

Transit Asset Management Plan

2021

Prepared for:



E. Susan Meyer, CEO

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Date: February 11, 2021

Submitted by: Brian Conley, Maintenance Analyst


Subject: TRANSIT ASSET MANAGEMENT PLAN

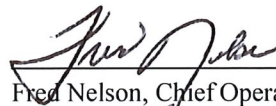
Background: The Transit Asset Management Plan (TAM) has been developed and is ready for departmental and divisional review.

Request: Please review and approve the attached TAM. Once approved, please forward to next person on acknowledgement list (below). Once fully approved, please forward to Brian Conley for further processing.

Signatures:


Ralph Wilder, Maint/Facilities Manager 2/11/21
Date


Karl Otterstrom, Director of Planning 2/12/21
Date


Fred Nelson, Chief Operations Officer 2-11-21
Date


Monique Liard, Chief Financial Officer 2/12/2021
Date

Approval:


E. Susan Meyer, Chief Executive Officer 2.15.2021
Date

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Table of Contents

CHAPTER ONE: STA ASSET MANAGEMENT PLAN – POLICY

CHAPTER TWO: STA ASSET MANAGEMENT PLAN – TARGETS

CHAPTER THREE: STA ASSET MANAGEMENT PLAN – ASSETS & CONDITION ASSESSMENT

SECTION 1: ROLLING STOCK

Section 1A: Rolling Stock – Fixed Route Vehicle Asset Inventory

Section 1A: Rolling Stock – Fixed Route Vehicle Decision Support Calculations

Section 1A: Rolling Stock- Fixed Route Vehicle Scorecard

Section 1B: Rolling Stock – Demand Response Vehicle Asset Inventory

Section 1B: Rolling Stock – Demand Response Vehicle Decision Support Calculations

Section 1B: Rolling Stock - Demand Response Vehicle Scorecard

Section 1C: Rolling Stock – Vanpool Vehicle Asset Inventory

Section 1C: Rolling Stock – Vanpool Vehicle Decision Support Calculations

Section 1C: Rolling Stock - Vanpool Vehicle Scorecard

SECTION 2: ORGANIZATIONAL EQUIPMENT

Section 2A: Organizational Equipment – Support Vehicle Asset Inventory

Section 2A: Organizational Equipment – Support Vehicle Decision Support Calculations

Section 2A: Organizational Equipment – Support Vehicle Scorecard

Section 2B: Organizational Equipment – Owned Equipment – Major Subsystems Asset Inventory

Section 2B: Organizational Equipment – Owned Equipment – Major Subsystems Decision Support Calculations

Section 2B: Organizational Equipment – Owned Equipment – Major Subsystems Score Card

Section 2C: Organizational Equipment – Owned Equipment – Information Systems Asset Inventory

Section 2C: Organizational Equipment – Owned Equipment – Information Systems Decision Support Calculations

Section 2C: Organizational Equipment – Owned Equipment – Information Systems Score

SECTION 3: FACILITIES

Section 3A: Facilities – Owned Facilities Asset Inventory

Section 3A: Facilities – Owned Facilities Decision Support Calculations

Section 3A: Facilities – Owned Facilities Scorecard

CHAPTER FOUR: STA ASSET MANAGEMENT PLAN – INVESTMENT PRIORITIZATION, IMPLEMENTATION STRATEGY, AND IDENTIFICATION OF RESOURCES

Investment Prioritization Process

Implementation Strategy and Identification of Resources

CHAPTER FIVE: STA Asset Management Plan – List of Key Activities

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CHAPTER ONE: STA ASSET MANAGEMENT PLAN – POLICY

ASSET MANAGEMENT AND STATE OF GOOD REPAIR – POLICY

Spokane Transit imbeds its asset management and state of good repair policy in the Board-approved comprehensive plan, Connect Spokane: A Comprehensive Plan for Public Transportation. Asset management and state of good repair are also reflected in Spokane Transit’s published Organizational Priorities and supporting Performance Measures.

CONNECT SPOKANE: A COMPREHENSIVE PLAN FOR PUBLIC

Connect Spokane is the foundation policy document for all facets of Spokane Transit operations. It contains fundamental principles, policies, and strategies that are essential to how the organization is managed. It also complies with the Washington State requirement under RCW 36.57A.050 for each public transportation entity to develop a comprehensive plan. The Board reviews the document at a minimum of every three years.

It is appropriate that the Asset Management and State Of Good Repair Policy is an integrated part of this important document. The entire document is available on STA’s website at the following link:

<https://www.spokanetransit.com/projects-plans/comprehensive-plan>.

Extracts from Connect Spokane that specifically address the policies pertinent to asset management and state of good repair are reiterated below:

Part III: Activities and Programs outlines the following in the section on System Infrastructure:

SYSTEM INFRASTRUCTURE

Transit agencies, including STA, use investments in built infrastructure to provide safe, reliable public transportation. As a part of its budget process, STA annually identifies needs for improvement to the system infrastructure. To ensure that these funds are spent responsibly and methodically, this element defines how decisions about system infrastructure are made and how projects become prioritized. Without following the policies contained within this element, investments in system infrastructure become piecemeal and often prove to be wasteful, resulting in losses of both time and financial resources.

SYSTEM INFRASTRUCTURE GOAL

Invest responsibly in infrastructure that supports STA’s Mission Statement and stated Comprehensive Plan goals and policies.

SYSTEM INFRASTRUCTURE PRINCIPLES

These principles are designed to help guide investment priorities and are not intended to note specific projects or investments, but rather to help decision makers understand the context of system infrastructure prioritization within the whole of STA.

1. SUPPORT

Successful infrastructure investments align with the mission, long-term goals, and long-range plan of a transit agency.

To ensure that infrastructure investments are cost-effective, useful, and efficient, capital projects must support long-term agency objectives. Infrastructure built with the support of the transit agency’s coordinated long-range vision is more likely to succeed than infrastructure built independent from system-wide goals.

2. OPERATING IMPLICATIONS

The development of system infrastructure has long-term implications for operational functionality.

Transit infrastructure projects can range in price and scope. Whether an investment is a large or small project, well-planned system infrastructure improvements have long-term implications for operating costs and efficiency.

3. FISCAL RESPONSIBILITY

The public expects transit agencies to improve its infrastructure in a fiscally responsible manner.

Customers and other non-riding taxpayers provide the funding necessary for all of STA's infrastructure improvements. Therefore, STA should ensure that infrastructure expenditures are made in a way that reduces waste and maximizes benefit.

4. STRATEGIC OPPORTUNISM

Transit agencies faced with free or low-cost capital opportunities should consider the long-term operating expenses to prevent those investments from becoming liabilities.

On the surface, any free or inexpensive land/facility offered to the transit agency may seem too good to pass up. However, if it is not part of a long-range plan or a strategic opportunity to improve service, seemingly excellent development opportunities can become burdensome investments.

Refusing donated/inexpensive capital may seem foolish, but it may prevent those projects from becoming an unnecessary strain on the transit agency's network and finances.

5. CAPITAL INVESTMENT YIELDS

Not every dollar of investment yields the same benefit.

Capital investments should be designed to provide the greatest benefit. Cost effectiveness will vary and may not be subject to the same metrics.

SYSTEM INFRASTRUCTURE POLICIES

SI-1.0 – Capital Investment Considerations

Use the following list of considerations to help evaluate the benefits of proposed capital projects.

Capital projects are required as a part of an assortment of services which are provided. STA does not have the resources to complete all of the capital projects identified. However, the following list of considerations help STA evaluate the benefits of each project. These considerations are in addition to the other policies in this plan.

- **Impact to Operations**

Consider the impacts on operational cost, STA staff requirements, speed and reliability of service, and how the project supports the transit network and system.

- **Impact to the Customer Experience**

Consider the impacts on ridership, customer comfort and usability of the system.

- **Value Engineering/ Expected Lifetime**

Consider options which may increase durability, reduce maintenance needs and add value relative to the cost. Also, consider the expected useful life span of the capital investment.

- **Impact to Safety and the Environment**

Consider the safety, environmental and other impacts related to how the project will impact the surroundings of employees and customers.

SI-2.0 – Transit Asset Management Plan

In compliance with state and federal law, STA will maintain an asset management plan certified by the WSDOT Transportation Commission.

The asset management plan will include:

- An inventory of all transportation system assets as of year-end 2020
- A preservation plan based on state of good repairs methodologies

Part III: Activities and Programs outlines the following in the section on Sustainability:

SU-1.3 Purchasing

Practice a sustainable purchasing policy.

The agency should have a holistic decision-making process for purchasing equipment and services.

- Conduct cost/benefit that considers lifespan costs and replacement strategy. Lower initial capital outlays may not be the best value when operations, maintenance, and replacement cycles are also factored as costs of ownership.
- Establish procurement decision process that considers costs involved at each stage of the entire lifecycle of goods purchased, e.g., resource extraction, material processing, product design and manufacturing, transportation and distribution, purchase and use, and end of life disposal or recycling.
- Evaluate the impact of staff resources required to support equipment or new capabilities.

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SPOKANE TRANSIT ORGANIZATIONAL PRIORITIES AND PERFORMANCE MEASURES

Spokane Transit formally established five Organizational Priorities.

- Ensure Safety
- Earn and Retain the Community's Trust
- Provide Outstanding Customer Service
- Enable Organizational Success
- Exemplify Financial Stewardship

Each of these Priorities is supported by a set of Performance Measures. The Board of Directors reviews, approves, and holds the agency responsible reporting the status of each Performance Measure annually.

Three Performance Measures in support of the priority to Exemplify Financial Stewardship are directly relevant to STA's TAM.

Financial Capacity / Financial Management

Measurement – Adherence to approved Operating Budget

Goal – Operate at, or below, budgeted expenditures

Measured – Quarterly

Service Level Stability

Measurement – Number of years current service level can be sustained

Goal – Minimum 6 years

Measured -- Annually

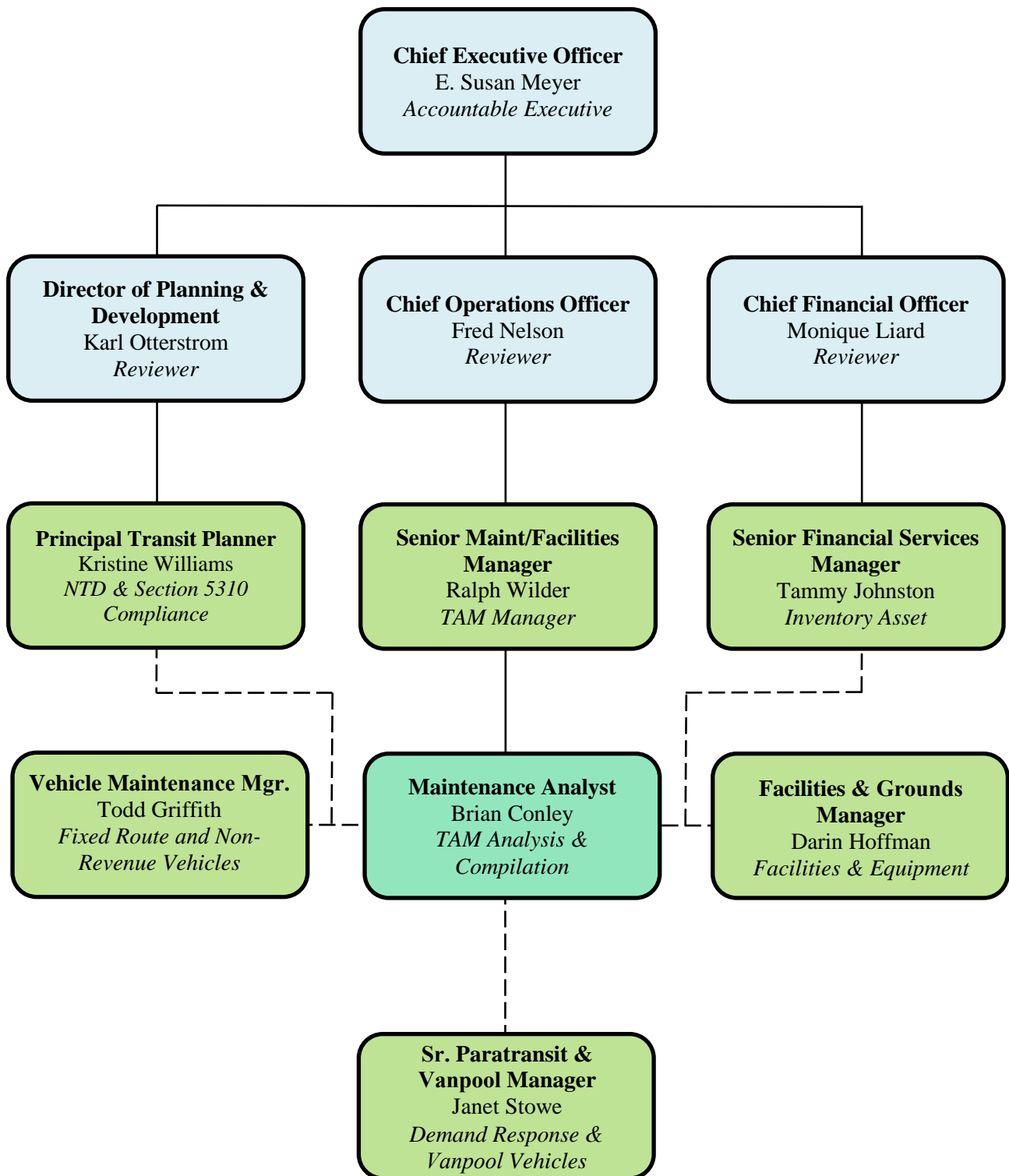
Ability to Sustain Essential Capital Investments

Measurement – Fully funded Capital Improvement Plan

Goal – 6 years

Measured – Annually

TAM PERSONNEL ROLES AND RESPONSIBILITIES



Explanation of Personnel Roles

CEO (Accountable Executive): As the Accountable Executive of Spokane Transit's TAM Plan, the CEO is key in working with the rest of the executive team to set asset condition benchmarks to the minimum or beyond FTA requirements for reporting to the State of Washington, FTA and the local MPO. The CEO has the final approval before submission to the MPO (SRTC), State of Washington or FTA.

COO (Chief Operations Officer): The COO is responsible for coordinating TAM related information between the Operation's Personnel and the CEO.

DOP (Director of Planning): The Director of Planning coordinates with the Principal Transit Planners and their staffing to conduct NTD reporting and 5310 requirements.

CFO (Chief Financial Officer): The CFO oversees and coordinates with the Financial Services Manager and other financial staff to ensure the asset inventories are verified through each department and categorized accordingly.

Maintenance/Facilities Manager: The Maintenance/Facilities Manager works with the Maintenance Analyst, the F/R Maintenance Manager, the Facilities Manager, and other maintenance administrative staff as a team to pull all the asset information together for reporting.

Principal Transit Planner: This role works with their staff to ensure that NTD reporting and 5310 criteria are being met.

Financial Services Manager: The Financial Services Manager and staff certify and categorize assets in an official inventory.

Maintenance Analyst: The Maintenance Analyst is responsible for collecting asset information from all parties involved to conduct analysis through established methods within the FTA requirements to score and report the assets to Spokane Transit for financial and long-term decision making; as well as to the State of Washington, FTA and local MPO.

F/R Maintenance Manager: The Fixed Route Maintenance Manager and staff are key in assisting the Maintenance Analyst in identifying and scoring all assets within the F/R Fleet and Maintenance

Shops. Aside from Fixed Route vehicles and equipment, this role is also responsible in assisting with all non-revenue vehicles.

Facilities Manager: The Facilities Manager and staffing are key in assisting the Maintenance Analyst in identifying and scoring all facilities and facility related equipment within Spokane Transit.

Paratransit Manager: The Paratransit Manager and staff are key in assisting the Maintenance Analyst in identifying and scoring all Demand Response and Rideshare vehicles.

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SPOKANE TRANSIT TAM TIMELINE

<i>Timeline</i>	<i>Activity</i>	<i>Assigned Personnel</i>
2020 Q2	Begin facilities asset assessments and scoring	Facilities Manager, Maintenance Analyst
2020 Q4	Begin SGR analysis for rolling stock	Vehicle Maintenance Manager, Paratransit Manager, Vanpool Manager, Maintenance Analyst
January 2021	Provide asset inventory lists from the Finance Department	Senior Financial Services Manager
January 2021	Compile draft TAM initiate internal review	Maintenance Analyst, reviewers, contributors
2021 Q1	CEO review and approval of the TAM	CEO
2021 Q1	Submit TAM information to NTD, WSDOT	Principal Transit Planner Senior Financial Services Manager
2021 Q1	Submit requests for capital projects for asset replacement and upgrades consistent with the TAM	Senior Facilities/Maintenance Manager
July 2021	Include TAM as an appendix to the Transit Development Plan as approved by the STA Board of Directors	Principal Transit Planner Director of Planning and Development
August 2021	Transmit updated TAM to MPO and WSDOT	Principal Transit Planner

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CHAPTER TWO: STA ASSET MANAGEMENT PLAN – TARGETS

ASSET MANAGEMENT AND STATE OF GOOD REPAIR – TARGETS

In January 2017, Spokane Transit’s CEO established Initial Asset Management Targets and forwarded those goals to Spokane Regional Transportation Council (SRTC). SRTC is our Metropolitan Planning Organization (MPO). These targets were modified slightly in January 2018 to better reflect STA’s assessment methodology and have been forwarded to the SRTC. In February of 2020, there was a small change to the Rideshare ULB targets to better represent the current needs of the program.

Spokane Transit uses two measurement concepts to set these targets.

All vehicle targets, whether categorized under Equipment or Rolling Stock use four criteria: 1. Useful Life Benchmark (ULB) based on age; 2. ULB based on mileage; 3. safety condition assessment; and 4. a financial level of maintenance calculation.

All other Equipment and Facilities targets are determined using Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

A verbatim copy of the SGR targets that STA filed with our MPO is included on the following pages.

