Transit Development Plan 2011 - 2016

Adopted by:
Spokane Transit Authority Board of Directors

FINAL

3/16/2011

Spokane Transit

Upon request, alternative formats of this document will be produced for people with disabilities. Please call 325-6094 or TTY (509) 232-6555 or email smillbank@spokanetransit.com

Table of Contents

Introduction 1
Section I: Organization 1
Mission 1
Guiding Principles 1
Background 2
Agency Leadership 2
2011 Spokane Transit Board of Directors 3
Section II: Physical Plant & Equipment 3
Section III: Service Characteristics 4
Fare Structure 4
Service Description 5
Service Area 6
Figure 1.1: STA Route System 6
Figure 1.2: STA Paratransit Boundary 7
Section IV: Service Connections 8
Section V: 2010 Activities 8
Spokane Transit's Compliance with WSDOT State Transportation Goals 9
Ridership 10
Fleet 10
Capital Projects 10
Section VI: Proposed Strategic Actions (2011 – 2016) in compliance with State Transportation Goals 11
Section VII: Planned Activities: 2011 – 2016 11
Section VIII: Capital Improvement Program: 2011- 2016 14
Section IX: Operating Data: 2010 – 2016 18
Section X: Operating Revenues and Expenditures: 2010 – 2016 19
Appendix 21

Appendix A – Priorities and Objectives 21
Appendix B – Performance Measures 21
Appendix C – System Ridership, Miles & Hours 1994 - 2009 30
Appendix D – Asset Management Plan 33
Appendix E – Bus Fleet Contingency Plan – Inactive Reserve/Contingency Bus Fleet 41

NOTE: This draft replaces a previous version submitted to the Board of Directors February 16, 2011.

Introduction

Spokane Transit Authority's Transit Development Plan (TDP) contains its Six-year Plan and Annual Report. The TDP is submitted to the Washington State Department of Transportation (WSDOT) on an annual basis.

Spokane Transit's 2011 – 2016 TDP includes, but is not limited to, significant accomplishments in 2010, projects that are in progress or planned for the future, and planned strategies for the current year plus five additional years.

STA is required to submit the six-year plan per RCW 35.58.2795. The information contained herein will be used as part of WSDOT's annual report to the Washington State Legislature.

Section I: Organization

Mission

1. We are dedicated to providing safe, convenient and accessible transportation services to Spokane area neighborhoods, business and activity centers.

2. We are leaders in transportation and a valued partner in the community's social fabric, economic infrastructure and quality of life.

3. We aspire to be a source of pride in the region.

Guiding Principles

1. Safety
    a. Emphasize Safety in all aspects of our operations

2. Earn and Retain the Community's Trust
    a. Engender trust and accountability
    b. Satisfy and exceed the expectations of citizens, customers and employees

3. Provide Outstanding Customer Service
    a. To provide consistently high-quality service to customers in every interaction with Spokane Transit

4. Employee and Organizational Development
    a. To have a well trained and highly productive workforce
    b. To promote a healthy dialogue on important issues
    c. To reduce employee injuries

Background

Public transportation began in Spokane County in the late 19th Century with a series of independent transit companies. In 1922, in conjunction with other groups, the Washington Water Power Company established the Spokane United Railway Company and provided a privately owned and operated transit network throughout the area.

In 1945, Washington Water Power sold its interests in the transit system to Spokane City Lines Company, a private entity, and a part of National City Lines Company. The extended usage of the private automobile following World War II contributed to the gradual decline in transit ridership. The added burden of declining revenues resulted in the transfer of the transit system to the City of Spokane in 1968 in order to obtain public funding.

Initially, public funding for the transit system was derived from a household tax approved by voters. Increasing costs and a need for more funding precipitated a statewide effort to provide a more stable and responsive public funding source. In 1981, a new municipal corporation, the Spokane County Public Transportation Benefit Area was formed for the sole purpose of providing public transportation via independent taxing and revenue generating authority. That same year, Spokane voters approved a 0.3% retail sales tax to be levied within the Public Transportation Benefit Area (PTBA) for transit funding. This funding was matched with the Motor Vehicle Excise Tax (MVET) until 2000, when MVET was rescinded by voter initiative and the state legislature. In May of 2004, voters temporarily approved an increase in the sales tax of an additional 0.3% for a total of 0.6% levied in the PTBA. The 0.6% sales tax was permanently reauthorized by voters in May of 2008.

Agency Leadership

The Board of Directors provides the policy and legislative direction for STA and its administrators and approves its actions, budgets, and long-term plans. It also has the authority to levy taxes as authorized by state law (with voter approval).

By state law, the Board is composed of up to nine voting members who are elected officials chosen from the jurisdictions served by the PTBA. These include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley as well as Spokane County. Additionally, there is a non-voting labor representative appointed by STA's labor organizations as required by state law.

The Chief Executive Officer is appointed by the Board of Directors and directly oversees Legislative Activity, Board Relations, Ombuds and Accessibility Activity, Human Resources, Communications, Operations and Planning and Grants.

2011 Spokane Transit Board of Directors

Amber Waldref, Chair	City of Spokane
Al French, Chair Pro Tempore	Spokane County
Josh Beckett	Small Cities Representative, City of Liberty Lake
Brenda Redell	Small Cities Representative, City of Medical Lake
Dean Grafos	City of Spokane Valley
Gary Schimmels	City of Spokane Valley
Mark Richard	Spokane County
Nancy McLaughlin	City of Spokane
Richard Rush	City of Spokane
Rhonda Bowers	Labor Representative (non-voting)

Section II: Physical Plant & Equipment

Spokane Transit Authority's Operations, Maintenance and Administration Facilities are at the following locations:

Operations, Maintenance and Administration	Charles H. Fleck Service Center
1230 W. Boone Avenue Spokane, WA 99201	127 South Bowdish Road Spokane Valley, WA 99206

STA's 2010 fleet included 146 fixed route coaches, 70 Paratransit vans and 117 vanpool vans. **Fixed Route Bus Service** operated 38 routes, 365 days a year. In accordance with the Americans with Disabilities Act (ADA) all Fixed Route and Paratransit vehicles are lift equipped.

Paratransit Service is operated by STA and its contractor for people who qualify under the eligibility requirements of the ADA. Paratransit service is provided within a defined service area,

during the same hours and days as fixed route service and in compliance with applicable state and federal laws for service to people whose disability prevents them from using Fixed Route bus service. The directly operated Paratransit Fleet is comprised of 70 vehicles, each with a capacity for 15 passengers. Contracted transportation supplements service during the early mornings, nights and weekends as well as augments capacity during weekdays. The contractor's fleet is comprised of 44 vehicles.

Vanpool (Rideshare) Service augments STA's public transportation system through the assignment of passenger vans to vanpool groups. The Vanpool fleet has 117 vehicles that include 14 passenger Ford vans, 15 passenger Chevy vans and eight passenger Chevy vans. A vanpool group can be formed by a group of eight to 15 people whose origin or destination is within the STA service area.

Section III: Service Characteristics

Fare Structure

STA has established a tariff policy to encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation. The various fare types offered are listed below:

Single Ride	Direct travel from one origin to one destination on a single vehicle
Two-Hour Pass	Unlimited travel for a consecutive two-hour period on fixed route services
Day Pass	Unlimited travel on fixed route service during a given service day
Fixed Route 31-Day Pass Pass	Unlimited travel on fixed route service during a rolling 31-day period effective on first use or on day of purchase depending on fare media
Reduced Fare	Available to those over 65, people with disabilities or a valid Medicare card
Employer-Sponsored Bus Pass	Matching discount program for employers who meet certain criteria
Organization-Based Pass	Program available on a contractual basis for groups with 100 or more employees/members in which all members of the organization have unlimited access to STA services
Student Pass	Reduced fares for students of post-secondary, technical, or job/career institutions
Summer Youth Pass	Discount pass program for those aged 6 to 18 and valid from June through August
City Ticket Pass	Program that combines Arena parking and shuttle service on one ticket

Service Description

As of January 1, 2011 STA has 38 fixed routes in operation:

1	Plaza/Arena	2	South Side Medical Shuttle
20	Spokane Falls Community College	21	West Broadway
22	Northwest Boulevard	23	Maple – Ash
24	Monroe	25	Division
26	Addison	27	Crestline
28	Nevada	29	Spokane Community College
30	Francis	31	Garland
32	Trent/Indiana	33	Wellesley
41	Latah	42	South Maple
43	Lincoln/37th	44	29th Avenue
45	Southeast Boulevard	46	Altamont
60	Airport/Browne's Addition	61	Browne's Addition/Highway 2
62	Medical Lake Hospitals	65	Cheney/EWU
66	EWU	67	Medical Lake/Geiger
72	Liberty Lake Express	73	VTC Express
74	Valley Limited	90	Sprague
91	Mission	94	East Fifth
95	Millwood	96	Pines
97	South Valley	124	North Express

Hours of service are generally 5:30 AM to 11:30 PM Monday through Friday, 6:00 AM to 10:00 PM Saturdays, and 8:00 AM to 8:00 PM Sundays.

STA operates 365 days a year; however, holiday schedules (8:00 AM to 8:00 PM) are followed for New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In addition, extended Holiday service operates on Independence Day from 8:00 AM to 10:30 PM

Service Area[1]

STA provides fixed route bus service and Paratransit service comparable to fixed route service to the cities of Airway Heights, Cheney, Liberty Lake, Medical Lake, Millwood, Spokane and Spokane Valley as well as to unincorporated areas of Spokane County that are within the PTBA. Figure 1.1 below outlines the STA Route System.

