

**Division Street Bus Rapid Transit
Spokane, Washington
Small Starts Project Development
(Rating Assigned November 2025)**

Summary Description	
Proposed Project:	Bus Rapid Transit 9.0 Miles, 22 Stations
Total Capital Cost (\$YOE):	\$166.51 Million
Section 5309 CIG Share (\$YOE):	\$82.00 Million (49.2%)
Annual Operating Cost (opening year 2030):	\$10.05 Million
Current Year Ridership Forecast (2024):	4300 Daily Linked Trips 1,395,300 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Spokane Transit Authority (STA) proposes to implement a bus rapid transit (BRT) service on the Division Street Corridor in Spokane, Washington. The Project will include 1.3 miles of business access and transit lanes, transit signal priority, uniquely branded zero-emission vehicles and station facilities, off-board fare collection, and 15-minute frequency for most of the day, seven days a week. STA estimates the capital cost of the Project to be \$166.5 million with a CIG Small Starts funding amount of \$82.0 million.

Project Purpose: The Project runs from Downtown Spokane in the south to the unincorporated suburb of Fairwood in the north, primarily along Division Street, the major north-south arterial in Spokane. The Project will connect major destinations including the Central Business District, Spokane Convention Center, University District, NorthTown Mall, educational institutions, and medical facilities with several of Spokane’s highest transit ridership residential areas including Shiloh Hills, North Hill, Nevada Heights, Emerson/Garfield, Logan, Riverside, and East Central. Benefits of the Project include increasing convenient and frequent transit service in a corridor with high transit demand, fostering transit-oriented development, reducing greenhouse gas emissions via implementation of a zero-emissions bus fleet, and removing mobility barriers by addressing pedestrian deficiencies through ADA and walkway improvements.

Project Development History, Status and Next Steps: The Project was included in the region’s fiscally constrained long-range transportation plan in December 2021. STA selected a locally preferred alternative (LPA) in May 2023 and revised the LPA in July 2025. STA anticipates completing the environmental review process in early 2026, receiving a Small Starts Construction grant in late 2026, and initiating revenue service in 2030.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 CIG	\$82.00	49.2%
Congestion Mitigation and Air Quality (CMAQ)	\$1.00	0.6%
State: Washington State Transportation Budget (Move Ahead WA)	\$45.00	27.0%
Local: STA Local Funding Commitment	\$38.51	23.1%
Total:	\$166.51	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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ECONOMIC DEVELOPMENT RATING: Medium

Supportive Zoning in Station Areas: Medium

- Station areas vary significantly in the densities they permit. Within specific zones in the downtown core, industrial, and employment centers, there are no maximum floor-area-ratio or height limits. However, there is a significant amount of low-density residential zoning in the northern and central station areas.
- Zoning ordinances that promote mixed-use zoning, minimum setbacks, active facades, and site design requirements encourage transit-supportive development. Spokane City Council eliminated minimum parking requirements in 2024 to encourage infill development, increased housing, and transit-oriented development.

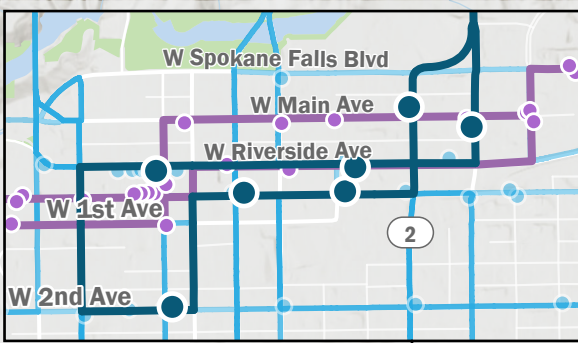
Performance and Impacts of Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* Plans provided show strong support for transit-oriented and multimodal development along the corridor, alongside transit-friendly urban form and station area pedestrian-oriented design. The Spokane Comprehensive Plan directs new retail toward neighborhood commercial centers, including along Division Street.
- *Tools to Implement Land Use Policies:* The sponsor and participating agencies have actively engaged government agencies and the community in station area planning. Downtown Spokane Partnership is collaborating with property owners, the sponsor, and the City of Spokane to develop the Main Street downtown vision. Multifamily tax exemptions and density bonus incentives downtown promote higher-density, walkable community development.
- *Performance of Land Use Policies:* The City of Spokane implements policies and zoning codes that support urban form consistent with transit-oriented design principles. Four recently completed and proposed transit-friendly projects, both on or adjacent to the corridor demonstrate this.
- *Potential Impact of Transit Investment on Regional Land Use:* Spokane County's population has increased by 15% since 2010. Growth is projected to continue, with population and employment expected to increase 17% and 19%, respectively, by 2045. A 2025 assessment identified about 575 vacant or developable acres within the corridor. The corridor is developing at a higher density than the city overall, particularly for residential density.