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Spokane Transit Authority
Transit Asset Management Plan
State of Good Repair

Asset Management Targets

The Chief Executive Officer has approved the Asset Management Targets to satisfy the FTA's requirement to set SGR targets.

E. Susan Meyer
Chief Executive Officer

Date

To satisfy the requirements in FTA Final Rule 49 CFR Parts 625 and 630, the State of Good Repair Asset Management Targets for Spokane Transit Authority is stated below.

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STATE OF GOOD REPAIR (SGR) VEHICLE CONDITION GUIDELINES

EQUIPMENT

SUPPORT or NON-REVENUE VEHICLES

Maintain the Support or Non-Revenue Vehicles to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Support or Non-Revenue vehicles will have an open service life (see Vehicle Mileage(ULB)).
- 2). **Vehicle Mileage (ULB):** Mileage for General Service (Supervisor, Security, and Transportation) vehicles will have a service life of 200,000 miles. Facilities and Grounds service vehicles will have a service life of 150,000 miles. Fixed Route and Paratransit Maintenance Shop trucks (wreckers and maintenance service trucks) will have a service life of 100,000 miles.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in an open service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

TECHNOLOGY and SUPPORT EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment (office management systems, CAD/AVL dispatch systems, etc.) such that greater than or equal to ninety percent (90%) of the technology and support equipment have a TERM condition rating of "3" (adequate) or better.

ROLLING STOCK

BUSES

Maintain the bus fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Buses will experience a 15 and 20 (30' hybrids) year service life.
- 2). **Vehicle Mileage (ULB):** The medium-size 30' bus will experience a 20 year /350,000-mile service life. The 35', 40' and 60' buses will experience a 15 year /750,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Bus historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 15-year service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

PARATRANSIT VANS

Maintain the Paratransit Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Paratransit Vans will experience a 9-year service life.
- 2). **Vehicle Mileage (ULB):** The Paratransit van will experience a 200,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 9-year service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

RIDESHARE VANS

Maintain the Rideshare Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Rideshare Vans will experience an 11-year service life.
- 2). **Vehicle Mileage (ULB):** Service life mileage for Rideshare Vans will be 110,000 miles.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 11-year service life will equal approximately 30% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

SPECIAL USE VANS

Maintain the Special Use Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Special Use Vans will experience a 5-year service life. This will be in addition to their existing service life as a Paratransit or Rideshare van.
- 2). **Vehicle Mileage (ULB):** Mileage for Special Use Vans will be in addition to the existing mileage as a Paratransit or Rideshare van and be determined by average service miles per year.

Current Special Use average fleet mileage per year:

The Special Use Van average is 13,000 miles per vehicle per year and will experience an additional 65,000-mile service life.

- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its extended service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.

- 4). Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

FACILITIES

The condition of STA's facilities will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the facilities (administration buildings, maintenance garages, and passenger and parking facilities) such that greater than or equal to ninety percent (90%) of the facilities have a TERM condition rating of "3" (adequate) or better.

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CHAPTER THREE: STA ASSET MANAGEMENT PLAN – ASSETS & CONDITION ASSESSMENT

ASSESSMENT PROCESS

This chapter covers how STA records its asset inventory, the decision support tools to evaluate the condition of those assets, and the resulting condition assessments.

Assets are organized as logical groups within the FTA categories of: Rolling Stock, Organizational Equipment, and Facilities. The section for each logical group contains the list of assets, the decision support result for assets in that group, and the individual state of good repair assessments for that group. This organization allows us to assess our state of good repair in operational terms. It not only categorizes assets by their functional area but also provides a coherent view of the conditions and investments needed in each functional area.

This assessment process identifies the requirements for our Capital Improvement Program (CIP). The CIP is the document that articulates our investment prioritization, implementation strategy, and identifies resources to fund the implementation strategy.

This chapter of the TAM is organized by FTA-defined asset categories. Within each category, assets are divided into sections. The sections represent operational functions and include the specific asset list, the decision support tool calculations, and a scorecard that summarizes the overall state of good repair for that group of assets. STA uses these scorecards to judge our success in meeting the agency's state of good repair targets.

Asset Category 1 --*Rolling Stock* contains three sections.

Section 1A – Fixed Route Vehicles – All vehicles in fixed route revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1B – Demand Response Vehicles including prior Demand Response Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 1C - Vanpool Vehicles including prior Vanpool Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 2 -- *Organizational Equipment* contains three sections.

Section 2A – Support Vehicles – All vehicles in non-revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2B – Owned Equipment – Major Subsystems - Owned equipment that represents a major subsystem in support of an operational mode or facility but is on a different replacement cycle than its host vehicle fleet or facility. For example: fueling system, radio system, maintenance lifts, etc.

- Asset inventory
- Decision support tool calculations
- Scorecard

Section 2C - Owned Equipment – Information Systems – Owned equipment/software that provides essential operational capability and is on a replacement cycle that requires recurring investments.

- Asset inventory
- Decision support tool calculations
- Scorecard

Asset Category 3 -- *Facilities* contains one section.

Section 3A – Owned Facilities -- Buildings to include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.)

- Asset inventory
- Decision support tool calculations
- Scorecard

Vehicles – Asset List, Decision Support Tools, and Assessment

Vehicle Asset Inventory. WSDOT Public Transportation Division establishes the format for this form. This form is used for all Rolling Stock.

Spokane Transit uses four elements of this inventory to determine the state of good repair for our vehicle fleets.

- The first element is response to the column labeled; “Is the Vehicle Safe?” A “yes” or “no” response is required in this column.
 - The criteria for a “yes” rating is that the Preventative Maintenance schedule for the vehicle is current and no recurring issues of concern have been discovered through that program.
- The second element is the benchmark STA sets for “Agency’s ULB (Year).” STA determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 15 years
 - Medium duty diesel vehicles = 20 years
 - Paratransit diesel vans = 9 years
 - Vanpool vans (all fuel sources) = 11 years
- The third element is the benchmark STA sets for “Agency’s ULB (Miles).” Similar to ULB (Year), STA has determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
 - Heavy duty diesel vehicles = 750,000 miles
 - Medium duty diesel vehicles = 350,000 miles
 - Paratransit vans (all fuel sources) = 200,000 miles
 - Vanpool vans (all fuel sources) = 110,000 miles
- The fourth element is the benchmark STA sets for “Meets Financial Needs of SGR” consists of a calculation of the maintenance investment in a specific vehicle compared to its original purchase value. A vehicle meets the financial needs criteria if the analysis of its historical and projected maintenance cost (Parts & Labor) is equal to a designated percentage of its original purchase value. The designated percentages are:
 - Heavy duty diesel vehicles $\leq 80\%$
 - Medium duty diesel vehicles $\leq 80\%$
 - Paratransit vans (all fuel sources) $\leq 50\%$
 - Vanpool vans (all fuel sources) $\leq 30\%$

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Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)										
"maintenance cost per year" equals "total P+ L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P& L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.						
			in service date	reporting date						
			2/1/2003	12/31/2016		Replacement year	12/31/2018			
						2/1/2003	=	15.92	Service life	
2301	age of vet (yrs.)		13.9		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year							
2301	\$199,509	\$273,315	\$14,329.16		\$214,937	79%				
2302	\$201,500	\$273,315	\$14,472.16		\$217,082	79%				
2303	\$186,400	\$273,315	\$13,387.64		\$200,815	73%				
2304	\$197,700	\$273,315	\$14,199.23		\$212,988	78%				
2305	\$196,500	\$273,315	\$14,113.05		\$211,696	77%				
2306	\$198,750	\$273,315	\$14,274.65		\$214,120	78%				
2307	\$180,700	\$273,315	\$12,978.26		\$194,674	71%				
2308	\$216,000	\$273,315	\$15,513.58		\$232,704	85%				
2309	\$179,700	\$273,315	\$12,906.43		\$193,597	71%				
2310	\$224,900	\$273,315	\$16,152.79		\$242,292	89%				
2311	\$172,350	\$273,315	\$12,378.54		\$185,678	68%				
2312	\$212,500	\$273,315	\$15,262.20		\$228,933	84%				
2313	\$193,000	\$273,315	\$13,861.67		\$207,925	76%				
					\$2,757,440					
					13	\$212,111	78%	Avg. P& L cost		
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".										
			date	date		Replacement year	12/31/2019			
			8/1/2003	12/31/2016		8/1/2003	=	16.43	Service life	
2331	age of vet (yrs.)		13.4		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year							
2333	\$122,000	\$256,000	\$9,085.90		\$136,289	53%				
2335	\$127,300	\$256,000	\$9,480.62		\$142,209	56%				
2336	\$111,300	\$256,000	\$8,289.02		\$124,335	49%				
					\$402,833					
					3	\$134,278	52%	Avg. P& L cost		

Figure 1: Sample SGR Financial Needs Worksheet

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Vehicles – Scorecard

Once the decision support tools and criteria are applied to each vehicle the results are compiled in a scorecard. Scoring is accomplished similar to how the TERM system is used for facilities and equipment.

Each vehicle must receive a “yes” in the “Is the Vehicle Safe?” element. If it passes that screen, it must then comply with at least two of the three remaining elements: below the ULB for years; below the ULB for miles; and/or receive a “yes” as meeting the Financial Needs of SGR.

- Vehicles meeting all four elements receive a score of “5”.
- Vehicles meeting the safety element and two of the three remaining elements receive a score of “3”.
- Vehicles that do not meet the safety element automatically receive a score of “1”.
- Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of “1”.

Vehicles with scores of “3” or “5” are in a state of good repair and contribute to STA achieving its state of good repair targets. Vehicles with a score of “1” must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the “Remarks” column of the scorecard reflects this. Vehicles with a score of “3” or “5” may also have a scorecard annotation as being in the CIP, but it is not mandatory.

Organizational Equipment – Asset List, Decision Support Tools, and Assessment

Owned Equipment Inventory. Washington State Department of Transportation (WSDOT) establishes the format for this form. This form is used for all owned equipment -- including support vehicles. For STA’s TAM plan, Owned Equipment includes more than assets that are standalone systems. Owned Equipment also includes major subsystems within a vehicle fleet or a facility but are on different replacement cycles than its host vehicle fleet or facility. Examples are radio system; farebox/fare collection system, etc.

Two assessment methodologies are used to evaluate this equipment.

- Support vehicles undergo the same assessment methodology as Rolling Stock vehicles. The ULB elements for mileage, years, and financial needs will vary for individual vehicles based on their duty cycles. However, the safety assessment uses the same standard as Rolling Stock.
- All other organizational equipment is assessed using the TERM methodology. This assessment matrix is shown in Figure 2.

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25% - 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

Figure 2: Owned Equipment, Decision Support Tool, Condition Scoring Methodology

STA's organizational equipment methodology includes assessments of major assets that may be located in a facility but are on maintenance and replacement cycles that warrants focused management. Examples of these are: fueling systems, lifts, bus washers, etc. These items are assessed individually as organizational equipment. Their combined scores are then rolled up to calculate the "equipment" field for the requisite facility in which they are located.

Organizational Equipment – Scorecard

Once the decision support tools and criteria are applied to each piece of equipment, the results are compiled in a scorecard. Scoring uses the TERM system.

Equipment with a score of "3" or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Equipment with a score below "3" must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the "Remarks" column of the scorecard reflects this. Equipment with a score of "3" or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

Facilities – Asset List, Decision Support Tools, and Assessment

Owned Facilities. FTA's TAM Facility Performance Measure Reporting Guidebook establishes the format for this form. This form is used for all owned facilities. For STA's TAM plan, facilities include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.). As mentioned in the Organizational Equipment section above, major subsystems, which are on a separate replacement cycle and managed individually, receive detailed assessments as Organizational Equipment. Their condition codes are cross-referenced in the Facilities report as appropriate.

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described in the FTA Guidebook. Condition ratings are conducted in accordance with Appendix B of that document. A sample assessment is shown in Figure 3.

1230 W Boone Avenue																			
All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018																			
1).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Substructure</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Foundation: Walls, column, slab, pilings, etc.</td> <td style="text-align: center; width: 50px;">4</td> <td style="text-align: center; width: 50px;">4</td> </tr> </tbody> </table>				Substructure			Secondary Score		Primary Score	Foundation: Walls, column, slab, pilings, etc.	4	4						
Substructure																			
Secondary Score		Primary Score																	
Foundation: Walls, column, slab, pilings, etc.	4	4																	
2).	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; background-color: #f2f2f2;">Shell</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">Secondary Score</td> <td style="text-align: center; background-color: #f2f2f2;">Primary Score</td> </tr> <tr> <td style="padding: 2px;">Superstructure/structural frame: Columns, pillars, walls</td> <td style="text-align: center; width: 50px;">4</td> <td rowspan="4" style="text-align: center; width: 50px;">4</td> </tr> <tr> <td style="padding: 2px;">Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="padding: 2px;">Exterior: Windows, doors and all finishes (paint, masonry)</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="padding: 2px;">Sky walk: Windows, doors, beams and all finishes (paint, masonry)</td> <td style="text-align: center;">4</td> </tr> </tbody> </table>				Shell			Secondary Score		Primary Score	Superstructure/structural frame: Columns, pillars, walls	4	4	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4	Exterior: Windows, doors and all finishes (paint, masonry)	3	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4
Shell																			
Secondary Score		Primary Score																	
Superstructure/structural frame: Columns, pillars, walls	4	4																	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4																		
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Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4																		
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Interiors																			
Secondary Score		Primary Score																	
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Conveyance																			
Secondary Score		Primary Score																	
Elevators	3	3																	
Hoists	3																		
Lifts	4																		

Primary Scores in Ascending Order	4	Aggregated rating
4		
4		
4		
4		
4		
4		
3		
4	4	

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		
	Cooling generation & distribution system	4		
	Testing, balancing, controls & instrumentation	4		
7).	Fire Protection			
	Secondary Score		Primary Score	4
	Sprinklers	4		
	Standpipes	4		
	Hydrants & other fire protection specialties	4		
8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		
9).	Equipment			
	Secondary Score		Primary Score	4
	Bus wash	4		
	Historical Displays	5		
	Steam Pit	3		
	Emergency Generator	4		
	Bus Vac System	4		
	FSX Machine	4		
	Floor Scrubber	3		
10).	Site			
	Secondary Score		Primary Score	4
	Roadways/driveways & associated signage, markings & equipment.	4		
	Parking lots & associated signage, markings & equipment.	4		
	Pedestrian areas & associated signage, markings & equipment.	4		
	Site development, fences, walls and miscellaneous structures.	3		
	Landscaping and irrigation	4		
	Site utilities	4		

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology, continued

Facilities – Scorecard

Once the decision support tools and criteria are applied to each facility, the results are compiled in a scorecard. Scoring uses the TERM system.

Facilities with a score of “3” or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Facilities with a score below “3” must be addressed in the current Capital Improvement Program (CIP). A CIP number annotated in the “Remarks” column of the scorecard reflects this. Equipment with a score of “3” or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

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SECTION 1: ROLLING STOCK

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SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE ASSET INVENTORY