Figure 1.1: STA Route System

[1] The STA system map and Paratransit Boundary map will be included after the adoption of the September 2011 Service Plan

Figure 1.2: STA Paratransit Boundary

Paratransit service is comparable to Fixed Route service area and conforms to the ADA. The service area extends ¾ of a mile on each side of and around each fixed route.

Section IV: Service Connections

STA provides service to the following public transportation facilities:

- Spokane Intermodal Center (Greyhound and Amtrak services)
- Spokane International Airport (regional and international air transportation services)

In addition, STA provides service to, or in the vicinity of, most of the public elementary, middle and high schools in its service area, as well as to Spokane Community College, Spokane Falls Community College, Gonzaga University, Whitworth University, and Riverpoint Campus (Eastern Washington University and Washington State University).

STA also operates service to 10 park-and-ride lots within the PTBA. As of January 1, 2011, STA has park-and-ride facilities at the following locations:

Lot	Location
Five Mile	N. Ash Street & Five Mile Road
"K" Street Station (Cheney)	"K" Street & 1st Avenue
Hastings	Hastings Road & Mayfair Road
Liberty Lake	Mission Avenue (behind Albertsons)
Mirabeau Point	I-90 & Indiana Avenue
Pence-Cole Valley Transit Center	4th Avenue & University Avenue
South Hill	Southeast Boulevard & 31st Avenue
Airway Heights	Highway 2 (Yokes Market)
Arena	Boone Avenue & Howard Street
Jefferson Lot	Jefferson Street and Walnut Street

Section V: 2010 Activities

Below is a general summary of the activities that STA undertook in 2010 to comply with the WSDOT State Transportation Goals as listed in RCW 47.04.280. This is followed by a more detailed account of activities related to STA's ridership, fleet and capital projects.

Spokane Transit's Compliance with WSDOT State Transportation Goals

Per RCW 47.04.280, the Washington State Legislature has outlined policy goals for the planning, operation, and performance of, and investment in, the state's transportation system. These policy goals, also referred to as the WSDOT State Transportation Goals, are listed in *italics* below, followed by an account of STA's compliance activities.

- ***Preservation: maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA continues to maintain its facilities and equipment in a state of good repair according to its quality standards.

- ***Safety: provide for and improve the safety and security of transportation customers and the transportation system.*** STA continues to regard safety as a high priority. STA operates in a safe and efficient manner, maintains safe facilities and maintains a regular maintenance program on all vehicles and facilities. In 2010, STA worked with Washington State University to install two solar lighting units at the Riverpoint Campus as part of a larger pedestrian and student safety initiative.

- ***Mobility: improve the predictable movement of goods and people throughout Washington State.*** STA partnered with Google to publish STA route and schedule information via Google Transit. Customers can access the trip planner via the STA website or through Google Maps. Additionally, customers can access STA schedule information via their mobile device, use place or business names when searching for schedule information and the use of Google maps to get a better understanding of where their travels aboard STA will take them.

- ***Environment: enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA continues to sustain high ridership levels and a commitment to increasing the number of hybrid vehicles in the fleet. In 2010 STA took delivery of ten 40' Hybrid Fixed Route coaches while retiring the same number of diesel coaches from the fleet.

- ***Stewardship: continuously improve the quality, effectiveness, and efficiency of the transportation system.*** 2010 continued to see a decline in sales tax revenue for STA which required a reduction in transportation service levels in order to operate within expected resources. While STA did reduce approximately 13,000 annual platform hours

of Fixed-Route service there were improvements to some routes including modification of the Route 2 Southside Medical Shuttle that reduced travel time while increasing frequency to 15 minutes; schedule modifications to Route 29 SCC and Route 91 Mission, which gave riders more frequency options at Spokane Community College; and, increasing the number of stops on the Route 124 North Express in order to mitigate the loss of the Hastings Park & Ride segment of the Route 23 Maple Ash route.

Ridership

In 2010, STA carried approximately 10.7 million riders on its Fixed-Route system, down 4%, from 2009's record of 11.15 million. Paratransit ridership was down slightly from 2009's 521,578 trips with 517,242 passengers carried in 2010. Vanpool ridership was also down in 2010. Vanpool had 208,502 passenger trips in 2010 compared to 209,822 in 2009.

Fleet

STA added ten 40' Fixed Route Hybrid coaches in 2010 bringing the total number in the fleet to twenty-two. The ten hybrid coaches received in 2010 replaced ten existing diesel coaches in the fleet. The paratransit fleet remained at 70 vehicles while the Vanpool fleet received ten new vans and retired the same number of vans.

Capital Projects

In 2010 STA completed the first phase of a multi-phase plan to install fixed asset cameras. Additional installations will continue through the year 2012. In September 2010, the Board of Directors gave approval for the on board camera system contract. Installation of cameras will begin in 2011. STA also came to a decision in regards to changes and upgrades required to meet the FCC requirements for the narrow banding project for current communications systems. This project will begin in 2011 and will move the paratransit data off the existing radio network to a cellular network which eliminates the need for procurement of data radios and associated infrastructure upgrades.

STA also received two Federal Transit Administration (FTA) grants in 2010. One grant provided funds to replace the current Transit Asset Management System. The federal grant totals $1,880,000. The second grant provided funds for the replacement of the Boone Avenue facility roof. The federal grant totals $1,836,054. Both projects are scheduled to begin in 2011.

Section VI: Proposed Strategic Actions (2011 – 2016) in compliance with State Transportation Goals

The following section provides a general summary of STA's proposed strategic actions for meeting WSDOT's State Transportation Goals for 2011 – 2016:

- ***Preservation:*** STA will ensure the continued safe operation of its fleet and facilities.

- ***Safety:*** STA will ensure that its fleet continues to operate in a safe manner and to operate its facilities in the same safe manner.

- ***Mobility:*** STA will continue to emphasize the role that public transit plays in the community, work to expand rideshare programs and improve park & ride options.

- ***Environment:*** By continuing to grow ridership, STA can continue to lessen people's impact on the environment in the Spokane region.

- ***Stewardship:*** STA understands the trust the community places upon it will work to maintain a sound, efficient transit system that people can depend on.

Section VII: Planned Activities: 2011 – 2016

The following section lists specific capital and service improvement activities STA has planned for 2011 – 2016 that support WSDOT's aforementioned State Transportation Goals. Activities are listed in three categories: Services, Facilities and Equipment.

Services list planned and/or proposed changes to services provided by STA. The facilities section includes planned changes or improvements to the facilities STA operates. Finally, the Equipment section outlines fleet changes such as new vehicles procured, vehicles removed from service or other fleet changes.

2011	Planned Activity
Services	Reduce Fixed Route service by approximately 30,500 annual platform hours. Implement Phase II of the Stop Consolidation Plan.
Facilities	Improvements to the Boone Maintenance facility to include replacement of two garage doors and the replacement of an air door between the shop and garage. Improvements to the interior and exterior of the downtown Plaza facility and replacement of the roof at the Boone Avenue Maintenance facility. Replacement of the Boone Maintenance Facility roof. Security Camera installations at Boone Avenue facility, Jefferson Lot Park & Ride, Valley Transit Center, and Valley Service Center. Elimination of select pull-outs along the Division Street corridor and install a pedestrian crossing at Longfellow Avenue stop.
Equipment	Take delivery of fifteen Paratransit vans and retire fifteen Paratransit vans. Take delivery of nine Vanpool vans and retire nine Vanpool vans. Begin replacement of the Financial Asset Management System. Complete installation of wireless GFI farebox data system. Upgrades to Operations and Customer Service Software. Begin FCC (FCC Rule Part 90) mandated narrow banding project for communications systems. Continue installation of on-board cameras for Fixed Route coaches.

2012	Planned Activity
Services	Reduce Fixed Route service by approximately 28,500 annual platform hours
Facilities	Replace the roof at the Pence – Cole Valley Transit Center (VTC). Security Camera installations at Cheney, Five Mile, Hastings, Liberty Lake, Medical Lake, Mirabeau and South Hill Park & Rides. Begin Preliminary Engineering on Central City Line project (contingent on determination of selection of a Locally Preferred alternative in 2011).

2012	Planned Activity
Equipment	Take delivery of six Hybrid Fixed Route coaches and retire ten diesel 40' Fixed Route coaches. Take delivery of twelve Paratransit vans and retire twelve Paratransit vans. Take delivery of eight Vanpool vans and retire eight Vanpool vans. Complete replacement of the Financial Asset Management System. Upgrades to Operations and Customer Service software. Installation of Smart Bus components.

2013	Planned Activity
Services	Make scheduling adjustments and minor route changes as appropriate to accommodate changing traffic and ridership conditions
Facilities	Expand and/or renovate existing administrative and operational space at the Boone Avenue facilities. Changes are essential to accommodate current personnel requirements, implement the required configuration for real-time dispatch operations, and improve security.
Equipment	Take delivery of twelve Paratransit vans and retire twelve Paratransit vans. Take delivery of nine Vanpool vans and retire nine Vanpool vans. Replace bus washer at Boone Avenue Maintenance facility. Upgrades to Operations and Customer Service Software. Installation of Smart Bus components.

2014	Planned Activity
Services	Make scheduling adjustments and minor route changes as appropriate to accommodate changing traffic and ridership conditions.
Facilities	Improvements to shelters, signage and wayfinding as well as ADA improvements.
Equipment	Take delivery of twelve Paratransit vans and retire twelve Paratransit vans. Take delivery of twenty Vanpool vans and retire twenty Vanpool vans.