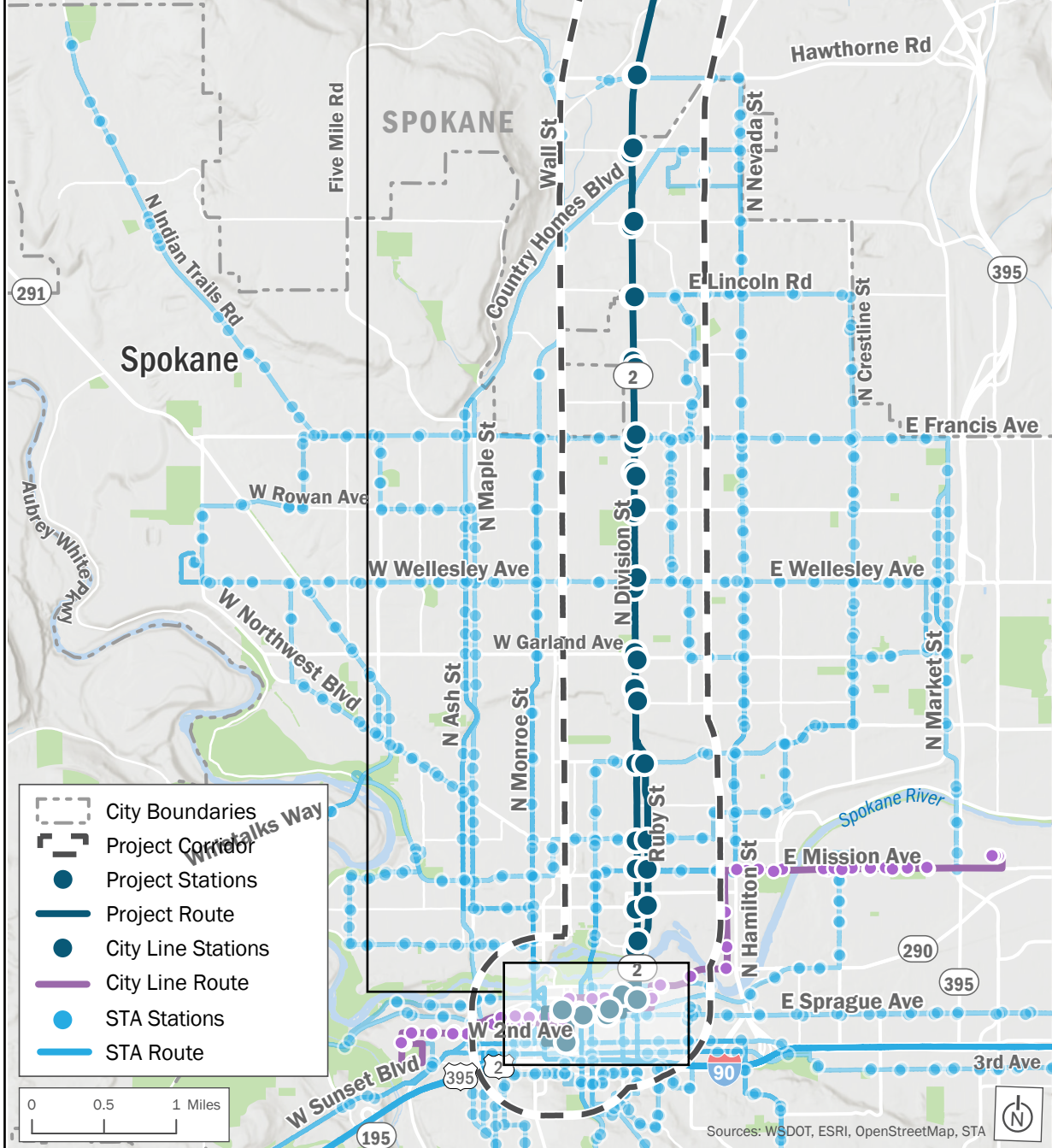
Tools to Maintain or Increase Share of Affordable Housing in Station Areas: Medium

- The DivisionConnects study identified significant housing affordability challenges in the corridor, where the median household income is \$48,932, about half of the regional area median income (AMI) for a family of four. Fewer than a quarter of homes are affordable for households earning half the AMI, reflecting high housing costs relative to income. Nearly 1,300 affordable units, 195 serving homeless residents and more than 600 targeted for very low- and extremely low-income households, are completed or pending within the corridor. Most projects have used or are using low-income housing tax credits. Older buildings downtown qualify for additional rent subsidies.
- The Spokane Comprehensive Plan and the City of Spokane's municipal code encourage affordable housing projects. Implemented tools and incentives preserve and increase affordable housing but do not necessarily meeting FTA's affordable housing AMI cap (60%). The Spokane Housing Authority and regional partners have converted urban core derelict structures into affordable housing via funding strategies. Spokane Comprehensive Plan's policies allow for single-room unit development in Downtown Spokane and in other high-density housing areas. Spokane's Multifamily Tax Exemption Program provides a 12-year property tax exemption on multifamily developments that result in the creation of four or more affordable units within targeted areas. Over the last decade, over 1,200 affordable housing units are pending or have been completed within the corridor.

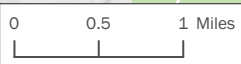
Division Street BRT Project Spokane, WA



Downtown Inset



- City Boundaries
- Project Corridor
- Project Stations
- Project Route
- City Line Stations
- City Line Route
- STA Stations
- STA Route



Sources: WSDOT, ESRI, OpenStreetMap, STA

