesel vehicles) while growing ridership overall is more effective at reducing emissions across the region	Thank you for the comment
	Transit is already the greenest way to get around, and the best way for STA to lower regional emissions is to increase ridership and draw mode share away from cars. Electrification is great (should have trolley buses like Seattle on high-frequency lines!) but when choosing between priorities, frequency improvements and BRT construction should be viewed as the most important uses of capital dollars.	Thank you for the comment
	The new buses are very nice!	Thank you for the comment
	Sta sould prioritize providing better service, to increase ridership, over spending limited resources electrifying its fleet because any public transportation is better than a private car in terms of environmental impact.	Thank you for the comment