2015	Planned Activity
Services	Make scheduling adjustments and minor route changes as appropriate to accommodate changing traffic and ridership conditions
Facilities	Improvements to shelters, signage and wayfinding as well as ADA improvements.
Equipment	Take delivery of seven Paratransit vans and retire seven Paratransit vans. Take delivery of ten Vanpool vans and retire ten Vanpool vans.

2016	Planned Activity
Services	Make scheduling adjustments and minor route changes as appropriate to accommodate changing traffic and ridership conditions.
Facilities	Improvements to shelters, signage and wayfinding as well as ADA improvements.
Equipment	Take delivery of twelve Paratransit vans and retire twelve Paratransit vans. Take delivery of ten Vanpool vans and retire ten Vanpool vans.

Section VIII: Capital Improvement Program: 2011- 2016

Funded and Proposed Fixed Route Coach Acquisition Plan 2011 - 2016						
	2011	2012	2013	2014	2015	2016
FLEET AT START	**146**	**136**	**132**	**132**	**132**	**132**
Diesel Buses	112	102	102	102	102	102
Hybrid Electric Vehicles	22	28	28	28	28	28
Fixed Route Vans	2	2	2	2	2	2
Buses to be Surplused	10	10	0	0	0	0
Vans to be Surplused	0	0	0	0	0	0
New Replacement Buses – Hybrid	0	6	0	0	0	0

Funded and Proposed Fixed Route Coach Acquisition Plan 2011 - 2016						
	2011	**2012**	**2013**	**2014**	**2015**	**2016**
New Replacement Buses – Diesel	0	0	0	0	0	0
FLEET AT END	**136**	**132**	**132**	**132**	**132**	**132**
Buses in Contingency Fleet	9	10	0	0	0	0
FLEET UTILIZATION						
Maximum Peak Requirement	114	110	110	110	110	110
Spare Fleet	22	22	22	22	22	22
Operating Fleet	**136**	**132**	**132**	**132**	**132**	**132**
Contingency Fleet	**9**	**19**	**19**	**19**	**19**	**19**

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2011 - 2016						
	2011	**2012**	**2013**	**2014**	**2015**	**2016**
FLEET AT START	**70**	**70**	**70**	**70**	**70**	**70**
Gasoline Vans	12	12	12	12	12	12
Diesel Vans	58	58	58	58	58	58
Vans to be Surplused	15	12	12	12	7	12
New Replacement Vans – Gasoline	0	0	0	0	0	0
New Replacement Vans – Diesel	15	12	12	12	7	12
FLEET AT END	**70**	**70**	**70**	**70**	**70**	**70**
FLEET UTILIZATION						
Maximum Peak Requirement	**60**	**60**	**60**	**60**	**60**	**60**
Contingency Fleet	**10**	**10**	**10**	**10**	**10**	**10**

Funded and Proposed Vanpool Acquisition Plan 2011 - 2016						
	2011	**2012**	**2013**	**2014**	**2015**	**2016**
FLEET AT START	**117**	**122**	**132**	**142**	**152**	**162**
New Expansion Vans[2]	0	10	10	10	10	10
Replacement Vans	9	8	9	20	10	10
Vans to be Surplused	9	8	9	20	10	10

[2] Expansion Vans pending State funding

Funded and Proposed Vanpool Acquisition Plan 2011 - 2016						
	2011	**2012**	**2013**	**2014**	**2015**	**2016**
Expanded Special Use	5					
FLEET AT END	**122**	**132**	**142**	**152**	**162**	**172**
FLEET UTILIZATION						
Vanpool Operating Fleet	100	109	118	127	136	145
Vanpool Spare Fleet (100%)	8	9	10	11	12	13
Special Operating Fleet	11	11	11	11	11	11
Special Spare Fleet	3	3	3	3	3	3
PEAK REQUIREMENT	**111**	**120**	**129**	**138**	**147**	**156**

2011 - 2016
Capital Plan

Proposed Capital Projects		2011 Quantity	2011 Amount	2012 Quantity	2012 Amount	2013 Quantity	2013 Amount	2014 Quantity	2014 Amount	2015 Quantity	2015 Amount	2016 Quantity	2016 Amount
Revenue Vehicles													
Fixed Route Coaches	L			6	$2,640,294								
	F				$1,266,200								
Paratransit Vans	L	15	$1,398,000	12	$1,171,320	12	$1,226,880	12	$1,285,224	7	$785,456	12	$1,410,816
	F												
Vanpool Vans	L	9	$234,000	18	$267,800	19	$303,418	30	$625,040	20	$351,158	20	$361,693
	S				$214,240		$220,667		$227,287		$234,106		$241,129
	F												
Total Revenue Vehicles	**T**	**24**	**$1,632,000**	**36**	**$5,559,854**	**31**	**$1,750,965**	**42**	**$2,137,551**	**27**	**$1,370,720**	**32**	**$2,013,638**
Non-Revenue Vehicles													
Non-Revenue Vehicles	L	7	$351,000	4	$236,000	6	$130,000	3	$60,000	9	$340,000	1	$80,000
Total Non-Revenue Vehicles	**T**	**7**	**$351,000**	**4**	**$236,000**	**6**	**$130,000**	**3**	**$60,000**	**9**	**$340,000**	**1**	**$80,000**
Maintenance, Facilities & Equipment													
Boone Master Facility Program	L		$610,000		$250,000		$1,576,000				$385,000		$3,990,000
Boone Preservation and Improvements	L		$1,044,446		$496,800		$540,000		$150,000		$150,000		
	F		$1,836,054										
Fleck Annex Preservation and Improvements	L		$200,000										
Fleck Center Preservation and Improvements	L						$500,000						
Miscellaneous Equipment and Fixtures	L		$80,000		$80,000		$80,000		$80,000		$80,000		$80,000
Other Maintenance Projects	L												$87,000
Valley Transit Center (Pence Cole) Preservation	L				$153,367								
Total Facilities & Equipment	**T**		**$3,770,500**		**$980,167**		**$2,696,000**		**$230,000**		**$615,000**		**$4,157,000**
Customer Service & Technology Projects													
Access and Security - Facility Cameras	L		$410,000										
Business Systems Replacement	L		$80,000		$310,000		$180,000						
	F		$320,000		$1,240,000		$320,000						
Computers/Preservation and Maintenance	L		$200,000		$200,000		$200,000		$200,000		$200,000		$200,000
Document Manager	L				$150,000		$150,000						
Fare Collection (Wireless)	L		$371,292										
Operating & Customer Service Software	L		$300,000		$40,400		$150,000						
Point of Sale - Inventory Control	L		$40,000										
Radio Narrow Banding	L		$750,000										
Smart Bus	L		$1,201,732		$3,450,000		$2,400,000						
	F		$1,900,000										
Vanpool Software	L		$40,000										
Total Customer Service & Technology Projects	**T**		**$5,613,024**		**$5,390,400**		**$3,400,000**		**$200,000**		**$200,000**		**$200,000**
Planning Projects													
Bus Stop Signage Replacement Project	L		$6,500		$24,000		$40,000						
	F		$45,491		$96,000		$160,000						
Central City Line - HPT	L		$125,000										
	S		$40,000										
	F		$160,000										
High Capacity Transit Right of Way Preservation	L		$450,000		$1,000,000		$1,000,000		$1,000,000		$1,000,000		$500,000
Operational & Passenger Facilities Improvement Program	L		$243,006		$119,000		$119,000		$130,363		$120,000		$120,000
	F		$84,756		$76,000		$76,000		$125,203		$80,000		$80,000
Plaza Renovation	L		$843,409		$2,200,000								
Total Planning Projects	**T**		**$1,998,162**		**$3,515,000**		**$1,395,000**		**$1,255,566**		**$1,200,000**		**$700,000**
Total Local Funds			**$8,978,385**		**$12,788,981**		**$8,595,298**		**$3,530,627**		**$3,411,614**		**$6,829,509**
Total State Funds			**$40,000**		**$214,240**		**$220,667**		**$227,287**		**$234,106**		**$241,129**
Total Federal Funds			**$4,346,301**		**$2,678,200**		**$556,000**		**$125,203**		**$80,000**		**$80,000**
			$13,364,686		$15,681,421		$9,371,965		$3,883,117		$3,725,720		$7,150,638