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Public Transportation Management System													I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.				
Owned Rolling Stock Inventory & Verification of Continued Use																	
Fleet - Fixed Route Page 1 of 2																	
Agency/Organization: <u>Spokane Transit Authority</u>																	
Reporting Year: <u>2021 (12/31/2020)</u>																	
													Signature and Title				
													Date				
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2003	GILLIG 29'	4	15GGE271231090821	2333	437628	Yes	Yes	15	350,000	Yes	Yes	549,742	YES	24 + 2	DF	NO
2	2003	GILLIG 29'	4	15GGE271631090823	2335	447199	Yes	Yes	15	350,000	Yes	Yes	549,742	YES	24 + 2	DF	NO
3	2003	GILLIG 29'	4	15GGE271831090824	2336	455734	Yes	Yes	15	350,000	Yes	Yes	549,742	YES	24 + 2	DF	NO
4	2005	GILLIG 35'	2	15GGB291451074550	2501	686445	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
5	2005	GILLIG 35'	2	15GGB291651074551	2502	645174	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
6	2005	GILLIG 35'	2	15GGB291851074552	2503	672523	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
7	2005	GILLIG 35'	2	15GGB291X51074553	2504	661817	No	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
8	2005	GILLIG 35'	2	15GGB291151074554	2505	676540	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
9	2005	GILLIG 35'	2	15GGB291351074555	2506	665222	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
10	2005	GILLIG 35'	2	15GGB291551074556	2507	659799	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
11	2005	GILLIG 35'	2	15GGB291751074557	2508	627411	Yes	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
12	2005	GILLIG 35'	2	15GGB291951074558	2509	669067	Yes	Yes	15	750,000	Yes	Yes	578,654	YES	30 + 2	DF	NO
13	2005	GILLIG 35'	2	15GGB291051074559	2510	655744	No	Yes	15	750,000	Yes	Yes	578,653	YES	30 + 2	DF	NO
14	2006	GILLIG 40'	1	15GGD291761077750	2601	711382	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
15	2006	GILLIG 40'	1	15GGD291961077751	2602	711860	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
16	2006	GILLIG 40'	1	15GGD291061077752	2603	719216	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
17	2006	GILLIG 40'	1	15GGD291261077753	2604	739977	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
18	2006	GILLIG 40'	1	15GGD291461077754	2605	741346	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
19	2006	GILLIG 40'	1	15GGD291661077755	2606	746782	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
20	2006	GILLIG 40'	1	15GGD291861077756	2607	750570	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
21	2006	GILLIG 40'	1	15GGD291X61077757	2608	712754	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
22	2006	GILLIG 40'	1	15GGD291161077758	2609	712279	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
23	2006	GILLIG 40'	1	15GGD291361077759	2610	695952	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
24	2006	GILLIG 40'	1	15GGD291X61077760	2611	714256	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
25	2006	GILLIG 40'	1	15GGB291861077761	2612	722612	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
26	2006	GILLIG 40'	1	15GGB291X61077762	2613	706246	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
27	2006	GILLIG 40'	1	15GGB291161077763	2614	712937	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
28	2006	GILLIG 40'	1	15GGB291361077764	2615	717003	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
29	2006	GILLIG 40'	1	15GGD291961077765	2616	724875	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
30	2006	GILLIG 40'	1	15GGD291461077766	2617	738561	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
31	2006	GILLIG 40'	1	15GGD291661077767	2618	740706	No	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
32	2006	GILLIG 40'	1	15GGD291861077768	2619	717699	Yes	Yes	15	750,000	Yes	Yes	612,057	YES	40 + 2	DF	NO
33	2007	NEW FLYER 60'	5	5FYD4YS196C031037	2661	533724	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
34	2007	NEW FLYER 60'	5	5FYD4YS106C031038	2662	538802	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
35	2007	NEW FLYER 60'	5	5FYD4YS126C031039	2663	550847	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
36	2007	NEW FLYER 60'	5	5FYD4YS196C031040	2664	530044	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
37	2007	NEW FLYER 60'	5	5FYD4YS106C031041	2665	534220	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
38	2007	NEW FLYER 60'	5	5FYD4YS126C031042	2666	528445	Yes	Yes	15	750,000	Yes	Yes	943,648	YES	62+2	DF	NO
39	2007	GILLIG 35'	2	15GGB271571078435	2701	567272	Yes	Yes	15	750,000	Yes	Yes	634,699	YES	39+2	DF	NO
40	2007	GILLIG 35'	2	15GGB271771078436	2702	566411	Yes	Yes	15	750,000	Yes	Yes	634,699	YES	39+2	DF	NO
41	2007	GILLIG 35'	2	15GGB271971078437	2703	559128	Yes	Yes	15	750,000	Yes	Yes	634,699	YES	39+2	DF	NO
42	2007	GILLIG 40'	1	15GGD271271078418	2704	660267	No	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
43	2007	GILLIG 40'	1	15GGD271471078419	2705	652173	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
44	2007	GILLIG 40'	1	15GGD271071078420	2706	654662	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
45	2007	GILLIG 40'	1	15GGD271271078421	2707	653388	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
46	2007	GILLIG 40'	1	15GGD271471078422	2708	646738	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
47	2007	GILLIG 40'	1	15GGD271671078423	2709	632821	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
48	2007	GILLIG 40'	1	15GGD271871078424	2710	636530	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
49	2007	GILLIG 40'	1	15GGD271X71078425	2711	629328	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
50	2007	GILLIG 40'	1	15GGD271171078426	2712	642773	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
51	2007	GILLIG 40'	1	15GGD271371078427	2713	664884	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
52	2007	GILLIG 40'	1	15GGD271571078428	2714	658045	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
53	2007	GILLIG 40'	1	15GGD271771078429	2715	640611	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
54	2007	GILLIG 40'	1	15GGD271371078430	2716	632689	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
55	2007	GILLIG 40'	1	15GGD271571078431	2717	631712	Yes	Yes	15	750,000	Yes	Yes	649,550	YES	39+2	DF	NO
56	2007	GILLIG HEV 40'	1	15GGD301771078432	7001	630802	Yes	Yes	15	750,000	Yes	Yes	1,053,150	YES	39+2	DE	NO
57	2007	GILLIG HEV 40'	1	15GGD301971078433	7002	616826	Yes	Yes	15	750,000	Yes	Yes	1,053,150	YES	39+2	DE	NO
58	2007	GILLIG HEV 40'	1	15GGD301071078434	7003	602617	Yes	Yes	15	750,000	Yes	Yes	1,053,150	YES	39+2	DE	NO
59	2008	GILLIG 40'	1	15GGD271081079603	2801	595013	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
60	2008	GILLIG 40'	1	15GGD271281079604	2802	606195	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
61	2008	GILLIG 40'	1	15GGD271481079605	2803	600927	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
62	2008	GILLIG 40'	1	15GGD271681079606	2804	616700	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
63	2008	GILLIG 40'	1	15GGD271881079607	2805	601901	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
64	2008	GILLIG 40'	1	15GGD271X81079608	2806	608468	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
65	2008	GILLIG 40'	1	15GGD271181079609	2807	584143	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
66	2008	GILLIG 40'	1	15GGD271881079610	2808	612377	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
67	2008	GILLIG 40'	1	15GGD271X81079611	2809	596069	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO
68	2008	GILLIG 40'	1	15GGD271181079612	2810	612341	Yes	Yes	15	750,000	Yes	Yes	647,743	YES	39+2	DF	NO</

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.							
Owned Rolling Stock Inventory & Verification of Continued Use																	
Fleet - Fixed Route Page 2 of 2																	
Agency/Organization: <u>Spokane Transit Authority</u>																	
Reporting Year: <u>2021 (12/31/2020)</u>										Signature and Title							
										Date							
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2008	GILLIG HEV 40'	1	15GGD301081079620	8004	579103	Yes	Yes	15	750,000	Yes	Yes	945,359	YES	39+2	DE	NO
2	2008	GILLIG HEV 40'	1	15GGD301281079621	8005	593538	Yes	Yes	15	750,000	Yes	Yes	945,359	YES	39+2	DE	NO
3	2008	GILLIG HEV 40'	1	15GGD301481079622	8006	605399	Yes	Yes	15	750,000	Yes	Yes	945,359	YES	39+2	DE	NO
4	2009	NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	462363	Yes	Yes	15	750,000	Yes	Yes	1,067,404	YES	62+2	DF	NO
5	2009	NEW FLYER 60'	5	5FYD4YS119B036419	2962	466318	Yes	Yes	15	750,000	Yes	Yes	1,054,342	YES	62+2	DF	NO
6	2009	NEW FLYER 60'	5	5FYD4YS189B036420	2963	435090	Yes	Yes	15	750,000	Yes	Yes	1,067,404	YES	62+2	DF	NO
7	2009	NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	456441	Yes	Yes	15	750,000	Yes	Yes	1,067,404	YES	62+2	DF	NO
8	2009	GILLIG 40'	1	15GGD271191176245	2901	566930	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
9	2009	GILLIG 40'	1	15GGD271391176246	2902	554345	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
10	2009	GILLIG 40'	1	15GGD271591176247	2903	571348	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
11	2009	GILLIG 40'	1	15GGD271791176248	2904	573013	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
12	2009	GILLIG 40'	1	15GGD271991176249	2905	552450	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
13	2009	GILLIG 40'	1	15GGD271591176250	2906	565248	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
14	2009	GILLIG 40'	1	15GGD271791176251	2907	568446	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
15	2009	GILLIG 40'	1	15GGD271991176252	2908	566859	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
16	2009	GILLIG 40'	1	15GGD271091176253	2909	556381	Yes	Yes	15	750,000	Yes	Yes	600,526	YES	39+2	DF	NO
17	2009	GILLIG HEV 29'	4	15GGE301091091443	9031	176097	Yes	Yes	20	350,000	Yes	Yes	928,804	YES	26+2	DE	NO
18	2009	GILLIG HEV 29'	4	15GGE301291091444	9032	184132	Yes	Yes	20	350,000	Yes	Yes	928,804	YES	26+2	DE	NO
19	2009	GILLIG HEV 29'	4	15GGE301491091445	9033	180142	Yes	Yes	20	350,000	Yes	Yes	928,804	YES	26+2	DE	NO
20	2010	GILLIG HEV 40'	1	15GGD3017A1176254	10701	537557	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
21	2010	GILLIG HEV 40'	1	15GGD3019A1176255	10702	521472	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
22	2010	GILLIG HEV 40'	1	15GGD3010A1176256	10703	542125	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
23	2010	GILLIG HEV 40'	1	15GGD3012A1176257	10704	557938	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
24	2010	GILLIG HEV 40'	1	15GGD3014A1176258	10705	530930	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
25	2010	GILLIG HEV 40'	1	15GGD3016A1176259	10706	549809	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
26	2010	GILLIG HEV 40'	1	15GGD3012A1176260	10707	550510	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
27	2010	GILLIG HEV 40'	1	15GGD3014A1176261	10708	537822	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
28	2010	GILLIG HEV 40'	1	15GGD3016A1176262	10709	530354	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
29	2010	GILLIG HEV 40'	1	15GGD3018A1176263	10710	550723	Yes	Yes	15	750,000	Yes	Yes	927,731	YES	39+2	DE	NO
30	2012	GILLIG HEV 40'	1	15GGD3018C1180543	12701	374832	Yes	Yes	15	750,000	Yes	Yes	892,493	YES	39+2	DE	NO
31	2012	GILLIG HEV 40'	1	15GGD301XC1180544	12702	405179	Yes	Yes	15	750,000	Yes	Yes	892,493	YES	39+2	DE	NO
32	2012	GILLIG HEV 40'	1	15GGD3011C1180545	12703	398390	Yes	Yes	15	750,000	Yes	Yes	892,493	YES	39+2	DE	NO
33	2012	GILLIG HEV 40'	1	15GGD3013C1180546	12704	370059	Yes	Yes	15	750,000	Yes	Yes	895,716	YES	39+2	DE	NO
34	2012	GILLIG HEV 40'	1	15GGD3015C1180547	12705	409224	Yes	Yes	15	750,000	Yes	Yes	895,716	YES	39+2	DE	NO
35	2012	GILLIG HEV 40'	1	15GGD3017C1180548	12706	400171	Yes	Yes	15	750,000	Yes	Yes	895,716	YES	39+2	DE	NO
36	2014	GILLIG 40'	1	15GGD271XE1183561	1401	300971	Yes	Yes	15	750,000	Yes	Yes	538,257	YES	39+2	DF	NO
37	2014	GILLIG 40'	1	15GGD2711E1183562	1402	344292	Yes	Yes	15	750,000	Yes	Yes	538,257	YES	39+2	DF	NO
38	2014	GILLIG 40'	1	15GGD2713E1183563	1403	347872	Yes	Yes	15	750,000	Yes	Yes	538,257	YES	39+2	DF	NO
39	2014	GILLIG 40'	1	15GGD2715E1183564	1404	355672	Yes	Yes	15	750,000	Yes	Yes	538,257	YES	39+2	DF	NO
40	2014	GILLIG 40'	1	15GGD2717E1183565	1405	363174	Yes	Yes	15	750,000	Yes	Yes	537,489	YES	39+2	DF	NO
41	2014	GILLIG 40'	1	15GGD2719E1183566	1406	347190	Yes	Yes	15	750,000	Yes	Yes	537,489	YES	39+2	DF	NO
42	2014	GILLIG 40'	1	15GGD2710E1183567	1407	346226	Yes	Yes	15	750,000	Yes	Yes	537,489	YES	39+2	DF	NO
43	2014	GILLIG 40'	1	15GGD2712E1183568	1408	352984	Yes	Yes	15	750,000	Yes	Yes	537,489	YES	39+2	DF	NO
44	2016	GILLIG 40'	1	15GGD2715G1187083	1601	214003	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
45	2016	GILLIG 40'	1	15GGD2717G1187084	1602	206129	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
46	2016	GILLIG 40'	1	15GGD2719G1187085	1603	216963	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
47	2016	GILLIG 40'	1	15GGD2710G1187086	1604	198387	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
48	2016	GILLIG 40'	1	15GGD2712G1187087	1605	208435	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
49	2016	GILLIG 40'	1	15GGD2714G1187088	1606	219884	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
50	2016	GILLIG 40'	1	15GGD2716G1187089	1607	221044	Yes	Yes	15	750,000	Yes	Yes	520,796	YES	39+2	DF	NO
51	2017	NEW FLYER 60'	5	5FYD8YU18HC051154	1761	163372	Yes	Yes	15	750,000	Yes	Yes	870,535	YES	62+2	DF	NO
52	2017	NEW FLYER 60'	5	5FYD8YU1XHC051155	1762	158541	Yes	Yes	15	750,000	Yes	Yes	870,535	YES	62+2	DF	NO
53	2017	NEW FLYER 60'	5	5FYD8YU11HC051156	1763	159659	Yes	Yes	15	750,000	Yes	Yes	870,535	YES	62+2	DF	NO
54	2017	GILLIG 40'	1	15GGD2710H3188311	1801	147626	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
55	2017	GILLIG 40'	1	15GGD2712H3188312	1802	156209	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
56	2017	GILLIG 40'	1	15GGD2714H3188313	1803	159355	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
57	2017	GILLIG 40'	1	15GGD2716H3188314	1804	157514	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
58	2017	GILLIG 40'	1	15GGD2718H3188315	1805	161415	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
59	2017	GILLIG 40'	1	15GGD271XH3188316	1806	151808	Yes	Yes	15	750,000	Yes	Yes	534,890	YES	39+2	DF	NO
60	2018	NEW FLYER 60'	5	5FYD8YU11JB052853	1861	122460	Yes	Yes	15	750,000	Yes	Yes	882,108	YES	62+2	DF	NO
61	2018	NEW FLYER 60'	5	5FYD8YU13JB052854	1862	123444	Yes	Yes	15	750,000	Yes	Yes	882,108	YES	62+2	DF	NO
62	2018	NEW FLYER 60'	5	5FYD8YU15JB052855	1863	130847	Yes	Yes	15	750,000	Yes	Yes	882,108	YES	62+2	DF	NO
63	2018	NEW FLYER 60'	5	5FYD8YU17JB052856	1864	123164	Yes	Yes	15	750,000	Yes	Yes	882,108	YES	62+2	DF	NO
64	2018	NEW FLYER 60'	5	5FYD8YU19JB052857	1865	121185	Yes	Yes	15	750,000	Yes	Yes	882,108	YES	62+2	DF	NO
65	2018	NEW FLYER 60'	5	5FYD8YU10JB052858	1866	125581	Yes	Yes	15	75							

SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE DECISION SUPPORT CALCULATIONS

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Figure 1: Sample SGR Financial Needs Worksheet

Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)

"maintenance cost per year" equals "total P+L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P&L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.			
		in service date	reporting date	Replacement year			
		2/1/2003	12/31/2016	12/31/2018 2/1/2003 = 15.92 Service life			
2301	age of vet (yrs.)		13.9	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year				
2301	\$199,509	\$273,315	\$14,329.16	\$214,937	79%		
2302	\$201,500	\$273,315	\$14,472.16	\$217,082	79%		
2303	\$186,400	\$273,315	\$13,387.64	\$200,815	73%		
2304	\$197,700	\$273,315	\$14,199.23	\$212,988	78%		
2305	\$196,500	\$273,315	\$14,113.05	\$211,696	77%		
2306	\$198,750	\$273,315	\$14,274.65	\$214,120	78%		
2307	\$180,700	\$273,315	\$12,978.26	\$194,674	71%		
2308	\$216,000	\$273,315	\$15,513.58	\$232,704	85%		
2309	\$179,700	\$273,315	\$12,906.43	\$193,597	71%		
2310	\$224,900	\$273,315	\$16,152.79	\$242,292	89%		
2311	\$172,350	\$273,315	\$12,378.54	\$185,678	68%		
2312	\$212,500	\$273,315	\$15,262.20	\$228,933	84%		
2313	\$193,000	\$273,315	\$13,861.67	\$207,925	76%		
				\$2,757,440	\$212,111	78%	Avg. P& L cost
				13			
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".							
		date	reporting date	Replacement year			
		8/1/2003	12/31/2016	12/31/2019 8/1/2003 = 16.43 Service life			
2331	age of vet (yrs.)		13.4	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year				
2333	\$122,000	\$256,000	\$9,085.90	\$136,289	53%		
2335	\$127,300	\$256,000	\$9,480.62	\$142,209	56%		
2336	\$111,300	\$256,000	\$8,289.02	\$124,335	49%		
				\$402,833	\$134,278	52%	Avg. P& L cost
				3			
"Avg. P& L cost" percentage is equal to the "Projected P& L in 15 yr. life" divided by the "vehicle cost 2/1/03".							