NOTE: L = Local Funds, S = State Funds, F = Federal Funds

Section IX: Operating Data: 2010 – 2016

Spokane Transit Authority	2010 Actual[3]	2011 Budgeted	2012 Projected	2013 Projected	2014 Projected	2015 Projected	2016 Projected
Fixed Route Bus Service							
Revenue Vehicle Hours	414,000	404,000	375,000	355,000	357,000	359,000	361,000
Total Vehicle Hours	442,000	430,000	400,000	379,000	381,000	383,000	385,000
Revenue Vehicle Miles	5,800,000	5,640,000	5,230,000	4,950,000	4,980,000	5,010,000	5,090,000
Total Vehicle Miles	6,290,000	6,100,000	5,670,000	5,368,461	5,400,000	5,430,000	5,520,000
Passenger Trips	10,710,000	10,450,000	9,700,000	9,180,000	9,240,000	9,290,000	9,340,000
Directly Operated Paratransit Service							
Revenue Vehicle Hours	84,769	89,057	89,057	89,057	89,057	89,057	89,057
Total Vehicle Hours	98,049	103,003	103,003	103,003	103,003	103,003	103,003
Revenue Vehicle Miles	1,213,471	1,285,401	1,285,401	1,285,401	1,285,401	1,285,401	1,285,401
Total Vehicle Miles	1,362,976	1,449,925	1,449,925	1,449,925	1,449,925	1,449,925	1,449,925
Passenger Trips	258,690	272,720	272,720	272,720	272,720	272,720	272,720
Contracted Paratransit Service							
Revenue Vehicle Hours	78,754	81,873	85,394	88,985	92,648	96,385	100,196
Total Vehicle Hours	95,138	98,902	103,156	107,493	111,919	116,433	121,037
Revenue Vehicle Miles	1,243,360	1,286,252	1,339,610	1,394,035	1,449,549	1,506,173	1,563,173
Total Vehicle Miles	1,462,639	1,462,726	1,585,297	1,585,297	1,648,427	1,712,820	1,778,501
Passenger Trips	216,665	233,902	255,425	255,425	266,510	277,817	289,350
Special Use Van							
Revenue Vehicle Hours	9,221	5,115	5,115	5,115	5,115	5,115	5,115
Total Vehicle Hours	11,698	5,712	5,712	5,712	5,712	5,712	5,712
Revenue Vehicle Miles	135,612	96,255	96,255	96,255	96,255	96,255	96,255
Total Vehicle Miles	159,885	96,255	96,255	96,255	96,255	96,255	96,255
Passenger Trips	41,887	26,116	26,116	26,116	26,116	26,116	26,116

[3] 2010 Operating statistics are not final and are subject to revision

Spokane Transit Authority	2010 Actual[3]	2011 Budgeted	2012 Projected	2013 Projected	2014 Projected	2015 Projected	2016 Projected
Vanpool Services							
Revenue Vehicle Hours	24,198	28,765	32,162	34,918	37,675	40,432	43,188
Revenue Vehicle Miles	907,418	1,078,694	1,206,059	1,309,436	1,412,812	1,516,189	1,619,565
Passenger Trips	208,502	255,049	277,394	301,170	324,947	348,723	372,500

Section X: Operating Revenues and Expenditures: 2010 – 2016

	2010 Estimate	2011 Budgeted	2012 Projected	2013 Projected	2014 Projected	2015 Projected	2016 Projected
Revenue							
Fixed Route	8.5	9.5	8.8	8.4	8.4	9.7	9.8
Paratransit	0.4	0.5	0.6	0.6	0.6	0.7	0.8
Vanpool	0.6	0.6	0.8	0.8	1.4	1.6	1.6
Total Fare Revenue	**$9.4**	**$10.6**	**$10.1**	**$9.8**	**$10.5**	**$12.0**	**$12.2**
Sales Tax	40.4	39.6	39.6	40.4	41.6	42.8	44.1
Fed. Preventative Maintenance Grant	8.0	8.0	8.2	8.4	8.7	8.9	9.1
State Special Needs Grant	1.0	0.3	0.7	0.7	0.7	0.8	0.8
Misc. Investments & Earnings	5.8	1.6	1.8	1.3	1.1	1.0	1.0
Total Revenue Before Capital Grants	**$64.7**	**$60.1**	**$60.5**	**$60.7**	**$62.5**	**$65.5**	**$67.1**
Federal and State Capital Grants	6.9	4.4	2.9	0.8	0.4	0.3	0.3
Total Revenue	**$71.6**	**$64.5**	**$63.4**	**$61.5**	**$62.9**	**$65.8**	**$67.4**

	2010 Estimate	2011 Budgeted	2012 Projected	2013 Projected	2014 Projected	2015 Projected	2016 Projected
Operating Expenses							
Fixed Route	43.2	44.5	43.4	42.6	44.1	45.6	47.2
Paratransit	12.2	12.7	13.3	14.0	14.7	15.4	16.2
Vanpool	0.6	0.7	0.8	0.9	1.5	1.7	1.7
Total Operating Expense	**$56.1**	**$58.0**	**$57.5**	**$57.5**	**$60.3**	**$62.7**	**$65.2**
Capital Projects Expenditures							
Federal Portion	2.4	4.3	2.7	0.6	0.1	0.1	0.1
State Portion	0.5	0.0	0.2	0.2	0.2	0.2	0.2
Federal Stimulus Portion	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Portion	4.0	9.0	12.8	8.6	3.5	3.4	6.8
Total Capital Expenditures	**$10.9**	**$13.4**	**$15.7**	**$9.4**	**$3.9**	**$3.7**	**$7.2**
Cooperative Street & Road Projects	1.0	4.2					
Total Expenses and Expenditures	**$68.0**	**$75.6**	**$73.2**	**$66.8**	**$64.2**	**$66.5**	**$72.3**
Change in Cash Balance	**$3.6**	**($11.1)**	**($9.8)**	**($5.4)**	**($1.3)**	**($0.7)**	**($4.9)**
Beginning Cash Balance	43.7	47.3	36.3	26.5	21.1	19.8	19.1
Ending Cash Balance	47.3	36.3	26.5	21.1	19.8	19.1	14.2
Self Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designating Operating	(8.4)	(8.7)	(8.6)	(8.6)	(9.0)	(9.4)	(9.8)
Cash Balance After Reserves	**$33.4**	**$22.1**	**$12.4**	**$7.0**	**$5.3**	**$4.2**	**($1.1)**

**NOTE: Figures in this table are in tenths of millions of dollars*

Appendix

Appendix A – Priorities and Objectives

1. **Safety**
   - Emphasize Safety in all aspects of our operations
2. **Earn and Retain the Community's Trust**
   - Engender trust and accountability
   - Satisfy and exceed the expectations of citizens, customers, and employees
   - Increase ridership
   - Operate an efficient, cost-effective operation
   - Maintain tight control of operational, administrative, and capital expenditures of public resources
   - Provide service that is responsive and tailored to the area's needs
3. **Provide Excellent Customer Service**
   - To provide consistently high-quality service to customers in every interaction with Spokane Transit
4. **Employee and Organizational Development**
   - To have a well trained and highly productive workforce
   - To promote a healthy dialogue on important issues
   - To reduce employee injuries

Appendix B – Performance Measures

I. SAFETY

A. Emphasize safety in all aspects of our operations

1. Objective:

- The safety and well-being of our employees and customers

2. Performance Measures

- **Accident Rate (Property)**

  <u>Fixed Route</u>

  Measurement – (2 measures) Total accidents; Preventable accidents

Goal - Zero. Standard - 2.0 (or less) per 100,000 miles (total accidents); 0.5 (or less) per 100,000 miles (preventable accidents)

Measured - Quarterly

Paratransit

Measurement – (2 measures) Total accidents; Preventable accidents

Goal - Zero. Standard - 2.0 (or less) per 100,000 miles (total accidents); 1.0 (or less) per 100,000 miles (preventable accidents)

Measured - Quarterly

II. EARN AND RETAIN THE COMMUNITY'S TRUST

A. Engender trust and accountability—satisfy and exceed the expectations of citizens, customers, and employees

1. Objectives:

- Operate an efficient, cost-effective operation
- Maintain tight control of operational, administrative, and capital expenditures of public resources
- Provide service that is responsive and tailored to the area's needs
- Focus on communications
- Make decisions based on internal and external input (Board, committees, employees, community)
- Communicate decisions thoroughly internally and externally

2. Performance Measures

- **Ridership**

  Fixed Route

  Measurement – Number of unlinked trips

  Goal - **Retain at least 85% of 2009 Ridership**

  Measured - Monthly (by system, by route, by day of week)

  Paratransit

  Measurement – Number of unlinked trips

  Goal – **0%** increase from 2009

Measured - Monthly

Vanpool

Measurement – Number of unlinked trips

Goal – **19%** increase from 2010 to 2011

Measured - Monthly

- **Cost Efficiency**

  Fixed Route

  Measurement – Cost per Revenue Hour

  Goal – below 94% of average cost of urban systems in Washington State

  Measured - no more than Quarterly

  Paratransit

  Measurement – Cost per Revenue Hour

  Goal – below 94% of average cost of urban systems in Washington State

  Measured - Quarterly

  Vanpool

  Measurement – Cost per Mile

  Goal – Recover **109%** of Operational and Administrative costs.

  Measured how often – No More Than Quarterly

- **Cost Effectiveness**

  Fixed Route

  Measurement – Cost per Passenger

  Goal – below 94% of average cost of urban systems in Washington State

  Measured - Quarterly

  Paratransit

  Measurement – Cost per Passenger

  Goal – below 94% of average cost of urban systems in Washington State

Measured - Quarterly

- **Service Effectiveness**

  Fixed Route

  Measurement – Passengers per revenue hour

  Goal – **24** system wide average

  Measured - Quarterly

  Paratransit

  Measurement – Passengers per revenue hour

  Goal – 3.0

  Measured - Quarterly

- **Customer Security**

  Fixed Route

  Measurement – Response to two questions on annual survey: Customer assessment of personal safety & drivers' driving safe

  Goal – **5 on a scale of 1 to 5. Standard: 4.5 average**

  Measured – Annually

  Paratransit

  Measurement – Response to two questions on annual survey: Customer assessment of personal safety & drivers driving safe

  Goal – **5 on a scale of 1 to 5. Standard: 4.5 average**

  Measured – Annually

- **Maintenance Cost**

  Fixed Route

  Measurement – Cost per total mile by fleet

  Goal – **$1.06** per mile

  Measured - Quarterly

Paratransit/Rideshare

Measurement – Cost per total mile

Goal – **$0.71** per mile

Measured – Quarterly

III. PROVIDE EXCELLENT CUSTOMER SERVICE

1. Objectives:

a. To provide consistently high-quality service to customers at every interaction with Spokane Transit

b. To be rated by customers, the community, and employees as providing excellent customer service as measured annually in surveys.

2. Performance Measures

- **On Time Performance**

  Fixed Route

  Measurement – 0 to 5 minutes from scheduled time point

  Goal – 95% on time

  Measured – Quarterly

  Paratransit

  Measurement – 0 to 30 minutes from scheduled pick up time

  Goal – 95% on time

  Measured – Monthly

- **Call Center**

  Fixed Route Abandon Rate

  Measurement – Percent of calls abandoned in comparison to the total call volume

  Goal – 4% or below

  Measured – Monthly

Paratransit Abandon Rate

Measurement – Percent of calls abandoned in comparison to the total call volume

Goal – 4% or below

Measured – Monthly

Fixed Route Service Level

Measurement – The percent of time calls are answered within the goal period

Goal – 90%/60 seconds

Measured – Monthly

Paratransit Service Level

Measurement – The percent of time calls are answered within the goal period

Goal – 90%/60 seconds

Measured – Monthly

- **Professionalism and Courtesy**

  Fixed Route

  Measurement – Quality Counts survey response to: "Operator professional and courteous throughout the trip"

  Goal – 5 on a scale of 1 to 5. Standard – 4.5 average

  Measured – Monthly

  Paratransit

  Measurement – Quality Counts survey response to: "Operator professional and courteous throughout the trip"

  Goal – 5 on a scale of 1 to 5. Standard – 4.5 average

  Measured – Monthly

  Administration/Customer Service/Paratransit Reservations/Security

  Measurement – Quality Counts survey response to: "Employee was professional and courteous throughout the call/interaction"

  Goal – 5 on a scale of 1 to 5. Standard – 4.5 average

Measured – Monthly

- **Driver Announcements / Introduction**

  Fixed Route

  Measurement – Quality Counts survey response to: "Operator audibly announcing published stops"

  Goal – **100%**. Standard – **100% of observations report "Average" or above.**

  Measured – Monthly

  Paratransit

  Measurement – Quality Counts survey response to: "Operator identifying himself/herself at pick-up"

  Goal –100%. **Standard – 90% of observations report that operators are identifying themselves.**

  Measured – Monthly

- **Cleanliness of coach / van**

  Fixed Route

  Measurement – Response to Quality Counts survey

  Goal –100%. Score 90% or greater as a standard

  Measured – Monthly

  Paratransit

  Measurement – Response to Quality Counts survey

  Goal –100%. Score 90% or greater as a standard

  Measured – Monthly

- **Complaint Rate**

  Fixed Route

  Measurement – Number of complaints received

  Goal – **5** complaints per **100,000** boardings

  Measured - Monthly

Paratransit

Measurement – Number of complaints received

Goal – **5** complaints per **10,000** boardings

Measured - Monthly

- **Maintenance Reliability**
  Fixed Route

  Measurement – Number of Road Calls

  Goal – Less than 1 per 9,000 miles

  Measured - Monthly

  Paratransit

  Measurement – Number of Road Calls

  Goal – Less than 1 per **35,000** miles

  Measured - Monthly

IV. PROVIDE ORGANIZATIONAL AND EMPLOYEE DEVELOPMENT

1. Objectives

a. To have a well-trained and highly productive workforce

b. To promote healthy dialogue on important issues

c. To reduce employee injuries

2. Performance Measures

- **Injury Rate (Employee)**
  Fixed Route

  Measurement – Work days lost due to injury

  Goal – 0.02 per 1000 employee hours

  Measured - Quarterly

  Paratransit

  Measurement – Workers Comp Lost Days

Goal – 0.04 per 1000 employee hours

Measured - Quarterly

Maintenance

Measurement – Workers Comp Lost Days

Goal – 0.05 per 1000 employee hours

Measured - Quarterly

Fixed Route

Measurement – Claims per 1,000 hours

Goal – 0.05 claims per 1,000 hours

Measured - Quarterly

Paratransit

Measurement – Claims per 1,000 hours

Goal – 0.08 claims per 1,000 hours

Measured - Quarterly

Maintenance

Measurement – Claims per 1,000 hours

Goal – 0.09 claims per 1,000 hours

Measured - Quarterly

Appendix C – System Ridership, Miles & Hours 1994 - 2009

Fixed Route Ridership, Mile and Hours			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
1994	355,890	5,045,803	7,485,275
1995	369,756	5,223,287	7,467,089
1996	371,431	5,330,929	7,831,964
1997	374,718	5,389,263	8,171,745
1998	377,509	5,411,212	7,944,416
1999	375,175	5,308,483	8,099,072
2000	356,977	4,962,786	8,512,225
2001	336,401	4,641,901	8,370,460
2002	348,675	4,753,745	7,522,394
2003	351,239	4,789,262	7,504,713
2004	354,985	4,839,102	7,740,360
2005	369,494	5,031,171	7,688,002
2006	402,533	5,570,692	8,408,678
2007	406,008	5,592,842	9,436,662
2008	414,751	5,718,006	11,110,476
2009	418,247	5,811,386	11,152,841

Paratransit Ridership, Miles and Hours; Combined Service			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
1994	140,137	1,953,261	396,178
1995	159,214	2,269,217	442,334
1996	149,425	2,326,050	453,341
1997	150,178	2,523,866	437,155
1998	144,944	2,479,090	435,412
1999	149,508	2,449,312	435,153
2000	148,814	2,353,028	430,920
2001	153,565	2,349,728	431,210
2002	155,983	2,386,941	435,341
2003	159,421	2,462,488	454,503
2004	158,491	2,401,305	456,969
2005	158,744	2,333,365	463,207
2006	167,309	2,549,716	493,981
2007	172,776	2,675,985	506,710
2008	178,959	2,724,953	516,516
2009	175,081	2,685,157	521,578

Paratransit Ridership, Miles and Hours; Directly Operated			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
1994	97,993	1,371,257	279,737
1995	101,589	1,483,982	291,545
1996	93,601	1,489,913	289,274

Paratransit Ridership, Miles and Hours; Directly Operated			
1997	91,310	1,523,400	268,894
1998	89,671	1,526,709	275,330
1999	84,796	1,377,197	256,744
2000	86,281	1,334,007	259,370
2001	89,814	1,358,293	263,196
2002	93,638	1,377,785	273,496
2003	95,167	1,418,077	288,434
2004	89,156	1,286,478	274,634
2005	87,625	1,229,340	273,581
2006	89,590	1,280,784	276,408
2007	88,894	1,305,017	275,130
2008	91,129	1,337,188	277,528
2009	90,765	1,307,371	277,200

Paratransit Ridership, Miles and Hours; Purchased Transportation			
Year	**Annual Revenue Hours**	**Annual Revenue Miles**	**Total Passengers**
1994	42,144	582,004	116,441
1995	57,625	785,235	150,789
1996	55,824	836,137	164,067
1997	58,868	1,000,466	168,261
1998	55,273	952,381	160,082
1999	64,712	1,072,115	178,409
2000	62,533	1,019,021	171,550
2001	63,751	991,435	168,014
2002	62,345	1,009,156	161,845
2003	64,254	1,044,411	166,069
2004	69,335	1,114,827	182,335
2005	71,119	1,104,025	189,626
2006	77,719	1,268,932	217,573
2007	83,882	1,370,968	231,580
2008	87,830	1,387,765	238,988
2009	84,316	1,377,786	244,378

NOTE: Purchased Transportation figures include Special Use Van

Vanpool Ridership, Miles and Hours			
Year	**Annual Revenue Hours**	**Annual Revenue Miles**	**Total Passengers**
1994	8,139	257,380	86,834
1995	7,219	233,767	73,641
1996	7,733	253,560	77,112
1997	8,414	277,711	89,167
1998	9,110	293,292	87,668
1999	7,165	236,335	68,559
2000	6,531	225,726	66,620
2001	8,221	299,738	85,500
2002	8,881	312,141	88,263
2003	10,334	352,741	102,426

Vanpool Ridership, Miles and Hours			
Year	**Annual Revenue Hours**	**Annual Revenue Miles**	**Total Passengers**
2004	9,938	352,415	101,971
2005	15,157	490,835	129,548
2006	17,462	609,385	163,826
2007	18,720	686,661	166,996
2008	24,267	893,380	224,264
2009	23,703	888,699	209,822

Appendix D – Asset Management Plan

Spokane Transit Authority must submit and Asset Management Plan (AMP) to the Washington State Department of Transportation. As part of the approved AMP, a separate annual inventory is included as part of the Transit Development Plan to the Washington State Department of Transportation.

Per the Washington State Department of Transportation, "as a condition of receiving state funds, publicly owned transit systems are required to submit an asset management plan to the Washington State Transportation Commission for certification. The plan must inventory all transportation system assets and provide a preservation plan based on the lowest life-cycle cost (LLCC) methodologies."[4]

The AMP inventory includes:

1. Rolling Stock (all passenger service vehicles owned by the agency)
2. Facilities (all facilities with a replacement value of $25,000 or greater)
3. Equipment (all equipment with a replacement value of $100,000 or greater)

The inventory includes, but is not limited to, the asset's Condition, Age, Remaining useful life and Replacement Cost.