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Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2019 Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Avg. Total Parts & Labor	2019 LTD plus 2020 avg. cost = LTD cost	Cost %	Meets Financial Needs of SGR <80%
1	2333	\$154,073	\$256,000	\$8,352.07	\$162,425	63%	Yes
2	2335	\$172,878	\$256,000	\$8,352.07	\$181,230	71%	Yes
3	2336	\$145,443	\$256,000	\$8,352.07	\$153,795	60%	Yes
4	2501	\$194,479	\$269,000	\$16,261.08	\$210,740	78%	Yes
5	2502	\$173,819	\$269,000	\$16,261.08	\$190,080	71%	Yes
6	2503	\$178,559	\$269,000	\$16,261.08	\$194,820	72%	Yes
7	2504	\$200,473	\$269,000	\$16,261.08	\$216,734	81%	No
8	2505	\$194,088	\$269,000	\$16,261.08	\$210,349	78%	Yes
9	2506	\$169,586	\$269,000	\$16,261.08	\$185,847	69%	Yes
10	2507	\$189,090	\$269,000	\$16,261.08	\$205,352	76%	Yes
11	2508	\$187,662	\$269,000	\$16,261.08	\$203,923	76%	Yes
12	2509	\$178,861	\$269,000	\$16,261.08	\$195,122	73%	Yes
13	2510	\$203,570	\$269,000	\$16,261.08	\$219,832	82%	No
14	2601	\$236,509	\$299,400	\$22,355.22	\$258,864	86%	No
15	2602	\$208,112	\$299,400	\$22,355.22	\$230,467	77%	Yes
16	2603	\$205,937	\$299,400	\$22,355.22	\$228,292	76%	Yes
17	2604	\$221,343	\$299,400	\$22,355.22	\$243,698	81%	No
18	2605	\$190,680	\$299,400	\$22,355.22	\$213,035	71%	Yes
19	2606	\$224,162	\$299,400	\$22,355.22	\$246,518	82%	No
20	2607	\$195,651	\$299,400	\$22,355.22	\$218,006	73%	Yes
21	2608	\$232,669	\$299,400	\$22,355.22	\$255,025	85%	No
22	2609	\$210,155	\$299,400	\$22,355.22	\$232,510	78%	Yes
23	2610	\$219,266	\$299,400	\$22,355.22	\$241,621	81%	No
24	2611	\$204,428	\$299,400	\$22,355.22	\$226,783	76%	Yes
25	2612	\$202,762	\$299,400	\$22,355.22	\$225,118	75%	Yes
26	2613	\$215,103	\$299,400	\$22,355.22	\$237,458	79%	Yes
27	2614	\$222,107	\$299,400	\$22,355.22	\$244,463	82%	No
28	2615	\$218,161	\$299,400	\$22,355.22	\$240,517	80%	No
29	2616	\$209,286	\$299,400	\$22,355.22	\$231,641	77%	Yes
30	2617	\$215,567	\$299,400	\$22,355.22	\$237,922	79%	Yes
31	2618	\$217,257	\$299,400	\$22,355.22	\$239,612	80%	No
32	2619	\$214,178	\$299,400	\$22,355.22	\$236,533	79%	Yes
33	2661	\$236,475	\$499,873	\$27,388.65	\$263,863	53%	Yes
34	2662	\$257,046	\$499,873	\$27,388.65	\$284,434	57%	Yes
35	2663	\$228,547	\$499,873	\$27,388.65	\$255,936	51%	Yes
36	2664	\$272,210	\$499,873	\$27,388.65	\$299,598	60%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2019 Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Avg. Total Parts & Labor	2019 LTD plus 2020 avg. cost = LTD cost	Cost %	Meets Financial Needs of SGR <80%
37	2665	\$247,382	\$499,873	\$27,388.65	\$274,771	55%	Yes
38	2666	\$246,015	\$499,873	\$27,388.65	\$273,404	55%	Yes
39	2701	\$143,972	\$325,000	\$24,360.38	\$168,333	52%	Yes
40	2702	\$152,525	\$325,000	\$24,360.38	\$176,885	54%	Yes
41	2703	\$153,617	\$325,000	\$24,360.38	\$177,978	55%	Yes
42	2704	\$254,025	\$332,400	\$24,360.38	\$278,385	84%	No
43	2705	\$203,395	\$332,400	\$24,360.38	\$227,755	69%	Yes
44	2706	\$211,851	\$332,400	\$24,360.38	\$236,211	71%	Yes
45	2707	\$221,473	\$332,400	\$24,360.38	\$245,834	74%	Yes
46	2708	\$219,130	\$332,400	\$24,360.38	\$243,491	73%	Yes
47	2709	\$239,716	\$332,400	\$24,360.38	\$264,076	79%	Yes
48	2710	\$205,710	\$332,400	\$24,360.38	\$230,070	69%	Yes
49	2711	\$213,281	\$332,400	\$24,360.38	\$237,641	71%	Yes
50	2712	\$198,650	\$332,400	\$24,360.38	\$223,011	67%	Yes
51	2713	\$202,441	\$332,400	\$24,360.38	\$226,801	68%	Yes
52	2714	\$214,786	\$332,400	\$24,360.38	\$239,147	72%	Yes
53	2715	\$215,354	\$332,400	\$24,360.38	\$239,715	72%	Yes
54	2716	\$229,308	\$332,400	\$24,360.38	\$253,668	76%	Yes
55	2717	\$215,315	\$332,400	\$24,360.38	\$239,675	72%	Yes
56	7001	\$179,420	\$539,000	\$12,393.67	\$191,814	36%	Yes
57	7002	\$208,899	\$539,000	\$12,393.67	\$221,292	41%	Yes
58	7003	\$194,291	\$539,000	\$12,393.67	\$206,684	38%	Yes
59	2801	\$171,277	\$346,400	\$31,529.61	\$202,807	59%	Yes
60	2802	\$183,334	\$346,400	\$31,529.61	\$214,863	62%	Yes
61	2803	\$191,911	\$346,400	\$31,529.61	\$223,440	65%	Yes
62	2804	\$189,281	\$346,400	\$31,529.61	\$220,811	64%	Yes
63	2805	\$208,091	\$346,400	\$31,529.61	\$239,621	69%	Yes
64	2806	\$199,001	\$346,400	\$31,529.61	\$230,530	67%	Yes
65	2807	\$196,982	\$346,400	\$31,529.61	\$228,512	66%	Yes
66	2808	\$223,946	\$346,400	\$31,529.61	\$255,475	74%	Yes
67	2809	\$198,754	\$346,400	\$31,529.61	\$230,284	66%	Yes
68	2810	\$184,801	\$346,400	\$31,529.61	\$216,331	62%	Yes
69	2811	\$195,386	\$346,400	\$31,529.61	\$226,915	66%	Yes
70	2812	\$211,769	\$346,400	\$31,529.61	\$243,299	70%	Yes
71	2813	\$189,400	\$346,400	\$31,529.61	\$220,929	64%	Yes
72	2814	\$189,376	\$346,400	\$31,529.61	\$220,905	64%	Yes
73	8001	\$181,416	\$506,000	\$16,072.07	\$197,488	39%	Yes
74	8002	\$172,413	\$506,000	\$16,072.07	\$188,485	37%	Yes
75	8003	\$174,751	\$506,000	\$16,072.07	\$190,823	38%	Yes
76	8004	\$223,580	\$506,000	\$16,072.07	\$239,652	47%	Yes
77	8005	\$177,478	\$506,000	\$16,072.07	\$193,550	38%	Yes
78	8006	\$176,566	\$506,000	\$16,072.07	\$192,638	38%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2019 Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Avg. Total Parts & Labor	2019 LTD plus 2020 avg. cost = LTD cost	Cost %	Meets Financial Needs of SGR <80%
79	2961	\$170,721	\$592,000	\$25,302.56	\$196,024	33%	Yes
80	2962	\$186,332	\$592,000	\$25,302.56	\$211,635	36%	Yes
81	2963	\$204,056	\$592,000	\$25,302.56	\$229,358	39%	Yes
82	2964	\$177,786	\$592,000	\$25,302.56	\$203,088	34%	Yes
83	2901	\$197,212	\$329,000	\$25,267.41	\$222,480	68%	Yes
84	2902	\$158,718	\$329,000	\$25,267.41	\$183,985	56%	Yes
85	2903	\$185,567	\$329,000	\$25,267.41	\$210,835	64%	Yes
86	2904	\$166,278	\$329,000	\$25,267.41	\$191,545	58%	Yes
87	2905	\$199,053	\$329,000	\$25,267.41	\$224,321	68%	Yes
88	2906	\$196,913	\$329,000	\$25,267.41	\$222,180	68%	Yes
89	2907	\$185,484	\$329,000	\$25,267.41	\$210,752	64%	Yes
90	2908	\$189,836	\$329,000	\$25,267.41	\$215,104	65%	Yes
91	2909	\$186,139	\$329,000	\$25,267.41	\$211,406	64%	Yes
92	9031	\$73,973	\$520,000	\$8,405.38	\$82,378	16%	Yes
93	9032	\$67,828	\$520,000	\$8,405.38	\$76,233	15%	Yes
94	9033	\$70,818	\$520,000	\$8,405.38	\$79,223	15%	Yes
95	10701	\$137,666	\$533,200	\$18,973.43	\$156,640	29%	Yes
96	10702	\$149,557	\$533,200	\$18,973.43	\$168,530	32%	Yes
97	10703	\$143,857	\$533,200	\$18,973.43	\$162,831	31%	Yes
98	10704	\$137,099	\$533,200	\$18,973.43	\$156,073	29%	Yes
99	10705	\$117,402	\$533,200	\$18,973.43	\$136,376	26%	Yes
100	10706	\$132,644	\$533,200	\$18,973.43	\$151,618	28%	Yes
101	10707	\$130,469	\$533,200	\$18,973.43	\$149,443	28%	Yes
102	10708	\$141,872	\$533,200	\$18,973.43	\$160,846	30%	Yes
103	10709	\$133,170	\$533,200	\$18,973.43	\$152,144	29%	Yes
104	10710	\$79,833	\$533,200	\$18,973.43	\$98,807	19%	Yes
105	12701	\$99,956	\$571,300	\$23,933.71	\$123,890	22%	Yes
106	12702	\$98,672	\$571,300	\$23,933.71	\$122,605	21%	Yes
107	12703	\$103,360	\$571,300	\$23,933.71	\$127,294	22%	Yes
108	12704	\$125,116	\$558,000	\$23,933.71	\$149,049	27%	Yes
109	12705	\$98,246	\$558,000	\$23,933.71	\$122,180	22%	Yes
110	12706	\$94,896	\$558,000	\$23,933.71	\$118,830	21%	Yes
111	1401	\$121,343	\$378,000	\$20,770.29	\$142,113	38%	Yes
112	1402	\$70,807	\$378,000	\$20,770.29	\$91,577	24%	Yes
113	1403	\$64,796	\$378,000	\$20,770.29	\$85,566	23%	Yes
114	1404	\$74,324	\$378,000	\$20,770.29	\$95,094	25%	Yes
115	1405	\$61,583	\$378,000	\$20,770.29	\$82,353	22%	Yes
116	1406	\$86,000	\$378,000	\$20,770.29	\$106,770	28%	Yes
117	1407	\$82,654	\$378,000	\$20,770.29	\$103,424	27%	Yes
118	1408	\$78,202	\$378,000	\$20,770.29	\$98,973	26%	Yes
119	1601	\$34,015	\$435,052	\$15,000.71	\$49,016	11%	Yes
120	1602	\$31,974	\$435,052	\$15,000.71	\$46,975	11%	Yes

Meets Financial Needs of SGR Results

	Vehicle Model Year	12/31/2019 Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Avg. Total Parts & Labor	2019 LTD plus 2020 avg. cost = LTD cost	Cost %	Meets Financial Needs of SGR <80%
121	1603	\$34,957	\$435,052	\$15,000.71	\$49,958	11%	Yes
122	1604	\$29,105	\$435,052	\$15,000.71	\$44,106	10%	Yes
123	1605	\$34,412	\$435,052	\$15,000.71	\$49,413	11%	Yes
124	1606	\$33,204	\$435,052	\$15,000.71	\$48,205	11%	Yes
125	1607	\$31,084	\$435,052	\$15,000.71	\$46,085	11%	Yes
126	1761	\$18,764	\$758,868	\$18,715.70	\$37,479	5%	Yes
127	1762	\$22,057	\$758,868	\$18,715.70	\$40,772	5%	Yes
128	1763	\$18,486	\$758,868	\$18,715.70	\$37,202	5%	Yes
129	1801	\$15,489	\$431,355	\$16,097.13	\$31,586	7%	Yes
130	1802	\$13,152	\$431,355	\$16,097.13	\$29,249	7%	Yes
131	1803	\$13,214	\$431,355	\$16,097.13	\$29,311	7%	Yes
132	1804	\$11,563	\$431,355	\$16,097.13	\$27,660	6%	Yes
133	1805	\$14,347	\$431,355	\$16,097.13	\$30,444	7%	Yes
134	1806	\$14,881	\$431,355	\$16,097.13	\$30,978	7%	Yes
135	1861	\$13,338	\$762,000	\$15,669.07	\$29,007	4%	Yes
136	1862	\$12,113	\$762,000	\$15,669.07	\$27,782	4%	Yes
137	1863	\$15,387	\$762,000	\$15,669.07	\$31,056	4%	Yes
138	1864	\$15,467	\$762,000	\$15,669.07	\$31,136	4%	Yes
139	1865	\$12,970	\$762,000	\$15,669.07	\$28,639	4%	Yes
140	1866	\$16,362	\$762,000	\$15,669.07	\$32,031	4%	Yes
141	1867	\$14,031	\$762,000	\$15,669.07	\$29,701	4%	Yes
142	1901	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes
143	1902	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes
144	1903	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes
145	1904	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes
146	1905	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes
147	1906	\$6,887	\$509,925	\$9,491.12	\$16,378	3%	Yes

SECTION 1A: ROLLING STOCK - FIXED ROUTE VEHICLE SCORECARD

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Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	2333	Yes	Yes	17	Y	437,628	N	3	361 - "22"
2	2335	Yes	Yes	17	Y	447,199	N	3	361 - "22"
3	2336	Yes	Yes	17	Y	455,734	N	3	361 - "22"
4	2501	Yes	Yes	15	Y	686,445	Y	5	568 - "21"
5	2502	Yes	Yes	15	Y	645,174	Y	5	568 - "21"
6	2503	Yes	Yes	15	Y	672,523	Y	5	568 - "21"
7	2504	Yes	No	15	Y	661,817	Y	3	568 - "21"
8	2505	Yes	Yes	15	Y	676,540	Y	5	568 - "22"
9	2506	Yes	Yes	15	Y	665,222	Y	5	568 - "22"
10	2507	Yes	Yes	15	Y	659,799	Y	5	568 - "22"
11	2508	Yes	Yes	15	Y	627,411	Y	5	568 - "22"
12	2509	Yes	Yes	15	Y	669,067	Y	5	568 - "22"
13	2510	Yes	No	15	Y	655,744	Y	3	568 - "22"
14	2601	Yes	No	14	Y	711,382	Y	3	483 - "21"
15	2602	Yes	Yes	14	Y	711,860	Y	5	483 - "21"
16	2603	Yes	Yes	14	Y	719,216	Y	5	483 - "21"
17	2604	Yes	No	14	Y	739,977	Y	3	483 - "21"
18	2605	Yes	Yes	14	Y	741,346	Y	5	483 - "21"
19	2606	Yes	No	14	Y	746,782	Y	3	483 - "21"
20	2607	Yes	Yes	14	Y	750,570	N	3	483 - "21"
21	2608	Yes	No	14	Y	712,754	Y	3	483 - "21"
22	2609	Yes	Yes	14	Y	712,279	Y	5	483 - "21"
23	2610	Yes	No	14	Y	695,952	Y	3	483 - "21"
24	2611	Yes	Yes	14	Y	714,256	Y	5	483 - "21"
25	2612	Yes	Yes	14	Y	722,612	Y	5	483 - "21"
26	2613	Yes	Yes	14	Y	706,246	Y	5	483 - "21"
27	2614	Yes	No	14	Y	712,937	Y	3	483 - "21"
28	2615	Yes	No	14	Y	717,003	Y	3	483 - "21"
29	2616	Yes	Yes	14	Y	724,875	Y	5	483 - "21"
30	2617	Yes	Yes	14	Y	738,561	Y	5	490 - "22"
31	2618	Yes	No	14	Y	740,706	Y	3	490 - "22"
32	2619	Yes	Yes	14	Y	717,699	Y	5	490 - "22"
33	2661	Yes	Yes	14	Y	533,724	Y	5	533 - "22"
34	2662	Yes	Yes	14	Y	538,802	Y	5	533 - "22"
35	2663	Yes	Yes	14	Y	550,847	Y	5	533 - "22"
36	2664	Yes	Yes	14	Y	530,044	Y	5	533 - "22"

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Remarks
37	2665	Yes	Yes	14	Y	534,220	Y	5	533 - "22"
38	2666	Yes	Yes	14	Y	528,445	Y	5	533 - "22"
39	2701	Yes	Yes	13	Y	567,272	Y	5	486 - "23"
40	2702	Yes	Yes	13	Y	566,411	Y	5	486 - "23"
41	2703	Yes	Yes	13	Y	559,128	Y	5	486 - "23"
42	2704	Yes	No	13	Y	660,267	Y	3	490 - "22"
43	2705	Yes	Yes	13	Y	652,173	Y	5	490 - "22"
44	2706	Yes	Yes	13	Y	654,662	Y	5	490 - "22"
45	2707	Yes	Yes	13	Y	653,388	Y	5	490 - "22"
46	2708	Yes	Yes	13	Y	646,738	Y	5	490 - "22"
47	2709	Yes	Yes	13	Y	632,821	Y	5	490 - "22"
48	2710	Yes	Yes	13	Y	636,530	Y	5	490 - "22"
49	2711	Yes	Yes	13	Y	629,328	Y	5	490 - "22"
50	2712	Yes	Yes	13	Y	642,773	Y	5	490 - "22"
51	2713	Yes	Yes	13	Y	664,884	Y	5	490 - "22"
52	2714	Yes	Yes	13	Y	658,045	Y	5	490 - "22"
53	2715	Yes	Yes	13	Y	640,611	Y	5	490 - "22"
54	2716	Yes	Yes	13	Y	632,689	Y	5	490 - "22"
55	2717	Yes	Yes	13	Y	631,712	Y	5	486 - "23"
56	7001	Yes	Yes	13	Y	630,802	Y	5	486 - "23"
57	7002	Yes	Yes	13	Y	616,826	Y	5	486 - "23"
58	7003	Yes	Yes	13	Y	602,617	Y	5	486 - "23"
59	2801	Yes	Yes	12	Y	595,013	Y	5	486 - "23"
60	2802	Yes	Yes	12	Y	606,195	Y	5	486 - "23"
61	2803	Yes	Yes	12	Y	600,927	Y	5	486 - "23"
62	2804	Yes	Yes	12	Y	616,700	Y	5	493 - "24"
63	2805	Yes	Yes	12	Y	601,901	Y	5	493 - "24"
64	2806	Yes	Yes	12	Y	608,468	Y	5	493 - "24"
65	2807	Yes	Yes	12	Y	584,143	Y	5	493 - "24"
66	2808	Yes	Yes	12	Y	612,377	Y	5	493 - "24"
67	2809	Yes	Yes	12	Y	596,069	Y	5	493 - "24"
68	2810	Yes	Yes	12	Y	612,341	Y	5	493 - "24"
69	2811	Yes	Yes	12	Y	598,563	Y	5	493 - "24"
70	2812	Yes	Yes	12	Y	614,793	Y	5	493 - "24"
71	2813	Yes	Yes	12	Y	593,709	Y	5	493 - "24"
72	2814	Yes	Yes	12	Y	557,400	Y	5	493 - "24"
73	8001	Yes	Yes	12	Y	590,187	Y	5	493 - "24"
74	8002	Yes	Yes	12	Y	608,413	Y	5	493 - "24"
75	8003	Yes	Yes	12	Y	588,978	Y	5	493 - "24"
76	8004	Yes	Yes	12	Y	579,103	Y	5	493 - "24"
77	8005	Yes	Yes	12	Y	593,538	Y	5	493 - "24"
78	8006	Yes	Yes	12	Y	605,399	Y	5	493 - "24"