[4] Washington State Department of Transportation

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Fixed Route

Spokane Transit Authority
12/31/2010

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

E. Susan Meyer CEO — 3.9.11
Signature and Title — Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost ($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 NEW FLYER	1	1FYD2LL12VU017228	9702	677803	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017229	9703	659442	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL10VU017230	9704	650206	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017231	9705	659400	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017232	9706	659597	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017233	9707	659195	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017234	9708	648538	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL1XVU017235	9709	666717	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL11VU017236	9710	624486	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL13VU017237	9711	638281	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL17VU017239	9713	655957	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL13VU017240	9714	662160	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL15VU017241	9715	672276	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL17VU017242	9716	665166	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL19VU017243	9717	668950	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL10VU017244	9718	672397	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017245	9719	666257	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017246	9720	666886	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017247	9721	647671	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017248	9722	669136	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL1XVU017249	9723	650224	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017250	9724	629390	55	14	1	481,057	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017251	9725	660976	55	14	1	481,057	YES	40 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271X21073384	2301	346425	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073385	2302	366416	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073386	2303	348600	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073387	2304	384754	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073388	2305	369884	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073389	2306	362963	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073390	2307	360196	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073391	2308	364573	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073392	2309	368431	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271931073393	2310	373128	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073016	2311	358430	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073017	2312	373359	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073018	2313	371551	65	8	7	374,443	YES	30 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090818	2330	305424	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090819	2331	320570	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271031090820	2332	325979	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090821	2333	298216	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090822	2334	321331	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271631090823	2335	314994	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271831090824	2336	314533	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271X31090825	2337	315641	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271131090826	2338	320966	70	8	7	350,625	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271331090827	2339	312426	70	8	7	350,625	YES	24 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291451074550	2501	258133	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291651074551	2502	254466	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291851074552	2503	261512	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291X51074553	2504	245537	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291151074554	2505	264825	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291351074555	2506	255981	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291551074556	2507	258526	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291751074557	2508	243875	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291951074558	2509	254327	80	6	9	369,064	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291051074559	2510	249106	80	6	9	369,064	YES	30 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291761077750	2601	224846	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077751	2602	215195	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291061077752	2603	219252	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291261077753	2604	235870	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077754	2605	231915	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077755	2606	235129	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077756	2607	232367	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077757	2608	225693	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291161077758	2609	224565	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291361077759	2610	201680	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077760	2611	218651	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077761	2612	229195	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077762	2613	219801	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291161077763	2614	231010	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291361077764	2615	226764	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077765	2616	227596	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077766	2617	222239	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077767	2618	231029	85	5	10	390,369	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077768	2619	213929	85	5	10	390,369	YES	40 + 2	DF	NO
Total			**75**	**29842915**				**$ 30,545,956**				

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Fixed Route

Spokane Transit Authority
12/31/2010

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

E Susan Meyer CEO — Signature and Title

3.9.11 — Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost ($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	125868	85	4	11	601,857	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	128739	85	4	11	601,857	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	133403	85	4	11	601,857	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	129417	85	4	11	601,857	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	131811	85	4	11	601,857	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS128C031042	2666	133140	85	4	11	601,857	YES	62+2	DF	NO
2007 GILLIG 35'	2	15GGB271571078435	2701	141169	90	4	11	404,810	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271771078436	2702	147287	90	4	11	404,810	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271971078437	2703	140302	90	4	11	404,810	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078418	2704	167131	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078419	2705	166821	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271071078420	2706	166827	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078421	2707	170255	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078422	2708	150198	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271671078423	2709	155725	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271871078424	2710	152888	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271X71078425	2711	148098	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271171078426	2712	156079	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	160761	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	160931	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	160749	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	163243	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	150646	85	4	11	414,282	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	157369	85	4	11	671,697	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	163981	85	4	11	671,697	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	160663	85	4	11	671,697	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45P87DA56067	508	69841	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA56068	509	55031	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P17DA56069	510	64427	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P87DA56070	511	56679	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA56071	512	54342	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P17DA56072	513	56082	90	4	11	77,140	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P37DA56073	514	51605	90	4	11	77,140	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	111099	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	108211	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	105528	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	113403	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	103913	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	109719	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079609	2807	104023	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	107488	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	103610	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079612	2810	108335	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	103081	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	106414	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	99786	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271981079616	2814	74602	90	3	12	413,129	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	104191	90	3	12	602,948	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	107094	90	3	12	602,948	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	107252	90	3	12	602,948	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	100658	90	3	12	602,948	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	108704	90	3	12	602,948	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	110087	90	3	12	602,948	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	36344	95	2	13	672,457	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	37900	95	2	13	672,457	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	33030	95	2	13	672,457	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	39279	95	2	13	672,457	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	58373	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	55575	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	58642	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	57458	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	56373	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	53741	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	55199	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	57601	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	60439	90	2	13	374,683	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	16020	95	2	13	592,389	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	16369	95	2	13	592,389	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	16017	95	2	13	592,389	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	45908	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176255	10702	48983	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3010A1176256	10703	47655	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	41953	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	49544	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	48548	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	51086	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	47382	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	44221	95	1	14	583,374	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	45295	95	1	14	583,374	YES	39+2	DE	NO
Total			79	7607641				$ 36,254,965				

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Vanpool

Spokane Transit Authority
12/31/2010

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

E. Susan Meyer CEO 3.9.11
Signature and Title Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost ($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Ford E-450 Cutaways	13	1FDXE4SS71HB00189	R1	185289	75	10	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	13	1FDXE4SS01HB00194	R4	191662	75	10	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	13	1FDXE4SS91HB77517	R5	169866	75	10	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	13	1FDXE4SS61HB75690	R6	185163	75	10	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	13	1FDXE4SS21HB77519	R8	173221	75	10	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	13	1FDXE4SS91HB77520	R9	168744	75	10	0	78,195	YES	15+3	GA	NO
2002 Dodge 3500 RS	13	2B5WB35ZX2K135154	R51	75075	80	9	0	36,305	NO	15	GA	No
2002 Dodge 3500 RS	13	2B5WB35Z52K135157	R54	71014	80	9	0	36,305	NO	15	GA	No
2002 Dodge 3500 RS	13	2B5WB35Z72K135161	R58	66689	80	9	0	36,305	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	53544	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	78720	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U151160940	R64	111553	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U251163622	R65	46252	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U251163801	R66	50862	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U351161250	R67	51950	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U351163449	R68	56059	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U451163525	R69	103288	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U451163671	R70	70872	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	R71	83449	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U551162741	R72	96737	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U651162831	R73	104895	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U751161767	R74	41129	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51160855	R75	82991	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51162654	R76	95617	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51163643	R77	90292	85	6	0	36,162	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51164128	R78	93476	85	6	0	36,162	NO	15	GA	No
2005 DODGE CARAVAN	13	2D8GP44L85R544850	R89	48440	90	6	0	25,647	NO	7	GA	Yes
2005 DODGE CARAVAN	13	2D8GP44LX5R544851	R90	53035	90	6	0	25,647	NO	7	GA	Yes
2005 DODGE CARAVAN	13	2D8GP44L15R544852	R91	50079	90	6	0	25,647	NO	7	GA	Yes
2005 DODGE CARAVAN	13	2D8GP44L35R544853	R92	38906	90	6	0	25,647	NO	7	GA	Yes
2005 DODGE CARAVAN	13	2D8GP44L55R544854	R93	39183	90	6	0	25,647	NO	7	GA	Yes
2005 DODGE CARAVAN	13	2D8GP44L75R544855	R94	37066	90	6	0	25,647	NO	7	GA	Yes
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	43839	90	6	0	35,279	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U451255380	R96	64123	90	6	0	35,279	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U951257416	R97	73532	90	6	0	35,279	NO	15	GA	No
2006 DODGE CARAVAN	13	2D8GP44L76R769083	R98	37839	90	5	0	29,014	NO	7	GA	Yes
2006 DODGE CARAVAN	13	2D8GP44L06R769084	R99	37276	90	5	0	29,014	NO	7	GA	Yes
2006 DODGE CARAVAN	13	2D8GP44L06R769085	R100	55173	90	5	0	29,014	NO	7	GA	Yes
2006 DODGE CARAVAN	13	2D8GP44L26R769086	R101	32800	90	5	0	29,014	NO	7	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L76DA26475	R102	69309	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L06DA26477	R103	49065	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L26DA26478	R104	36544	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L06DA26480	R105	38548	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L26DA26481	R106	31053	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L66DA26483	R107	49520	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L56DA26474	R108	38518	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	44033	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L46DA26479	R110	38592	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L76DA26489	R111	60052	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	34600	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	R113	26712	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	R114	46807	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	43874	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	R116	55522	90	5	0	29,014	NO	15	GA	Yes
2006 FORD EXT CLUB	13	1FDSS31L56DA26488	R117	42115	90	5	0	29,014	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	28671	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U971182994	R119	30868	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U571183012	R120	39291	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U671183102	R121	42614	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71183443	R122	36951	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	29274	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U571184208	R124	38601	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	27564	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	33395	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185217	R127	60261	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	29487	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185544	R129	41430	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71185581	R130	32300	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185611	R131	49237	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET 3500 VAN	13	1GAHG39U071193326	R132	21508	95	4	1	24,382	NO	15	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	28890	95	4	1	27,212	NO	7	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	28999	95	4	1	27,212	NO	7	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216356	R135	41846	95	4	1	27,212	NO	7	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	30750	95	4	1	27,212	NO	7	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216537	R137	22269	95	4	1	27,212	NO	7	GA	Yes
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	23189	95	4	1	27,212	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	31632	95	4	1	27,212	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33WX7D217554	R140	22781	95	4	1	27,212	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	32726	95	4	1	27,212	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217690	R142	20489	95	4	1	27,212	NO	7	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	11230	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	18979	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K291155668	R145	9451	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	13000	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	5488	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	15459	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K991156779	R149	20536	95	2	3	28,958	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K891154229	R150	9373	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	12464	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	22350	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91154787	R153	12890	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K791154838	R154	1897	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891154881	R155	34460	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	9285	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K991155148	R157	7901	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	20167	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	27467	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691155365	R160	7257	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155445	R161	9230	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	9787	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	11227	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155720	R164	14089	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	27060	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155882	R166	8974	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	7931	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	2803	95	2	3	27,774	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291156722	R169	8560	95	2	3	27,774	NO	15	GA	No
2010 CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	406	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG1A1176182	R171	402	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG3A1176216	R172	401	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1176298	R173	1340	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176630	R174	402	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176742	R175	402	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDFXA1177007	R176	999	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG7A1177014	R177	404	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177113	R178	666	95	1	4	26,500	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177242	R179	404	95	1	4	26,500	NO	15	GA	Yes
Total			**117**	**6100094**				**$ 3,679,892**				

NOTES:
Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.

Public Transportation Management System
Owned Rolling Stock Inventory
Fleet - Demand Response
Spokane Transit Authority
12/31/2010

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

Susan Meyer CEO 3.9.11
Signature and Title Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost ($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Ford E-450 Cutaways	14	1FDXE45S01HB77521	S110	147648	70	9	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45SX1HB77529	S111	127767	70	9	0	78,195	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45SX1HB75646	S112	144724	70	9	0	78,195	YES	15+3	GA	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB85767	S113	147752	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63HB85768	S114	152133	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83HB85769	S115	161144	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB85770	S116	156200	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63HB85771	S117	160832	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83HB85772	S118	157552	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45FX3HB85773	S119	162184	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13HB85774	S120	159863	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F33HB85775	S121	161524	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F53HB85776	S122	156920	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73HB85777	S123	159231	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93HB85778	S124	159760	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB85779	S125	162047	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73HB85780	S126	168123	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93HB85781	S127	160658	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB85782	S128	163773	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45FX3HB90567	S129	157399	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB79867	S130	156951	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79868	S131	159017	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB79869	S132	107207	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB79870	S133	160350	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79871	S134	127907	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB79872	S135	152896	75	6	0	72,437	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13HB79876	S136	161798	75	6	0	72,437	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	140322	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	131754	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA19454	S139	130838	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	136582	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	127655	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	135024	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	142758	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	135161	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA30797	S145	127829	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA30798	S146	133055	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40839	S147	140636	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	126050	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	136150	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40842	S150	136234	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	135943	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	136118	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	134440	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45PX5HA40846	S154	143322	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	152536	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	135935	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40849	S157	129313	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	138919	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	136247	70	5	0	73,781	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	117466	70	5	0	73,781	YES	15+5	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P25HB14003	S161	148089	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P45HB14004	S162	117808	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P75HB19956	S163	116597	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P95HB19957	S164	118719	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P05HB19958	S165	121186	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45PX5HB24889	S166	90270	80	4	1	86,164	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P65HB24890	S167	117884	80	4	1	86,164	YES	13 + 2	DF	NO
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	54589	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	49534	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	54087	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	50247	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	46796	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	41867	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	54839	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	51872	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	41850	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45SX8DB23423	S177	40765	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	51624	90	2	3	72,444	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	41276	90	2	3	73,209	YES	14 + 2	GA	NO
Total				**8803546**				**$ 5,217,065**				

NOTE:
Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.

FACILITIES

Public Transportaion Management System
Owned Facilities Inventory

Spokane Transit
12/31/2010

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue - 1997 & Prior	70	24	36	31,303,752	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
2. 06	Pence Cole Center - 1997 & Prior	70	21	29	4,656,102	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
3. 11	Charles Fleck Center - 1997 & Prior	70	20	30	5,128,944	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	15	35	30,994,955	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	85	21	4	845,081	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	19	0	1,351,524	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 17	The Plaza - 1998	85	13	35	46,310	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
8. 09	Park & Rides - 1998	85	13	12	1,519,609	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
9. 16	Shelters - 1998	85	13	0	52,234	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
10. 17	The Plaza 1999	85	12	35	46,495	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
11. 23	Boone Street Ave - 1999	85	12	36	17,090	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
12. 09	Park & Rides - 2001	85	10	5	644,438	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
13. 23	Boone Street Ave - 2001	85	10	37	16,343	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
14. 17	The Plaza - 2002	85	9	37	59,519	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
15. 09	Park & Rides - 2003	85	8	7	1,290,614	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2005	90	6	36	115,628	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
17. 16	Shelters - 2005	85	6	2	35,925	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
18. 23	Boone Street - 2006	90	5	36	68,289	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
19. 09	Park & Ride-Turnout -2006	90	5	20	10,826	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
20. 16	Shelters - 2006	90	5	3	74,156	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
21. 09	Park & Rides - 2007	90	4	21	967,773	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
22. 23	Boone Street Ave - 2007	90	4	36	182,407	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
23. 17	The Plaza - 2007	90	4	35	27,712	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
24. 16	Shelters - 2007	90	4	4	9,919	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
25. 23	Boone Street Ave - 2008	90	3	37	411,456	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
26. 16	Shelters - 2008	90	3	5	3,497	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
27. 23	Boone Street Ave - 2009	95	2	37	474,362	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 16	Shelters - 2009	95	2	4	20,104	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
29. 09	Park & Rides - 2009	100	2	3	2,296	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
30. 16	Shelters - 2010	100	1	5	36,625	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
31. 17	The Plaza - 2010	100	1	35	46,214	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
32. 23	Boone Street - 2010	100	1	37	3,259	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
	Total				$ 80,463,456	

Public Transportation Management System
Owned Equipment Inventory

For Spokane Transit Authority
12/31/2010

Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck-1997 & Prior	05	70	18	7	308,295	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package.
2. Computer Network-1997 & Prior	04	10	15	0	796,344	This computer system is a PC network made up of various types of printers, screens, and subsystems. The old financial system was deleted in 1998.
3. Bike Lockers-1997 & Prior	13	70	15	0	237,486	These bike lockers are distributed at park and ride lots throughout the ridership area of STA.
4. Bus Washer-1997 & Prior	21	50	21	0	655,591	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.
5. Radios-1997 & Prior	08	50	19	0	647,656	This communication equipment varies in age and type; example includes Uniden radios purchased in 1985 to Motorola Spectra radio system including base stations purchased in 1988.
6. Office Eqpt & furn-1997 & Prior	16	60	20	0	1,553,335	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1998. Some of the file cabinets are worn out.
7. Maint Eqpt-1997 & Prior	09	60	18	0	2,088,853	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include: mobile tool cribs, brake monitors, hand tools, and multi-meters.
8. Shop Vehicles-1997 & Prior	05	50	18	0	510,771	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a sweeper purchased in 1981 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
9. Shop Vehicles (lic)-1997 & Prior	05	50	18	0	897,736	The licensed shop vehicles vary from a 1979 Chevrolet truck to a 1991 Ford utilities truck. This fleet is used in support of all vehicles and building maintenance which also includes sanders used on the road in winter conditions and a van used for training. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
10. Road Cars-1997 & Prior	05	60	18	0	345,357	The road cars vary in age from a 1984 Dodge van to two 1997 Chevy Malibus purchased in 1997. This equipment is used by supervisory staff and administration in support of Spokane Transit Authority operations. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
11. AVI Info System-1997 & Prior	16	60	12	0	1,572,877	The AVI information system is located at The Plaza. Seem to be having problems-old technology.
12. Computer Network -1998	04	10	14	0	49,641	Upgrade of computers through out the company in 1998.
13. Radios-1998	08	70	13	0	27,553	Replacement of van radios and portable radios in 1998.
14. Office Eqpt & furn-1998	16	80	13	7	67,314	1998 office furniture & equipment includes six workstations in the Paratransit Scheduling office.
15. Maint Eqpt-1998	09	50	13	2	114,437	Maintenance equipment in 1998 includes aTMC wheelchair lift and a copier for the Maintenance Department. Copier ready for replacement.
16. Computer Network-1999	04	10	12	0	54,164	The computer Network included Inventory Bar Coding equipment and four notebook computers purchased for Y2K readiness.
17. Office Eqpt & furn-1999	16	80	12	8	64,134	Office furniture & Equipment in 1999 includes Y2K upgrade of the Access System and six workstations.
18. Maint Eqpt-1999	09	70	12	3	52,816	The maintenance equipment includes several generators for Y2K and a portable air compressor.
19. Shop Vehicles (lic)-1999	05	70	12	3	120,250	Two trucks were purchased to be used in the maintenance of shelters and park & rides.
20. Computer Network-2000	04	20	11	0	71,587	The computer network is to upgrade systems.
21. Maint Eqpt-2000	09	70	11	0	3,381	The Maintenance equipment is a solvent recycler.
22. Computer Network-2001	04	30	11	0	35,927	The computer network is to upgrade systems.
23. Maint Equip-2001	09	70	10	0	133,143	The Maintenance equip include a new Tennant floor scrubber.
24. Office Equip-2001	16	80	10	0	5,546	The office equipment includes a copier.
25. Radios-2001	08	80	10	5	688,706	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
26. Computer Network-2002	04	60	9	0	19,705	The 2002 computer network is to upgrade system.
27. Radios-2002	08	70	9	6	29,975	These are 14 additional Mobile Data Computers.
28. Office Equip-2002	16	80	9	0	2,788	Two (2) bill counters for the money room.
29. Maint Equip-2002	09	80	9	0	6,099	Portable Vehicle lift system.
30. Road Cars-2002	08	80	9	0	72,611	Two Dodge Maxiwagons.
31. Shop Vehicles (lic)-2002	05	80	8	0	93,091	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.
32. Computer Network-2003	04	80	8	0	68,282	The 2003 computer network is to upgrade system.
33. Office Equip-2003	16	90	8	0	5,487	Evacuation chair and projector.
34. Maint Equip-2003	09	90	8	0	147,283	Exhaust stream analyzer.
35. Computer Network-2004	04	90	7	0	199,106	The 2004 computer network upgrade of system.
36. Maint Equip-2004	09	90	7	1	34,649	The Maintenance equip includes 2 roller jacks, vehicle lift hoist and a carpet extractor.
37. Office Equip-2004	16	90	7	0	5,767	The Office equipment includes 2 projectors.
38. Steam Pit Lift-2004	09	95	7	1	197,376	Steam Pit Lift.
39. Computer Network-2005	04	95	6	0	32,791	The 2005 computer network is to upgrade systems.
40. Radios-2005	08	90	6	4	3,269,087	Replacement of fixed route radio system and radios.