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Remarks
79	2961	Yes	Yes	11	Y	462,363	Y	5	533 - "22"
80	2962	Yes	Yes	11	Y	466,318	Y	5	570 - "25"
81	2963	Yes	Yes	11	Y	435,090	Y	5	570 - "25"
82	2964	Yes	Yes	11	Y	456,441	Y	5	570 - "25"
83	2901	Yes	Yes	11	Y	566,930	Y	5	494 - "25"
84	2902	Yes	Yes	11	Y	554,345	Y	5	494 - "25"
85	2903	Yes	Yes	11	Y	571,348	Y	5	494 - "25"
86	2904	Yes	Yes	11	Y	573,013	Y	5	494 - "25"
87	2905	Yes	Yes	11	Y	552,450	Y	5	494 - "25"
88	2906	Yes	Yes	11	Y	565,248	Y	5	494 - "25"
89	2907	Yes	Yes	11	Y	568,446	Y	5	494 - "25"
90	2908	Yes	Yes	11	Y	566,859	Y	5	494 - "25"
91	2909	Yes	Yes	11	Y	556,381	Y	5	494 - "25"
92	9031	Yes	Yes	11	Y	176,097	Y	5	"29"
93	9032	Yes	Yes	11	Y	184,132	Y	5	"29"
94	9033	Yes	Yes	11	Y	180,142	Y	5	"29"
95	10701	Yes	Yes	10	Y	537,557	Y	5	492 - "26"
96	10702	Yes	Yes	10	Y	521,472	Y	5	492 - "26"
97	10703	Yes	Yes	10	Y	542,125	Y	5	492 - "26"
98	10704	Yes	Yes	10	Y	557,938	Y	5	492 - "26"
99	10705	Yes	Yes	10	Y	530,930	Y	5	492 - "26"
100	10706	Yes	Yes	10	Y	549,809	Y	5	492 - "26"
101	10707	Yes	Yes	10	Y	550,510	Y	5	492 - "26"
102	10708	Yes	Yes	10	Y	537,822	Y	5	492 - "26"
103	10709	Yes	Yes	10	Y	530,354	Y	5	492 - "26"
104	10710	Yes	Yes	10	Y	550,723	Y	5	492 - "26"
105	12701	Yes	Yes	8	Y	374,832	Y	5	"27"
106	12702	Yes	Yes	8	Y	405,179	Y	5	"27"
107	12703	Yes	Yes	8	Y	398,390	Y	5	"27"
108	12704	Yes	Yes	8	Y	370,059	Y	5	"27"
109	12705	Yes	Yes	8	Y	409,224	Y	5	"27"
110	12706	Yes	Yes	8	Y	400,171	Y	5	"27"
111	1401	Yes	Yes	6	Y	300,971	Y	5	"29"
112	1402	Yes	Yes	6	Y	344,292	Y	5	"29"
113	1403	Yes	Yes	6	Y	347,872	Y	5	"29"
114	1404	Yes	Yes	6	Y	355,672	Y	5	"29"
115	1405	Yes	Yes	6	Y	363,174	Y	5	"29"
116	1406	Yes	Yes	6	Y	347,190	Y	5	"29"
117	1407	Yes	Yes	6	Y	346,226	Y	5	"29"
118	1408	Yes	Yes	6	Y	352,984	Y	5	"29"
119	1601	Yes	Yes	4	Y	214,003	Y	5	"31"
120	1602	Yes	Yes	4	Y	206,129	Y	5	"31"

Fixed Route Vehicle Condition Score Card

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Remarks
121	1603	Yes	Yes	4	Y	216,963	Y	5	"31"
122	1604	Yes	Yes	4	Y	198,387	Y	5	"31"
123	1605	Yes	Yes	4	Y	208,435	Y	5	"31"
124	1606	Yes	Yes	4	Y	219,884	Y	5	"31"
125	1607	Yes	Yes	4	Y	221,044	Y	5	"31"
126	1761	Yes	Yes	3	Y	163,372	Y	5	"32"
127	1762	Yes	Yes	3	Y	158,541	Y	5	"32"
128	1763	Yes	Yes	3	Y	159,659	Y	5	"32"
129	1801	Yes	Yes	2	Y	147,626	Y	5	"33"
130	1802	Yes	Yes	2	Y	156,209	Y	5	"33"
131	1803	Yes	Yes	2	Y	159,355	Y	5	"33"
132	1804	Yes	Yes	2	Y	157,514	Y	5	"33"
133	1805	Yes	Yes	2	Y	161,415	Y	5	"33"
134	1806	Yes	Yes	2	Y	151,808	Y	5	"33"
135	1861	Yes	Yes	2	Y	122,460	Y	5	"33"
136	1862	Yes	Yes	2	Y	123,444	Y	5	"33"
137	1863	Yes	Yes	2	Y	130,847	Y	5	"33"
138	1864	Yes	Yes	2	Y	123,164	Y	5	"33"
139	1865	Yes	Yes	2	Y	121,185	Y	5	"33"
140	1866	Yes	Yes	2	Y	125,581	Y	5	"33"
141	1867	Yes	Yes	2	Y	131,354	Y	5	"33"
142	1901	Yes	Yes	1	Y	65,966	Y	5	"34"
143	1902	Yes	Yes	1	Y	66,879	Y	5	"34"
144	1903	Yes	Yes	1	Y	71,616	Y	5	"34"
145	1904	Yes	Yes	1	Y	72,353	Y	5	"34"
146	1905	Yes	Yes	1	Y	66,788	Y	5	"34"
147	1906	Yes	Yes	1	Y	71,977	Y	5	"34"

Total Vehicles 147

Total Meeting SGR 147

Percentage meeting SGR 100%

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its
3	Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"

Fixed Route Vehicle Condition Score Card

- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

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SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE ASSET INVENTORY

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Public Transportation Management System Owned Rolling Stock Inventory & Verification of Continued Use Fleet - Paratransit Direct and Contracted Page 1 of 2									I hereby certify that all information reported in the Inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.								
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2021 (12/31/2020)</u>																	
									Signature and Title								
									Date								
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2008	Eldorado Cutaway	14	1FD4E45S48DB23417	S171/U71	162392	Yes	Yes	14	265,000	Yes	Yes	113,584	YES	14 + 2	GA	NO
2	2008	Eldorado Cutaway	14	1FD4E45S68DB23421	S175/U75	168342	Yes	Yes	14	265,000	Yes	Yes	113,584	YES	14 + 2	GA	NO
3	2008	Eldorado Cutaway	14	1FD4E45SX8DB23423	S177/U77	207634	Yes	Yes	14	265,000	Yes	Yes	113,584	YES	14 + 2	GA	NO
4	2008	Eldorado Cutaway	14	1FD4E45S18DB23424	S178/U78	206856	Yes	Yes	14	265,000	Yes	Yes	113,584	YES	14 + 2	GA	NO
5	2008	Eldorado Cutaway	14	1FD4E45S38DB23425	S179	176,993	No	Yes	9	200,000	Yes	Yes	114,785	YES	14 + 2	GA	NO
6	2012	Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	177108	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
7	2012	Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	176942	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
8	2012	Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	176539	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
9	2012	Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	157812	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
10	2012	Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	191026	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
11	2012	Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	184107	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
12	2012	Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	186237	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
13	2012	Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	182496	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
14	2012	Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	158687	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
15	2012	Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	166652	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
16	2012	Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	189113	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
17	2012	Eldorado Cutaway	14	1GB6G5BL8B1190612	C191	161175	Yes	Yes	14	265,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
18	2012	Eldorado Cutaway	14	1GB6G5BL6B1190673	C192	152435	Yes	Yes	14	265,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
19	2012	Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	180987	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
20	2012	Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	189251	Yes	Yes	9	200,000	Yes	Yes	130,573	YES	14 + 2	DF	NO
21	2012	Eldorado Cutaway	14	1GB6G5BL3C1180412	C195	148702	Yes	Yes	14	265,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
22	2012	Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	160105	Yes	Yes	9	200,000	Yes	Yes	132,443	YES	14 + 2	DF	NO
23	2012	Eldorado Cutaway	14	1GB6G5BL2C1180577	C197	134314	Yes	Yes	14	265,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
24	2012	Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	164204	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
25	2012	Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	174500	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
26	2012	Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	181440	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
27	2012	Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	173066	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
28	2012	Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	153478	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
29	2012	Eldorado Cutaway	14	1GB6G5BL8C1183158	C203	156606	Yes	Yes	14	265,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
30	2012	Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	173875	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
31	2012	Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	167967	Yes	Yes	9	200,000	Yes	Yes	132,443	YES	14 + 2	DF	NO
32	2012	Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	184216	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
33	2012	Eldorado Cutaway	14	1GB6G5BL3C1182127	C207	142031	Yes	Yes	14	265,000	Yes	Yes	132,443	YES	14 + 2	DF	NO
34	2012	Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	174651	Yes	Yes	9	200,000	Yes	Yes	132,890	YES	14 + 2	DF	NO
35	2013	Eldorado Cutaway	14	1GB6G5BL4D1188830	C211	169906	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
36	2013	Eldorado Cutaway	14	1GB6G5BL0D1188503	C212	167216	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
37	2013	Eldorado Cutaway	14	1GB6G5BL9D1188984	S213	167933	Yes	Yes	9	200,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
38	2013	Eldorado Cutaway	14	1GB6G5BL5D1189842	C214	153865	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
39	2013	Eldorado Cutaway	14	1GB6G5BL5D1189422	S215	168038	Yes	Yes	9	200,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
40	2013	Eldorado Cutaway	14	1GB6G5BL6D1189753	S216	157645	Yes	Yes	9	200,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
41	2013	Eldorado Cutaway	14	1GB6G5BL7D1189468	C217	162661	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
42	2013	Eldorado Cutaway	14	1GB6G5BL5D1189307	C218	165193	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
43	2013	Eldorado Cutaway	14	1GB6G5BL0D1190574	C219	172386	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
44	2013	Eldorado Cutaway	14	1GB6G5BL5D1190005	C220	164531	Yes	Yes	14	265,000	Yes	Yes	128,445	YES	14 + 2	DF	NO
45	2013	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9C1180303	U602	248712	Yes	Yes	14	265,000	Yes	Yes	126,618	YES	14+2	DF	NO
46	2013	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2C1198190	U627	225501	No	Yes	14	265,000	Yes	Yes	126,618	YES	14+2	DF	NO
47	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1108345	C221	146650	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
48	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1106003	C222	139434	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
49	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107441	C223	146229	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
50	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1106574	C224	142024	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
51	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXF1106344	C225	139325	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
52	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9F1106836	C226	144202	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
53	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1106717	C227	147586	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
54	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107584	C228	116239	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
55	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4F1106145	C229	139105	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
56	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1105736	C230	139708	Yes	Yes	14	265,000	Yes	Yes	117,865	YES	14+2	DF	NO
Total					56	9,366,028							\$ 7,103,165				
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 & Verification of Continued Use
 Fleet - Paratransit Direct and Contracted Page 2 of 2

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Agency/Organization: Spokane Transit Authority
Reporting Year: 2021 (12/31/2020)

Signature and Title

Date _____

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284334	C231	113636	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
2	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284365	C232	121022	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
3	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1284191	C233	112479	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
4	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1285563	C234	117499	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
5	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3F1286153	C235	122060	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
6	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1284923	C236	119876	Yes	Yes	14	265,000	Yes	Yes	120,381	YES	14+2	DF	NO
7	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5B80F1284075	S237	71,844	Yes	Yes	9	200,000	Yes	Yes	116,918	YES	14+2	PROPANE	NO
8	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1298096	C238	80752	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
9	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1296770	C239	84381	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
10	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1297151	C240	84414	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
11	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL9G1297816	C241	85390	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
12	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLXG1300576	C242	82514	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
13	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL1G1299303	C243	70709	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
14	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLIG1302295	C245	75586	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
15	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1302669	S246	44104	Yes	Yes	9	200,000	Yes	Yes	112,262	YES	14+2	DF	NO
16	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL2G1303360	C247	77505	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
17	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1305256	C248	78448	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
18	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL0G1306077	C249	77458	Yes	Yes	14	265,000	Yes	Yes	112,262	YES	14+2	DF	NO
19	2019	Ford Starcraft	14	1FDES8PMXKKA41083	S250	35944	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
20	2019	Ford Starcraft	14	1FDES8PM3KKA86009	S251	30535	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
21	2019	Ford Starcraft	14	1FDES8PM7KKA95375	S252	29920	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
22	2019	Ford Starcraft	14	1FDES8PM0KKA95363	S253	24330	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
23	2019	Ford Starcraft	14	1FDES8PM4KKA86004	S254	6615	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
24	2019	Ford Starcraft	14	1FDES8PM7KKA86000	S255	30899	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
25	2019	Ford Starcraft	14	1FDES8PM0KKA86002	S256	29095	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
26	2019	Ford Starcraft	14	1FDES8PM8KKA95370	S257	28503	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
27	2019	Ford Starcraft	14	1FDES8PM9KKA95376	S258	28127	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
28	2019	Ford Starcraft	14	1FDES8PM2KKA85997	S259	24347	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
29	2019	Ford Starcraft	14	1FDES8PM1KKA86008	S260	26928	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
30	2019	Ford Starcraft	14	1FDES8PM8KKA86006	S261	29098	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
31	2019	Ford Starcraft	14	1FDES8PM1KKA95372	S262	26686	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
32	2019	Ford Starcraft	14	1FDES8PM3KKA95373	S263	25503	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
33	2019	Ford Starcraft	14	1FDES8PM0KKA95377	S264	28317	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
34	2019	Ford Starcraft	14	1FDES8PM6KKA86005	S265	28435	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
35	2019	Ford Starcraft	14	1FDES8PM2KKA95378	S266	26858	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
36	2019	Ford Starcraft	14	1FDES8PM0KKA95380	S267	28555	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
37	2019	Ford Starcraft	14	1FDES8PM5KKA95374	S268	28435	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
38	2019	Ford Starcraft	14	1FDES8PM2KKA95381	S269	27799	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
39	2019	Ford Starcraft	14	1FDES8PM1KKA95369	S270	27825	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
40	2019	Ford Starcraft	14	1FDES8PM9KKA95362	S271	27278	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
41	2019	Ford Starcraft	14	1FDES8PM4KKA95382	S272	22932	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
42	2019	Ford Starcraft	14	1FDES8PMXKKA95368	S273	25191	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
43	2019	Ford Starcraft	14	1FDES8PM2KKA95364	S274	21799	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
44	2019	Ford Starcraft	14	1FDES8PM6KKA95383	S275	28888	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
45	2019	Ford Starcraft	14	1FDES8PM4KKA95365	S276	18578	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
46	2019	Ford Starcraft	14	1FDES8PMXKKA95371	S277	25741	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
47	2019	Ford Starcraft	14	1FDES8PMXKKA86007	S278	25484	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
48	2019	Ford Starcraft	14	1FDES8PM4KKA85998	S279	22059	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
49	2019	Ford Starcraft	14	1FDES8PM8KKA95367	S280	27288	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
50	2019	Ford Starcraft	14	1FDES8PM4KKA95379	S281	21974	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
51	2019	Ford Starcraft	14	1FDES8PM2KKA86003	S282	26340	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
52	2019	Ford Starcraft	14	1FDES8PMXKKA78148	S283	26531	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
53	2019	Ford Starcraft	14	1FDES8PM7KKA95361	S284	25683	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
54	2019	Ford Starcraft	14	1FDES8PM4KKA78145	S285	21356	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
55	2019	Ford Starcraft	14	1FDES8PM8KKA95384	S286	22486	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
56	2019	Ford Starcraft	14	1FDES8PM9KKA78142	S287	24181	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
57	2019	Ford Starcraft	14	1FDES8PM6KKA95366	S288	22495	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO
58	2019	Ford Starcraft	14	1FDES8PM9KKA86001	S289	22495	Yes	Yes	9	200,000	Yes	Yes	68,370	YES	10+2	GA	NO

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

SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Demand Response Spokane Transit