Public Transportation Management System

Owned Equipment Inventory

For Spokane Transit Authority

12/31/2010

Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
41. Office Equip-2005	16	95	6	0	2,038	Office Equipment includes powered wheelchair for training department.
42. Maint Equip-2005	09	85	6	2	17,816	The Maintenance equip includes 2 3-wheel bikes, a brake lathe and brake shoe fixture.
43. Road Cars-2005	05	90	6	0	118,791	Road Cars are 4 Chevy Colorado trucks for fixed route supervisors.
44. Computer Network-2006	04	95	5	0	126,710	The 2006 computer network is multiple new workstations.
45. Office Equip & Furn-2006	16	95	5	1	7,723	Office Equipment includes credit card machines, a chair, a refrigerator and a bill changer.
46. Maint Equip-2006	09	90	5	3	43,452	Maintenance equipment includes a pressure washer, drain cleaner, lawnmower, and engine analyzer.
47. Road Cars-2006	05	90	5	1	67,329	Roads Cars are 4 35-gallon skid sprayers for 4 trucks purchased in 2005, 2 Ford Taurus' and a PT Cruiser.
48. Computer Network-2007	04	95	4	0	269,456	The 2007 computer network is multiple new workstations, printers, network equipment and software, wi-fi switches, LCD monitors, and fiber optic connectivity.
49. Office Equip & Furn-2007	16	95	4	2	38,078	Office equipment includes office furniture, chairs, a refrigerator, a projector, a digital camera, and copiers.
50. Maint Equip-2007	09	90	4	4	235,024	Maintenance equipment includes a six post hoist, tool cabinets, refrigerant recovery machine, air compressor, keywatch system, trash compactor, sewing machine, 4 post lift, transmission tools, mower, engine, engine/transmission dolly, engine tool set, and a wheel alignment machine.
51. Road Cars-2007	05	90	4	2	49,694	Roads Cars are a Toyota Prius and a Chevrolet Impala.
52. Radios-2007	08	90	4	0	63,693	Radios for additional fixed route coaches.
53. Fareboxes-2007	02	85	4	6	320,734	Fareboxes for additional fixed route coaches.
54. Computer Network-2008	04	100	3	0	502,483	The 2008 computer network includes multiple new workstations, wireless network equipment, several laptops, network storage equipment, printers, and a phone system.
55. Office Equip & Furn-2008	16	100	3	3	14,846	Office equipment includes 4 canopies for events, a camcorder, chairs, and a ballistic vest.
56. Maint Equip-2008	09	100	3	5	432,191	Maintenance equipment includes transmission and engine tool kits, carpet extractor, pressure washer, mobile work platforms, fuel injection cleaning kit, Freon recovery system, bus vacuum system, emergency generator, and king pin press.
57. Road Cars-2008	05	95	3	3	72,999	Road cars are 2 Chevy Uplanders and 2 Ford Focus.
58. Radios-2008	08	95	3	0	4,725	Radios – 4 portable radios for maintenance department.
59. Fareboxes-2008	02	95	3	7	32,749	Fareboxes include Mobile Data Terminals for paratransit vans.
60. Shop Vehicles-2008	05	95	3	5	80,408	Shop vehicles are 2 Ford F350 Trucks and a De-Ice Tank.
61. Computer Network-2009	04	100	2	1	285,820	The 2009 computer network includes multiple new workstations, laptops, monitors, UPS recovery units, scanners, as well as several new servers, switches, routers, and storage arrays.
62. Office Equip & Furn-2009	16	100	2	4	37,696	Office equipment includes five chairs, three currency counters, two change machines, two radar guns, and a schedule rack.
63. Maint Equip-2009	09	95	2	6	57,457	Maintenance equipment includes six storage cabinets, speed scrubber, Voith diagnostic cable, two wheel balancers, two battery testers, tire pressure master kit, coolant exchanger, transmission fluid exchanger, ironworker machine, and time clock.
64. Shop Vehicles(lic)-2009	05	95	2	8	143,741	Shop vehicles are 2 Ford F450 Trucks and a De-Ice Tank.
65. Farebox Equip-2009	02	95	2	3	21,671	Five Mobile Data Terminals for additional paratransit vans.
66. Safety/Security Equip-2009	03	95	1	2	1,476	Wheelchair securement sample for safety training.
67. Computer Network-2010	04	100	1	5	255,069	The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.
68. Office Equip & Furn-2010	16	100	1	7	25,513	Office equipment includes two projectors, twenty chairs, a security workstation, and a television.
69. Maint Equip-2010	09	100	1	5	61,243	Maintenance equipment includes a diesel opacity tester, spare bus transmission, multimeter, trash compactor, data link adaptor, three tool boxes, brake meter, carpet extractor, and an air compressor.
70. Road Cars-2010	05	100	1	5	131,464	Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance.
71. Safety/Security Equip-2010	03	100	1	2	732,463	Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility.
	Total				$ 19,541,552	

Appendix E – Bus Fleet Contingency Plan – Inactive Reserve/Contingency Bus Fleet

Introduction

The purpose of this section is to document the periodic need and justification for an inactive-contingency reserve bus fleet as part of the total Spokane Transit Authority operating fleet. Such action would be in accordance with Federal Transit Administration Circular C 9030.1A, which permits transit agencies to reserve buses for future emergency use in lieu of selling them.

Policy Statement

STA will establish and maintain a contingency bus fleet as necessary. Such a fleet would be in addition to the normal spare ratio allowed by federal regulations and will only be used when circumstances warrant. The buses in this fleet will not be used for charter, school, or any other non-transit use, but only for emergency contingencies. Occasional use in service will occur only to the extent necessary to ensure mechanical reliability and fleet readiness.

Definitions

Contingency Bus Fleet – The buses held in contingency may be used during extreme weather conditions, for potential service expansion, emergency operation (evacuation), fuel shortages, and for other undefined emergencies or service requirement. A bus must meet the FTA minimum replacement standards prior to being placed into the contingency fleet.

Service Life – Service life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. Minimum service lives for buses are given below. Each vehicle placed into a contingency fleet will be examined for reliability versus need for disposal prior to placement in the contingency fleet. STA has set its standards based on FTA guidelines as *minimums*, and in most cases actual vehicle use will extend beyond this time frame.

(a) Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.

(b) Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.

(c) Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.

(d) Medium-size, light-duty transit buses (approximately 25'-35'): 5 years or 150,000 miles.

(e) Other light-duty vehicles such as small buses: 4 years or 100,000 miles.

(f) Rideshare vehicles (vans): 5 years regardless of mileage.

Spare Ratio – By federal requirements, the number of spare buses in the active fleet may not exceed 20 percent of the number of vehicles operated in maximum service.

For purposes of the spare ratio calculation, "vehicles operated in maximum service" is defined as the total number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak season of the year, on the week and day that maximum service is provided excluding atypical days and one-time special events. Scheduled standby vehicles are permitted to be included as "vehicles operated in maximum service." Spare ratio is usually expressed as a percentage, e.g., 100 vehicles operating in maximum service with 20 spare vehicles is a 20 percent spare ratio.

$$\text{Spare Bus Ratio (\%)} = \frac{\text{Spare Bus Fleet}}{\text{Vehicles Operated in Maximum Service}}$$

Unanticipated Ridership – A sudden unanticipated increase in bus ridership could require a corresponding increase in the level of bus service. Such a ridership increase would most likely occur as a result of an energy-related emergency or weather conditions. However, a similar situation could occur due to a major transportation corridor construction project (causing extreme delays, etc.) or the failure of a major transportation facility such as a river crossing, etc.

Catastrophic Loss of Active Bus Fleet – A sudden unanticipated decrease in the availability of buses in the active bus fleet could require that buses in the contingency fleet be placed back into service. Such an event could occur if a significant number of buses were damaged or destroyed by fire, tornado, flood, or other act of nature. A similar need could arise as a result

of the premature failure of a major component of a group or sub fleet of buses, e.g., an engine or transmission failure, or cracking of structural frame members.

Maintenance – Buses in the contingency fleet will be on a 6,000-mile preventive maintenance schedule in accordance with STA's approved Maintenance Plan. Periodic start-ups will occur between normal preventive maintenance inspections so that the fleet remains ready for service at all times. All records associated with these buses will be maintained in the vehicle history file.