	Vehicle Number	2019 Total Parts and Labor	Vehicle Purchase Price	Est. 12/31/2020 Total Parts & Labor	2019 LTD plus 2020 avg cost = LTD cost	Cost %	Meets Financial Needs of SGR <50%
1	S179	\$44,736	\$66,212	\$0.00	\$44,736	68%	NO
2	S180	\$30,599	\$91,120	\$2,090.13	\$32,689	36%	Yes
3	S181	\$30,145	\$91,120	\$2,090.13	\$32,235	35%	Yes
4	S182	\$28,133	\$91,120	\$2,090.13	\$30,223	33%	Yes
5	S183	\$32,970	\$91,120	\$2,090.13	\$35,060	38%	Yes
6	S184	\$30,190	\$91,120	\$2,090.13	\$32,280	35%	Yes
7	S185	\$26,073	\$91,120	\$2,090.13	\$28,163	31%	Yes
8	S186	\$28,376	\$91,120	\$2,090.13	\$30,466	33%	Yes
9	S187	\$30,170	\$91,120	\$2,090.13	\$32,260	35%	Yes
10	S188	\$29,425	\$91,120	\$2,090.13	\$31,515	35%	Yes
11	S189	\$23,381	\$91,120	\$2,090.13	\$25,471	28%	Yes
12	S190	\$25,211	\$91,120	\$2,090.13	\$27,301	30%	Yes
13	S193	\$25,876	\$91,120	\$2,090.13	\$27,966	31%	Yes
14	S194	\$28,542	\$91,120	\$2,090.13	\$30,632	34%	Yes
15	S196	\$25,404	\$92,735	\$2,977.10	\$28,381	31%	Yes
16	S198	\$24,176	\$92,735	\$2,977.10	\$27,153	29%	Yes
17	S199	\$25,864	\$92,735	\$2,977.10	\$28,841	31%	Yes
18	S200	\$30,353	\$92,735	\$2,977.10	\$33,330	36%	Yes
19	S201	\$22,086	\$92,735	\$2,977.10	\$25,063	27%	Yes
20	S202	\$34,326	\$92,735	\$2,977.10	\$37,303	40%	Yes
21	S204	\$23,181	\$92,735	\$2,977.10	\$26,158	28%	Yes
22	S205	\$28,851	\$92,735	\$2,977.10	\$31,828	34%	Yes
23	S206	\$25,278	\$92,735	\$2,977.10	\$28,255	30%	Yes
24	S208	\$21,772	\$92,735	\$2,977.10	\$24,749	27%	Yes
25	S213	\$20,184	\$93,755	\$4,348.63	\$24,533	26%	Yes
26	S215	\$18,934	\$93,755	\$4,348.63	\$23,283	25%	Yes
27	S216	\$18,205	\$93,755	\$4,348.63	\$22,554	24%	Yes
28	S237	\$4,762	\$97,669	\$1,248.30	\$6,010	6%	Yes
29	S246	\$4,011	\$98,093	\$0.00	\$4,011	4%	Yes
30	S250	\$1,276.83	\$65,363	\$1,393.62	\$2,670	4%	Yes
31	S251	\$1,378.42	\$65,363	\$1,393.62	\$2,772	4%	Yes
32	S252	\$864.90	\$65,363	\$1,393.62	\$2,258.52	3%	Yes
33	S253	\$5,484.13	\$65,363	\$1,393.62	\$6,877.75	11%	Yes
34	S254	\$231.33	\$65,363	\$1,393.62	\$1,624.95	2%	Yes
35	S255	\$5,540.24	\$65,363	\$1,393.62	\$6,933.86	11%	Yes
36	S256	\$980.29	\$65,363	\$1,393.62	\$2,373.91	4%	Yes
37	S257	\$688.63	\$65,363	\$1,393.62	\$2,082.25	3%	Yes
38	S258	\$581.27	\$65,363	\$1,393.62	\$1,974.89	3%	Yes
39	S259	\$538.84	\$65,363	\$1,393.62	\$1,932.46	3%	Yes
40	S260	\$647.15	\$65,363	\$1,393.62	\$2,040.77	3%	Yes

Meets Financial Needs of SGR Results Demand Response Spokane Transit

	Vehicle Number	2019 Total Parts and Labor	Vehicle Purchase Price	Est. 12/31/2020 Total Parts & Labor	2019 LTD plus 2020 avg cost = LTD cost	Cost %	Meets Financial Needs of SGR <50%
41	S261	\$486.32	\$65,363	\$1,393.62	\$1,879.94	3%	Yes
42	S262	\$462.66	\$65,363	\$1,393.62	\$1,856.28	3%	Yes
43	S263	\$476.08	\$65,363	\$1,393.62	\$1,869.70	3%	Yes
44	S264	\$549.23	\$65,363	\$1,393.62	\$1,942.85	3%	Yes
45	S265	\$428.64	\$65,363	\$1,393.62	\$1,822.26	3%	Yes
46	S266	\$446.05	\$65,363	\$1,393.62	\$1,839.67	3%	Yes
47	S267	\$467.91	\$65,363	\$1,393.62	\$1,861.53	3%	Yes
48	S268	\$678.04	\$65,363	\$1,393.62	\$2,071.66	3%	Yes
49	S269	\$296.26	\$65,363	\$1,393.62	\$1,689.88	3%	Yes
50	S270	\$488.31	\$65,363	\$1,393.62	\$1,881.93	3%	Yes
51	S271	\$258.17	\$65,363	\$1,393.62	\$1,651.79	3%	Yes
52	S272	\$215.74	\$65,363	\$1,393.62	\$1,609.36	2%	Yes
53	S273	\$577.83	\$65,363	\$1,393.62	\$1,971.45	3%	Yes
54	S274	\$429.12	\$65,363	\$1,393.62	\$1,822.74	3%	Yes
55	S275	\$231.33	\$65,363	\$1,393.62	\$1,624.95	2%	Yes
56	S276	\$291.29	\$65,363	\$1,393.62	\$1,684.91	3%	Yes
57	S277	\$231.34	\$65,363	\$1,393.62	\$1,624.96	2%	Yes
58	S278	\$285.01	\$65,363	\$1,393.62	\$1,678.63	3%	Yes
59	S279	\$413.29	\$65,363	\$1,393.62	\$1,806.91	3%	Yes
60	S280	\$285.01	\$65,363	\$1,393.62	\$1,678.63	3%	Yes
61	S281	\$702.85	\$65,363	\$1,393.62	\$2,096.47	3%	Yes
62	S282	\$241.56	\$65,363	\$1,393.62	\$1,635.18	3%	Yes
63	S283	\$258.17	\$65,363	\$1,393.62	\$1,651.79	3%	Yes
64	S284	\$311.85	\$65,363	\$1,393.62	\$1,705.47	3%	Yes
65	S285	\$134.20	\$65,363	\$1,393.62	\$1,527.82	2%	Yes
66	S286	\$232.01	\$65,363	\$1,393.62	\$1,625.63	2%	Yes
67	S287	\$107.40	\$65,363	\$1,393.62	\$1,501.02	2%	Yes
68	S288	\$107.36	\$65,363	\$1,393.62	\$1,500.98	2%	Yes
69	S289	\$134.24	\$65,363	\$1,393.62	\$1,527.86	2%	Yes

Meets Financial Needs of SGR Results Contracted Demand Response First Transit

	Vehicle Number	2019 Total Parts and Labor	Vehicle Purchase Price	Est. 12/31/2020 Total Parts & Labor	2019 LTD plus 2020 avg cost = LTD cost	Cost %	Meets Financial Needs of SGR <50%
1	C191/S191	\$23,072.54	\$91,120	\$1,350.22	\$24,423	27%	Yes
2	C192/S192	\$22,287.54	\$91,120	\$1,350.22	\$23,638	26%	Yes
3	C195/S195	\$26,181.94	\$92,735	\$1,350.22	\$27,532	30%	Yes
4	C197/S197	\$28,157.94	\$92,735	\$1,350.22	\$29,508	32%	Yes
5	C203/S203	\$20,151.94	\$92,735	\$1,350.22	\$21,502	23%	Yes
6	C207/S207	\$21,617.94	\$92,735	\$1,350.22	\$22,968	25%	Yes
7	C211/S211	\$19,561.89	\$93,755	\$1,350.22	\$20,912	22%	Yes
8	C212/S212	\$19,080.89	\$93,755	\$1,350.22	\$20,431	22%	Yes
9	C214/S214	\$18,458.89	\$93,755	\$1,350.22	\$19,809	21%	Yes
10	C217/S217	\$20,337.89	\$93,755	\$1,350.22	\$21,688	23%	Yes
11	C218/S218	\$19,450.89	\$93,755	\$1,350.22	\$20,801	22%	Yes
12	C219/S219	\$20,631.89	\$93,755	\$1,350.22	\$21,982	23%	Yes
13	C220/S220	\$18,953.89	\$93,755	\$1,350.22	\$20,304	22%	Yes
14	C221/S221	\$13,110.16	\$94,130	\$1,350.22	\$14,460	15%	Yes
15	C222/S222	\$13,027.16	\$94,130	\$1,350.22	\$14,377	15%	Yes
16	C223/S223	\$13,431.16	\$94,130	\$1,350.22	\$14,781	16%	Yes
17	C224/S224	\$13,368.16	\$94,130	\$1,350.22	\$14,718	16%	Yes
18	C225/S225	\$13,489.16	\$94,130	\$1,350.22	\$14,839	16%	Yes
19	C226/S226	\$14,521.16	\$94,130	\$1,350.22	\$15,871	17%	Yes
20	C227/S227	\$13,869.16	\$94,130	\$1,350.22	\$15,219	16%	Yes
21	C228/S228	\$16,279.16	\$94,130	\$1,350.22	\$17,629	19%	Yes
22	C229/S229	\$13,910.16	\$94,130	\$1,350.22	\$15,260	16%	Yes
23	C230/S230	\$12,456.16	\$94,130	\$1,350.22	\$13,806	15%	Yes
24	C231/S231	\$6,738.20	\$96,137	\$1,350.22	\$8,088	8%	Yes
25	C232/S232	\$6,835.20	\$96,137	\$1,350.22	\$8,185	9%	Yes
26	C233/S233	\$6,457.20	\$96,137	\$1,350.22	\$7,807	8%	Yes
27	C234/S234	\$5,668.20	\$96,137	\$1,350.22	\$7,018	7%	Yes
28	C235/S235	\$7,922.20	\$96,137	\$1,350.22	\$9,272	10%	Yes
29	C236/S236	\$7,181.20	\$96,137	\$1,350.22	\$8,531	9%	Yes
30	C238/S238	\$5,817.20	\$98,093	\$1,350.22	\$7,167	7%	Yes
31	C239/S239	\$4,211.20	\$98,093	\$1,350.22	\$5,561	6%	Yes
32	C240/S240	\$5,077.20	\$98,093	\$1,350.22	\$6,427	7%	Yes
33	C241/S241	\$6,117.20	\$98,093	\$1,350.22	\$7,467	8%	Yes
34	C242/S242	\$5,830.20	\$98,093	\$1,350.22	\$7,180	7%	Yes
35	C243/S243	\$9,903.20	\$98,093	\$1,350.22	\$11,253	11%	Yes
36	C245/S245	\$5,349.20	\$98,093	\$1,350.22	\$6,699	7%	Yes
37	C247/S247	\$10,076.20	\$98,093	\$1,350.22	\$11,426	12%	Yes
38	C248/S248	\$9,258.20	\$98,093	\$1,350.22	\$10,608	11%	Yes
39	C249/S249	\$9,327.20	\$98,093	\$1,350.22	\$10,677	11%	Yes

Meets Financial Needs of SGR Results Contracted Demand Response SUV

	Vehicle Number	2019 Total Parts and Labor	Vehicle Purchase Price	Est. 12/31/2020 Total Parts & Labor	2019 LTD plus 2020 avg cost = LTD cost	Cost %	Meets Financial Needs of SGR <80%
1	U71	\$35,688	\$66,212	\$873.21	\$36,561	55%	Yes/SUV
2	U75	\$34,688	\$66,212	\$1,026.60	\$35,715	54%	Yes/SUV
3	U77	\$36,188	\$66,212	\$502.06	\$36,690	55%	Yes/SUV
4	U78	\$20,888	\$66,212	\$154.98	\$21,043	32%	Yes/SUV
5	602	\$32,645	\$92,422	\$0.00	\$32,645	35%	Yes/SUV
6	627	\$30,641	\$92,422	\$0.00	\$30,641	33%	Yes/SUV
7	*U633	\$34,936	\$92,422	\$0	\$34,936	38%	Yes/SUV
8	*U635	\$38,286	\$92,422	\$0	\$38,286	41%	Yes/SUV
9	*U640	\$27,651	\$92,735	\$0	\$27,651	30%	Yes/SUV

*SUV Vehicles U633, U635 and U640 are listed in the Rideshare Asset Inventory lists at the beginning of this section even though they were prior Demand Response Vehicles.

SECTION 1B: ROLLING STOCK - DEMAND RESPONSE VEHICLE SCORECARD

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Demand Response Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	S179	Yes	No	12	N	177,512	Y	1	484/"21"
2	S180	Yes	Yes	9	N	177,108	Y	3	484/"21"
3	S181	Yes	Yes	9	N	176,839	Y	3	484/"21"
4	S182	Yes	Yes	9	N	176,562	Y	3	484/"21"
5	S183	Yes	Yes	9	N	157,699	Y	3	484/"21"
6	S184	Yes	Yes	9	N	191,079	Y	3	484/"21"
7	S185	Yes	Yes	9	N	183,120	Y	3	484/"21"
8	S186	Yes	Yes	9	N	186,113	Y	3	484/"21"
9	S187	Yes	Yes	9	N	181,850	Y	3	484/"21"
10	S188	Yes	Yes	9	N	158,687	Y	3	484/"21"
11	S189	Yes	Yes	9	N	165,546	Y	3	484/"21"
12	S190	Yes	Yes	9	N	188,946	Y	3	485/"22"
13	S193	Yes	Yes	9	N	180,995	Y	3	485/"22"
14	S194	Yes	Yes	9	N	189,173	Y	3	485/"22"
15	S196	Yes	Yes	8	Y	160,254	Y	5	484/"21"
16	S198	Yes	Yes	8	Y	167,089	Y	5	484/"21"
17	S199	Yes	Yes	8	Y	174,528	Y	5	484/"21"
18	S200	Yes	Yes	8	Y	181,438	Y	5	484/"21"
19	S201	Yes	Yes	8	Y	173,594	Y	5	485/"22"
20	S202	Yes	Yes	8	Y	153,327	Y	5	485/"22"
21	S204	Yes	Yes	8	Y	172,733	Y	5	485/"22"
22	S205	Yes	Yes	8	Y	167,875	Y	5	485/"22"
23	S206	Yes	Yes	8	Y	184,080	Y	5	485/"22"
24	S208	Yes	Yes	8	Y	174,549	Y	5	485/"22"
25	S213	Yes	Yes	7	Y	168,006	Y	5	485/"22"
26	S215	Yes	Yes	7	Y	167,839	Y	5	485/"22"
27	S216	Yes	Yes	7	Y	157,197	Y	5	485/"22"
28	S237	Yes	Yes	5	Y	71,980	Y	5	485/"22"
29	S246	Yes	Yes	3	Y	44,104	Y	5	485/"22"
30	S250	Yes	Yes	1	Y	35,991	Y	5	485/"22"
31	S251	Yes	Yes	1	Y	30,594	Y	5	487/"23"
32	S252	Yes	Yes	1	Y	29,962	Y	5	487/"23"
33	S253	Yes	Yes	1	Y	24,380	Y	5	487/"23"
34	S254	Yes	Yes	1	Y	6,622	Y	5	487/"23"
35	S255	Yes	Yes	1	Y	31,115	Y	5	487/"23"
36	S256	Yes	Yes	1	Y	29,092	Y	5	487/"23"
37	S257	Yes	Yes	1	Y	27,531	Y	5	487/"23"
38	S258	Yes	Yes	1	Y	28,199	Y	5	487/"23"
39	S259	Yes	Yes	1	Y	24,527	Y	5	487/"23"

Demand Response Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
40	S260	Yes	Yes	1	Y	27,032	Y	5	487/"23"
41	S261	Yes	Yes	1	Y	29,256	Y	5	487/"23"
42	S262	Yes	Yes	1	Y	26,825	Y	5	487/"23"
43	S263	Yes	Yes	1	Y	25,690	Y	5	487/"23"
44	S264	Yes	Yes	1	Y	28,316	Y	5	487/"23"
45	S265	Yes	Yes	1	Y	28,476	Y	5	487/"23"
46	S266	Yes	Yes	1	Y	26,754	Y	5	489/"24"
47	S267	Yes	Yes	1	Y	28,551	Y	5	489/"24"
48	S268	Yes	Yes	1	Y	28,590	Y	5	489/"24"
49	S269	Yes	Yes	1	Y	27,941	Y	5	489/"24"
50	S270	Yes	Yes	1	Y	27,984	Y	5	489/"24"
51	S271	Yes	Yes	1	Y	27,278	Y	5	489/"24"
52	S272	Yes	Yes	1	Y	23,017	Y	5	489/"24"
53	S273	Yes	Yes	1	Y	25,314	Y	5	489/"24"
54	S274	Yes	Yes	1	Y	21,892	Y	5	489/"24"
55	S275	Yes	Yes	1	Y	29,098	Y	5	489/"24"
56	S276	Yes	Yes	1	Y	18,668	Y	5	489/"24"
57	S277	Yes	Yes	1	Y	25,794	Y	5	489/"24"
58	S278	Yes	Yes	1	Y	25,581	Y	5	489/"24"
59	S279	Yes	Yes	1	Y	21,684	Y	5	489/"24"
60	S280	Yes	Yes	1	Y	27,413	Y	5	489/"24"
61	S281	Yes	Yes	1	Y	22,012	Y	5	491/"25"
62	S282	Yes	Yes	1	Y	26,470	Y	5	491/"25"
63	S283	Yes	Yes	1	Y	26,601	Y	5	491/"25"
64	S284	Yes	Yes	1	Y	25,827	Y	5	491/"25"
65	S285	Yes	Yes	1	Y	21,492	Y	5	491/"25"
66	S286	Yes	Yes	1	Y	22,662	Y	5	491/"25"
67	S287	Yes	Yes	1	Y	24,347	Y	5	491/"25"
68	S288	Yes	Yes	1	Y	22,494	Y	5	491/"25"
69	S289	Yes	Yes	1	Y	24,557	Y	5	491/"25"

Demand Response Vehicle Condition Score Card Contract First Transit

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	C191/S191	Yes	Yes	8	Y	161,175	Y	5	*
2	C192/S192	Yes	Yes	8	Y	152,435	Y	5	*
3	C195/S195	Yes	Yes	8	Y	147,549	Y	5	*
4	C197/S197	Yes	Yes	8	Y	135,290	Y	5	*
5	C203/S203	Yes	Yes	8	Y	155,364	Y	5	*
6	C207/S207	Yes	Yes	8	Y	140,883	Y	5	*
7	C211/S211	Yes	Yes	7	Y	169,920	Y	5	*
8	C212/S212	Yes	Yes	7	Y	165,482	Y	5	*
9	C214/S214	Yes	Yes	7	Y	152,591	Y	5	*
10	C217/S217	Yes	Yes	7	Y	161,141	Y	5	*
11	C218/S218	Yes	Yes	7	Y	163,559	Y	5	*
12	C219/S219	Yes	Yes	7	Y	171,038	Y	5	*
13	C220/S220	Yes	Yes	7	Y	163,073	Y	5	*
14	C221/S221	Yes	Yes	5	Y	144,907	Y	5	*
15	C222/S222	Yes	Yes	5	Y	138,716	Y	5	*
16	C223/S223	Yes	Yes	5	Y	145,139	Y	5	*
17	C224/S224	Yes	Yes	5	Y	140,088	Y	5	*
18	C225/S225	Yes	Yes	5	Y	137,743	Y	5	*
19	C226/S226	Yes	Yes	5	Y	144,201	Y	5	*
20	C227/S227	Yes	Yes	5	Y	145,914	Y	5	*
21	C228/S228	Yes	Yes	5	Y	116,238	Y	5	*
22	C229/S229	Yes	Yes	5	Y	137,526	Y	5	*
23	C230/S230	Yes	Yes	5	Y	138,308	Y	5	*
24	C231/S231	Yes	Yes	4	Y	113,073	Y	5	*
25	C232/S232	Yes	Yes	4	Y	119,712	Y	5	*
26	C233/S233	Yes	Yes	4	Y	110,715	Y	5	*
27	C234/S234	Yes	Yes	4	Y	116,195	Y	5	*
28	C235/S235	Yes	Yes	4	Y	120,207	Y	5	*
29	C236/S236	Yes	Yes	4	Y	118,652	Y	5	*
30	C238/S238	Yes	Yes	3	Y	79,133	Y	5	*
31	C239/S239	Yes	Yes	3	Y	84,430	Y	5	*
32	C240/S240	Yes	Yes	3	Y	82,571	Y	5	*
33	C241/S241	Yes	Yes	3	Y	83,866	Y	5	*
34	C242/S242	Yes	Yes	3	Y	80,862	Y	5	*
35	C243/S243	Yes	Yes	3	Y	69,760	Y	5	*
36	C245/S245	Yes	Yes	3	Y	73,869	Y	5	*
37	C247/S247	Yes	Yes	3	Y	76,197	Y	5	*
38	C248/S248	Yes	Yes	3	Y	77,091	Y	5	*
39	C249/S249	Yes	Yes	3	Y	75,630	Y	5	*

*Contracted Demand Response Vans will be replaced with STA Active Fleet Vans that have been replaced on the CIP schedule if they meet SGR condition guidelines.

Demand Response **SUV** Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Status
1	U71	Yes	Yes	12	Y	161,861	Y	5	SUV
2	U75	Yes	Yes	12	Y	168,045	Y	5	SUV
3	U77	Yes	Yes	12	Y	207,633	Y	5	SUV
4	U78	Yes	Yes	12	Y	205,567	Y	5	SUV
5	602	Yes	Yes	8	Y	248,712	Y	5	SUV
6	627	Yes	Yes	8	Y	225,501	Y	5	SUV
7	*U633	Yes	Yes	8	Y	252,160	Y	5	SUV
8	*U635	Yes	Yes	8	Y	254,436	Y	5	SUV
9	*U640	Yes	Yes	8	Y	193,157	Y	5	SUV
Vehicles with * are listed in Rideshare Asset Inventory List even though prior Demand Response Vehicle.									
	Total Vehicles		117						
	Total Meeting SGR		116						
Percentage meeting SGR			99%						
Notes:									
5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its								
3	Asset Management Targets.								
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.								

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

SUV stands for Special Use Vehicles (support for departmental functions or support for qualified external recipient)

NOTE:

SERVICE LIFE FOR VANS TRANSFERRED TO SPECIAL USE AND /OR FIRST TRANSIT WILL BE EXTENDED 5 YEARS AND 65,000 ADDITIONAL MILES AND MEETS FINANCIAL NEEDS OF SGR WILL BE < 80%

SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE ASSET INVENTORY

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Public Transportation Management System Owned Rolling Stock Inventory & Verification of Continued Use Fleet - RideShare and Special Use Page 1 of 2	I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.
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Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2021 (12/31/2020)</u>	Signature and Title _____ Date _____
---	---

Reporting Year: 2021 (12/31/2020)	Signature and Title	Date
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Reporting Year: 2021 (12/31/2020)	Signature and Title	Date
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No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2006	FORD EXT CLUB	14	1FDDSS31LX6DA26485	U114	86134	Yes	Yes	16	175,000	Yes	Yes	45,491	NO	15	GA	No
2	2006	FORD EXT CLUB	13	1FDDSS31L16DA26486	U115	97432	Yes	Yes	16	175,000	Yes	Yes	45,491	NO	15	GA	No
3	2007	CHEVROLET 3500 VAN	13	1GAHGG39U071184407	U125	82538	Yes	Yes	16	175,000	Yes	Yes	38,229	NO	15	GA	No
4	2009	CHEVROLET VAN	13	1GAHG39K091154700	U144	94138	Yes	Yes	16	175,000	Yes	Yes	42,267	NO	15	GA	No
5	2009	CHEVROLET VAN	13	1GAHG39K591156488	U146	82788	Yes	Yes	16	175,000	Yes	Yes	42,267	NO	15	GA	No
6	2009	CHEVROLET VAN	13	1GAHG39K691156645	U148	89438	Yes	Yes	16	175,000	Yes	Yes	42,267	NO	15	GA	No
7	2009	CHEVROLET VAN	13	1GAHG39K291155072	U156	90060	Yes	Yes	16	175,000	Yes	Yes	43,547	NO	15	GA	No
8	2009	CHEVROLET VAN	13	1GAHG39K691155365	U160	115522	Yes	Yes	16	175,000	Yes	Yes	43,547	NO	15	GA	No
9	2009	CHEVROLET VAN	13	1GAHG39K491155882	U166	88809	Yes	Yes	16	175,000	Yes	Yes	43,547	NO	15	GA	No
10	2009	CHEVROLET VAN	13	1GAHG39KX91156289	U167	99176	Yes	Yes	16	175,000	Yes	Yes	43,547	NO	15	GA	No
11	2009	CHEVROLET VAN	13	1GAHG39K891156615	U168	83545	Yes	Yes	16	175,000	Yes	Yes	43,547	NO	15	GA	No
12	2010	CHEVROLET VAN	13	1GA2GYDGA1176133	R170	101522	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
13	2010	CHEVROLET VAN	13	1GA2GYDGA1A1176182	U171	123429	Yes	Yes	16	175,000	Yes	Yes	41,549	NO	12	GA	No
14	2010	CHEVROLET VAN	13	1GA2GYDGA1176216	R172	103213	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
15	2010	CHEVROLET VAN	13	1GA2GYDGA1176298	R173	107348	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
16	2010	CHEVROLET VAN	13	1GA2GYDGA1176742	R175	69801	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
17	2010	CHEVROLET VAN	13	1GA2GYDGA1177007	R176	70783	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
18	2010	CHEVROLET VAN	13	1GA2GYDGA1177014	R177	77631	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
19	2010	CHEVROLET VAN	13	1GA2GYDGA1177113	R178	91145	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
20	2010	CHEVROLET VAN	13	1GA2GYDGA1177242	R179	83043	Yes	Yes	11	110,000	Yes	Yes	41,549	NO	12	GA	No
21	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732865	R181	78162	Yes	Yes	11	110,000	Yes	Yes	34,901	NO	7	GA	No
22	2011	DODGE GRAND CARAVAN	13	2D4RN4DG1BR732866	R182	61986	Yes	Yes	11	110,000	Yes	Yes	34,901	NO	7	GA	No
23	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732867	R183	58961	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
24	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732868	R184	74634	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
25	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732869	R185	60082	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
26	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732870	R186	86827	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
27	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732871	R187	94309	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
28	2011	DODGE GRAND CARAVAN	13	2D4RN4DGBR732872	R188	61665	Yes	Yes	11	110,000	Yes	Yes	35,057	NO	7	GA	No
29	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	70406	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
30	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	79769	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
31	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	59930	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
32	2012	DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	51530	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
33	2012	DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	46268	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
34	2012	DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	63570	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
35	2012	DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	60090	Yes	Yes	11	110,000	Yes	Yes	32,522	NO	7	GA	Yes
36	2013	Chevrolet Eldorado Aerotech Van	14	1GBG65BL6C1198645	U633	255227	Yes	Yes	14	265,000	Yes	Yes	121,050	YES	14+2	DF	NO
37	2013	Chevrolet Eldorado Aerotech Van	14	1GBG65BL6C1200093	U635	258035	Yes	Yes	14	265,000	Yes	Yes	121,050	YES	14+2	DF	NO
38	2012	FORD ELDORADO CUTAWAY	14	1GBG65BL8C1182706	U640/S210	193582	Yes	Yes	14	265,000	Yes	Yes	132,890	YES	14 + 2	DF	No
39	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	R197	51764	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
40	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL8DDA49580	R198	28770	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
41	2013	FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	32233	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
42	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	49081	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
43	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	55108	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
44	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL5DDA56342	R203	121560	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
45	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL7DDA56343	R204	77712	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
46	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	R205	59637	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
47	2013	FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA56345	R206	53995	Yes	Yes	11	110,000	Yes	Yes	35,951	NO	12	GA	Yes
48	2014	DODGE GRAND CARAVAN	13	2C4RDGBGXER263110	R207	39343	Yes	Yes	11	110,000	Yes	Yes	31,061	NO	7	GA	No
49	2014	DODGE GRAND CARAVAN	13	2C4RDGBG1ER263111	R208	32302	Yes	Yes	11	110,000	Yes	Yes	31,061	NO	7	GA	No
50	2014	DODGE GRAND CARAVAN	13	2C4RDGBG3ER263112	R209	69413	Yes	Yes	11	110,000	Yes	Yes	31,061	NO	7	GA	No
51	2014	DODGE GRAND CARAVAN	13	2C4RDGBG5ER263113	R210	70777	Yes	Yes	11	110,000	Yes	Yes	29,695	NO	7	GA	No
52	2014	DODGE GRAND CARAVAN	13	2C4RDGBG7ER263114	R211	77642	Yes	Yes	11	110,000	Yes	Yes	29,695	NO	7	GA	No
53	2014	DODGE GRAND CARAVAN	13	2C4RDGBG9ER263115	R212	77070	Yes	Yes	11	110,000	Yes	Yes	29,695	NO	7	GA	No
54	2014	DODGE GRAND CARAVAN	13	2C4RDGBG0ER263116	R213	69929	Yes	Yes	11	110,000	Yes	Yes	29,695	NO	7	GA	No
55	2014	DODGE GRAND CARAVAN	13	2C4RDGBG2ER263117	R214	28988	Yes	Yes	11	110,000	Yes	Yes	29,695	NO	7	GA	No

Total	55	4,547,852	\$ 2,295,694	71
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Total	55	4,547,852	\$ 2,295,694	71
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Total	55	4,547,852	\$ 2,295,694	71
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Total	55	4,547,852	\$ 2,295,694	71
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Total	55	4,547,852	\$ 2,295,694	71
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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										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.							
Owned Rolling Stock Inventory & Verification of Continued Use																	
Fleet - RideShare and Special Use Page 2 of 2																	
Agency/Organization: <u>Spokane Transit Authority</u>																	
Reporting Year: <u>2021 (12/31/2020)</u>										Signature and Title _____ Date _____							
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2014	DODGE GRAND CARAVAN	13	2C4RDGBG4ER263118	R215	49,565	Yes	Yes	11	110,000	Yes	Yes	31,061	NO	7	GA	No
2	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL7EDA71782	R216	62,476	Yes	Yes	11	110,000	Yes	Yes	34,577	NO	12	GA	No
3	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL9EDA71783	R217	42,304	Yes	Yes	11	110,000	Yes	Yes	34,577	NO	12	GA	No
4	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL0EDA71784	R218	45,448	Yes	Yes	11	110,000	Yes	Yes	34,577	NO	12	GA	No
5	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL4EDA71786	R219	49,725	Yes	Yes	11	110,000	Yes	Yes	34,577	NO	12	GA	No
6	2014	FORD ECONOLINE XL VAN	13	1FBNE3BL6EDA71787	R220	22,034	Yes	Yes	11	110,000	Yes	Yes	34,577	NO	12	GA	No
7	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1210964	R221	45,363	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
8	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211219	R222	106,309	NO	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
9	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211342	R223	85,258	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
10	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	36,231	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
11	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	78,086	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
12	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	80,372	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
13	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	61,645	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
14	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	62,479	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
15	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1212329	R229	108,842	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
16	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG5E1212819	R230	78,025	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
17	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1212911	R231	101,555	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
18	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	59,387	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
19	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	43,923	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
20	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213765	R234	88,709	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
21	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	56,052	Yes	Yes	11	110,000	Yes	Yes	38,748	NO	15	GA	No
22	2017	TOYOTA SIENNA	13	5TDZZ3DC8HS86285	R236	27,576	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
23	2017	TOYOTA SIENNA	13	5TDZZ3DC0HS864705	R237	26,095	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
24	2017	TOYOTA SIENNA	13	5TDZZ3DCXHS869006	R238	15,450	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
25	2017	TOYOTA SIENNA	13	5TDZZ3DC7HS869433	R239	23,170	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
26	2017	TOYOTA SIENNA	13	5TDZZ3DC2HS870070	R240	23,968	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
27	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870208	R241	22,786	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
28	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870905	R242	25,427	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
29	2017	TOYOTA SIENNA	13	5TDZZ3DC4HS871057	R243	21,477	Yes	Yes	11	110,000	Yes	Yes	36,915	NO	7	GA	No
30	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM4HKB35495	R244	74,304	Yes	Yes	11	110,000	Yes	Yes	43,527	NO	15	GA	No
31	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM6HKB35496	R245	39,264	Yes	Yes	11	110,000	Yes	Yes	43,527	NO	15	GA	No
32	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM3HKB58024	R246	42,638	Yes	Yes	11	110,000	Yes	Yes	43,527	NO	15	GA	No
33	2017	FORD ECONOLINE XL VAN	13	1FBAX2CMXHB57615	R247	99,800	Yes	Yes	11	110,000	Yes	Yes	43,527	NO	15	GA	No
34	2017	FORD ECONOLINE VAN	14	1FDEE3FL3DDB12781	U741	75,942	Yes	Yes	14	265,000	Yes	Yes	21,154	YES	15	GA	No
35	2018	TOYOTA SIENNA	13	5TDZZ3DC1JS953608	R248	16,131	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
36	2018	TOYOTA SIENNA	13	5TDZZ3DC8JS954058	R249	23,633	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
37	2018	TOYOTA SIENNA	13	5TDZZ3DC6JS954267	R250	26,232	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
38	2018	TOYOTA SIENNA	13	5TDZZ3DC7JS954293	R251	25,652	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
39	2018	TOYOTA SIENNA	13	5TDZZ3DC3JS954596	R252	34,760	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
40	2018	TOYOTA SIENNA	13	5TDZZ3DC0JS954684	R253	13,209	Yes	Yes	11	110,000	Yes	Yes	35,365	NO	7	GA	Yes
41	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM5JKB21904	R254	26,702	Yes	Yes	11	110,000	Yes	Yes	43,602	NO	15	GA	Yes
42	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM7JKB21905	R255	16,236	Yes	Yes	11	110,000	Yes	Yes	43,507	NO	15	GA	Yes
43	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G8K1350417	R256	12,000	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
44	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1350792	R257	7,172	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
45	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1349027	R258	8,011	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
46	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G9K1349258	R259	10,330	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
47	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6GXK1352203	R260	33,336	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
48	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G6K1348908	R261	14,233	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
49	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G0K1349536	R262	8,270	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
50	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G3K1348509	R263	4,101	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
51	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G9K1350636	R264	8,665	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
52	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G4K1350317	R265	8,483	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
53	2019	CHEVROLET EXPRESS VAN	13	1GAZGPF6G1K1351084	R266	10,577	Yes	Yes	11	110,000	Yes	Yes	36,699	NO	15	GA	No
54	2020	Ford X2C Transit	13	1FBAX2C88LKB40744	R267	13	Yes	Yes	11	110,000	Yes	Yes	40,698	NO	15	GA	No
55	2020	Ford X2C Transit	13	1FBAX2C8XLKB40745	R268	13	Yes	Yes	11	110,000	Yes	Yes	40,698	NO	15	GA	No
56	2020	Ford X2C Transit	13	1FBAX2C81LKB40746	R269	12	Yes	Yes	11	110,000	Yes	Yes	40,698	NO	15	GA	No
57	2020	Ford X2C Transit	13	1FBAX2C83LKB40747	R270	63	Yes	Yes	11	110,000	Yes	Yes	40,698	NO	15	GA	No
58	2020	Ford X2C Transit	13	1FBAX2C85LKB40748	R271	14	Yes	Yes	11	110,000	Yes	Yes	40,698	NO	15	GA	No
Total						58	2,189,533						\$ 2,182,221				
NOTES: Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.																	

SECTION 1C: ROLLING STOCK – VANPOOL VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	LTD through 2019 Total Parts and Labor	Vehicle Purchase Price	12/31/2020 Total Parts and Labor	2019 LTD Plus 2020 Cost =LTD	Cost %	Meets Financial Needs of SGR <30%
1	R170	\$3,227	\$26,500	\$241.07	\$3,468	13%	Yes
2	R172	\$3,549	\$26,500	\$241.07	\$3,790	14%	Yes
3	R173	\$3,628	\$26,500	\$241.07	\$3,869	15%	Yes
4	R175	\$2,942	\$26,500	\$241.07	\$3,183	12%	Yes
5	R176	\$2,375	\$26,500	\$241.07	\$2,616	10%	Yes
6	R177	\$3,291	\$26,500	\$241.07	\$3,532	13%	Yes
7	R178	\$3,512	\$26,500	\$241.07	\$3,753	14%	Yes
8	R179	\$6,731	\$26,500	\$241.07	\$6,972	26%	Yes
9	R181	\$4,880	\$23,300	\$611.46	\$5,492	24%	Yes
10	R182	\$2,802	\$23,300	\$611.46	\$3,414	15%	Yes
11	R183	\$2,814	\$23,300	\$611.46	\$3,426	15%	Yes
12	R184	\$2,969	\$23,300	\$611.46	\$3,581	15%	Yes
13	R185	\$2,904	\$23,300	\$611.46	\$3,516	15%	Yes
14	R186	\$4,913	\$23,300	\$611.46	\$5,525	24%	Yes
15	R187	\$4,907	\$23,300	\$611.46	\$5,519	24%	Yes
16	R188	\$4,369	\$23,300	\$611.46	\$4,981	21%	Yes
17	R189	\$4,852	\$23,739	\$990.26	\$5,842	25%	Yes
18	R190	\$3,213	\$23,739	\$990.26	\$4,203	18%	Yes
19	R191	\$1,915	\$23,739	\$990.26	\$2,905	12%	Yes
20	R192	\$1,958	\$23,739	\$990.26	\$2,948	12%	Yes
21	R193	\$1,915	\$23,739	\$990.26	\$2,905	12%	Yes
22	R194	\$2,499	\$23,739	\$990.26	\$3,489	15%	Yes
23	R195	\$2,748	\$23,739	\$990.26	\$3,738	16%	Yes
24	R197	\$1,627	\$26,242	\$322.23	\$1,950	7%	Yes
25	R198	\$1,578	\$26,242	\$322.23	\$1,901	7%	Yes
26	R199	\$1,200	\$26,242	\$322.23	\$1,523	6%	Yes
27	R200	\$1,611	\$26,242	\$322.23	\$1,934	7%	Yes
28	R201	\$1,378	\$26,242	\$322.23	\$1,701	6%	Yes
29	R203	\$4,403	\$26,242	\$322.23	\$4,726	18%	Yes
30	R204	\$2,088	\$26,242	\$322.23	\$2,411	9%	Yes
31	R205	\$2,485	\$26,242	\$322.23	\$2,808	11%	Yes
32	R206	\$1,387	\$26,242	\$322.23	\$1,710	7%	Yes
33	R207	\$1,442	\$23,715	\$294.24	\$1,736	7%	Yes
34	R208	\$1,187	\$23,715	\$294.24	\$1,481	6%	Yes
35	R209	\$1,954	\$23,715	\$294.24	\$2,248	9%	Yes
36	R210	\$2,105	\$23,715	\$294.24	\$2,399	10%	Yes
37	R211	\$1,818	\$23,715	\$294.24	\$2,112	9%	Yes
38	R212	\$2,420	\$23,715	\$294.24	\$2,714	11%	Yes

Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	LTD through 2019 Total Parts and Labor	Vehicle Purchase Price	12/31/2020 Total Parts and Labor	2019 LTD Plus 2020 Cost =LTD	Cost %	Meets Financial Needs of SGR <30%
39	R213	\$1,697	\$23,715	\$280.33	\$1,977	8%	Yes
40	R214	\$1,076	\$23,715	\$280.33	\$1,356	6%	Yes
41	R215	\$1,680	\$23,715	\$280.33	\$1,960	8%	Yes
42	R216	\$1,615	\$26,400	\$280.33	\$1,895	7%	Yes
43	R217	\$1,499	\$26,400	\$280.33	\$1,779	7%	Yes
44	R218	\$1,528	\$26,400	\$280.33	\$1,808	7%	Yes
45	R219	\$2,880	\$26,400	\$280.33	\$3,160	12%	Yes
46	R220	\$1,688	\$26,400	\$280.33	\$1,968	7%	Yes
47	R221	\$1,838	\$29,584	\$461.90	\$2,300	8%	Yes
48	R222	\$2,726	\$29,584	\$461.90	\$3,188	11%	Yes
49	R223	\$3,499	\$29,584	\$461.90	\$3,961	13%	Yes
50	R224	\$1,573	\$29,584	\$461.90	\$2,035	7%	Yes
51	R225	\$2,824	\$29,584	\$461.90	\$3,286	11%	Yes
52	R226	\$2,592	\$29,584	\$461.90	\$3,054	10%	Yes
53	R227	\$1,798	\$29,584	\$461.90	\$2,260	8%	Yes
54	R228	\$1,787	\$29,584	\$461.90	\$2,249	8%	Yes
55	R229	\$2,841	\$29,584	\$461.90	\$3,303	11%	Yes
56	R230	\$2,655	\$29,584	\$461.90	\$3,117	11%	Yes
57	R231	\$4,804	\$29,584	\$461.90	\$5,266	18%	Yes
58	R232	\$1,970	\$29,584	\$461.90	\$2,432	8%	Yes
59	R233	\$2,090	\$29,584	\$461.90	\$2,552	9%	Yes
60	R234	\$2,776	\$29,584	\$461.90	\$3,238	11%	Yes
61	R235	\$2,624	\$29,584	\$461.90	\$3,086	10%	Yes
62	R236	\$776	\$32,255	\$502.65	\$1,278	4%	Yes
63	R237	\$399	\$32,255	\$502.65	\$902	3%	Yes
64	R238	\$305	\$32,255	\$502.65	\$808	3%	Yes
65	R239	\$144	\$32,255	\$502.65	\$646	2%	Yes
66	R240	\$378	\$32,255	\$502.65	\$880	3%	Yes
67	R241	\$200	\$32,255	\$502.65	\$703	2%	Yes
68	R242	\$511	\$32,255	\$502.65	\$1,014	3%	Yes
69	R243	\$421	\$32,255	\$502.65	\$923	3%	Yes
70	R244	\$2,587	\$38,032	\$502.65	\$3,090	8%	Yes
71	R245	\$1,206	\$38,032	\$502.65	\$1,709	4%	Yes
72	R246	\$1,337	\$38,032	\$502.65	\$1,840	5%	Yes
73	R247	\$2,125	\$38,032	\$502.65	\$2,628	7%	Yes
74	R248	\$170	\$32,323	\$434.02	\$604	2%	Yes
75	R249	\$592	\$32,323	\$434.02	\$1,026	3%	Yes
76	R250	\$371	\$32,323	\$434.02	\$805	2%	Yes
77	R251	\$592	\$32,323	\$434.02	\$1,026	3%	Yes
78	R252	\$468	\$32,323	\$434.02	\$902	3%	Yes

Meets Financial Needs of SGR Results Rideshare Spokane Transit

	Vehicle Number	LTD through 2019 Total Parts and Labor	Vehicle Purchase Price	12/31/2020 Total Parts and Labor	2019 LTD Plus 2020 Cost =LTD	Cost %	Meets Financial Needs of SGR <30%
79	R253	\$340	\$32,323	\$434.02	\$774	2%	Yes
80	R254	\$338	\$39,851	\$434.02	\$772	2%	Yes
81	R255	\$372	\$39,764	\$434.02	\$806	2%	Yes
82	R256	\$0	\$35,085	\$434.02	\$434	1%	Yes
83	R257	\$0	\$35,085	\$434.02	\$434	1%	Yes
84	R258	\$0	\$35,085	\$434.02	\$434	1%	Yes
85	R259	\$78	\$35,085	\$434.02	\$512	1%	Yes
86	R260	\$0	\$35,085	\$434.02	\$434	1%	Yes
87	R261	\$0	\$35,085	\$434.02	\$434	1%	Yes
88	R262	\$0	\$35,085	\$434.02	\$434	1%	Yes
89	R263	\$0	\$35,085	\$434.02	\$434	1%	Yes
90	R264	\$0	\$35,085	\$434.02	\$434	1%	Yes
91	R265	\$0	\$35,085	\$434.02	\$434	1%	Yes
92	R266	\$0	\$35,085	\$434.02	\$434	1%	Yes
93	*R267	\$0	\$40,698	\$0.00	\$0	0%	Yes
94	*R268	\$0	\$40,698	\$0.00	\$0	0%	Yes
95	*R269	\$0	\$40,698	\$0.00	\$0	0%	Yes
96	*R270	\$0	\$40,698	\$0.00	\$0	0%	Yes
97	*R271	\$0	\$40,698	\$0.00	\$0	0%	Yes
* Acquired at the end of November 2020							

Meet Financial Needs of SGR Results Rideshare Special Use Vehicles

	Vehicle Number	LTD through 2019 Total Parts and Labor	Vehicle Purchase Price	12/31/2020 Total Parts and Labor	2019 LTD Plus 2020 Cost =LTD	Cost %	Meets Financial Needs of SGR <80%
1	U114	\$5,223	\$24,237	\$0	\$5,223	22%	Yes/SUV
2	U115	\$5,629	\$24,237	\$0	\$5,629	23%	Yes/SUV
3	U125	\$4,824	\$21,305	\$524	\$5,348	25%	Yes/SUV
4	U144	\$4,400	\$25,772	\$506	\$4,906	19%	Yes/SUV
5	U146	\$4,412	\$25,772	\$308	\$4,720	18%	Yes/SUV
6	U148	\$4,596	\$25,772	\$763	\$5,359	21%	Yes/SUV
7	U156	\$5,799	\$25,772	\$248	\$6,047	23%	Yes/SUV
8	U160	\$4,131	\$25,772	\$1,103	\$5,235	20%	Yes/SUV
9	U166	\$4,111	\$26,553	\$210	\$4,320	16%	Yes/SUV
10	U167	\$5,144	\$26,553	\$116	\$5,260	20%	Yes/SUV
11	U168	\$6,146	\$26,553	\$260	\$6,405	24%	Yes/SUV
12	U171	\$5,897	\$26,500	\$241	\$6,138	23%	Yes/SUV

Meet Financial Needs of SGR Results Rideshare Special Use Vehicles

	Vehicle Number	LTD through 2019 Total Parts and Labor	Vehicle Purchase Price	12/31/2020 Total Parts and Labor	2019 LTD Plus 2020 Cost =LTD	Cost %	Meets Financial Needs of SGR <80%
13	*U741	\$3	\$18,484	\$202	\$204	1%	Yes/SUV

* The coach had no maintenance records prior to this as it came as a replacement from contractor.

SUV stands for Special Use Vehicles (support for departmental functions or support for qualified external recipient)

NOTE:

SERVICE LIFE FOR VANS TRANSFERRED TO SPECIAL USE AND /OR 1st TRANSIT WILL BE EXTENDED

5 YEARS AND 65,000 ADDITIONAL MILES AND MEETS FINANCIAL NEEDS OF SGR WILL BE < 80%

SECTION 1C ROLLING STOCK - VANPOOL VEHICLE SCORECARD

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Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	R170	Yes	Yes	10	Y	101,522	Y	5	591/"20"
2	R172	Yes	Yes	10	Y	103,213	Y	5	593/"21"
3	R173	Yes	Yes	10	Y	107,348	Y	5	593/"21"
4	R175	Yes	Yes	10	Y	69,801	Y	5	593/"21"
5	R176	Yes	Yes	10	Y	70,783	Y	5	594/"22"
6	R177	Yes	Yes	10	Y	77,631	Y	5	594/"22"
7	R178	Yes	Yes	10	Y	91,145	Y	5	594/"22"
8	R179	Yes	Yes	10	Y	83,043	Y	5	595/"23"
9	R181	Yes	Yes	9	Y	78,162	Y	5	593/"21"
10	R182	Yes	Yes	9	Y	61,986	Y	5	595/"23"
11	R183	Yes	Yes	9	Y	58,961	Y	5	595/"23"
12	R184	Yes	Yes	9	Y	74,634	Y	5	595/"23"
13	R185	Yes	Yes	9	Y	60,082	Y	5	761/"24"
14	R186	Yes	Yes	9	Y	86,827	Y	5	761/"24"
15	R187	Yes	Yes	9	Y	94,309	Y	5	761/"24"
16	R188	Yes	Yes	9	Y	61,665	Y	5	761/"24"
17	R189	Yes	Yes	8	Y	70,406	Y	5	594/"22"
18	R190	Yes	Yes	8	Y	79,769	Y	5	761/"24"
19	R191	Yes	Yes	8	Y	59,930	Y	5	761/"24"
20	R192	Yes	Yes	8	Y	51,530	Y	5	761/"24"
21	R193	Yes	Yes	8	Y	46,268	Y	5	826/"25"
22	R194	Yes	Yes	8	Y	63,570	Y	5	826/"25"
23	R195	Yes	Yes	8	Y	60,090	Y	5	826/"25"
24	R197	Yes	Yes	7	Y	51,764	Y	5	593/"21"
25	R198	Yes	Yes	7	Y	28,770	Y	5	595/"23"
26	R199	Yes	Yes	7	Y	32,233	Y	5	826/"25"
27	R200	Yes	Yes	7	Y	49,081	Y	5	827/"26"
28	R201	Yes	Yes	7	Y	55,108	Y	5	827/"26"
29	R203	Yes	Yes	7	Y	121,560	N	3	591/"20"
30	R204	Yes	Yes	7	Y	77,712	Y	5	595/"23"
31	R205	Yes	Yes	7	Y	59,637	Y	5	826/"25"
32	R206	Yes	Yes	7	Y	53,995	Y	5	827/"26"
33	R207	Yes	Yes	6	Y	39,343	Y	5	594/"22"
34	R208	Yes	Yes	6	Y	32,302	Y	5	594/"22"
35	R209	Yes	Yes	6	Y	69,413	Y	5	594/"22"
36	R210	Yes	Yes	6	Y	70,777	Y	5	594/"22"
37	R211	Yes	Yes	6	Y	77,642	Y	5	594/"22"
38	R212	Yes	Yes	6	Y	77,070	Y	5	594/"22"

Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
39	R213	Yes	Yes	6	Y	69,929	Y	5	595/"23"
40	R214	Yes	Yes	6	Y	28,988	Y	5	595/"23"
41	R215	Yes	Yes	6	Y	49,565	Y	5	595/"23"
42	R216	Yes	Yes	6	Y	62,476	Y	5	595/"23"
43	R217	Yes	Yes	6	Y	42,304	Y	5	595/"23"
44	R218	Yes	Yes	6	Y	45,448	Y	5	595/"23"
45	R219	Yes	Yes	6	Y	49,725	Y	5	761/"24"
46	R220	Yes	Yes	6	Y	22,034	Y	5	761/"24"
47	R221	Yes	Yes	6	Y	45,363	Y	5	593/"21"
48	R222	Yes	Yes	6	Y	106,309	Y	5	593/"21"
49	R223	Yes	Yes	6	Y	85,258	Y	5	593/"21"
50	R224	Yes	Yes	6	Y	36,231	Y	5	761/"24"
51	R225	Yes	Yes	6	Y	78,086	Y	5	761/"24"
52	R226	Yes	Yes	6	Y	80,372	Y	5	826/"25"
53	R227	Yes	Yes	6	Y	61,645	Y	5	826/"25"
54	R228	Yes	Yes	6	Y	62,479	Y	5	826/"25"
55	R229	Yes	Yes	6	Y	108,842	Y	5	826/"25"
56	R230	Yes	Yes	6	Y	78,025	Y	5	826/"25"
57	R231	Yes	Yes	6	Y	101,555	Y	5	826/"25"
58	R232	Yes	Yes	6	Y	59,387	Y	5	827/"26"
59	R233	Yes	Yes	6	Y	43,923	Y	5	827/"26"
60	R234	Yes	Yes	6	Y	88,709	Y	5	827/"26"
61	R235	Yes	Yes	6	Y	56,052	Y	5	827/"26"
62	R236	Yes	Yes	3	Y	27,576	Y	5	594/"22"
63	R237	Yes	Yes	3	Y	26,095	Y	5	827/"26"
64	R238	Yes	Yes	3	Y	15,450	Y	5	827/"26"
65	R239	Yes	Yes	3	Y	23,170	Y	5	827/"26"
66	R240	Yes	Yes	3	Y	23,968	Y	5	827/"26"
67	R241	Yes	Yes	3	Y	22,786	Y	5	"27"
68	R242	Yes	Yes	3	Y	25,427	Y	5	"27"
69	R243	Yes	Yes	3	Y	21,477	Y	5	"27"
70	R244	Disposed due to total accident							
71	R245	Yes	Yes	3	Y	39,264	Y	5	"27"
72	R246	Yes	Yes	3	Y	42,638	Y	5	"27"
73	R247	Yes	Yes	3	Y	99,800	Y	5	"27"
74	R248	Yes	Yes	2	Y	16,131	Y	5	"27"
75	R249	Yes	Yes	2	Y	23,633	Y	5	"27"
76	R250	Yes	Yes	2	Y	26,232	Y	5	"27"
77	R251	Yes	Yes	2	Y	25,652	Y	5	"27"
78	R252	Yes	Yes	2	Y	34,760	Y	5	"28"

Rideshare Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
79	R253	Yes	Yes	2	Y	13,209	Y	5	"28"
80	R254	Yes	Yes	2	Y	26,702	Y	5	"28"
81	R255	Yes	Yes	2	Y	16,236	Y	5	"28"
82	R256	Yes	Yes	1	Y	12,000	Y	5	"28"
83	R257	Yes	Yes	1	Y	7,172	Y	5	"28"
84	R258	Yes	Yes	1	Y	8,011	Y	5	"28"
85	R259	Yes	Yes	1	Y	10,330	Y	5	"28"
86	R260	Yes	Yes	1	Y	33,336	Y	5	"28"
87	R261	Yes	Yes	1	Y	14,233	Y	5	"28"
88	R262	Yes	Yes	1	Y	8,270	Y	5	"29"
89	R263	Yes	Yes	1	Y	4,101	Y	5	"29"
90	R264	Yes	Yes	1	Y	8,665	Y	5	"29"
91	R265	Yes	Yes	1	Y	8,483	Y	5	"29"
92	R266	Yes	Yes	1	Y	10,577	Y	5	"29"
93	R267	Yes	Yes	0	Y	13	Y	5	"31"
94	R268	Yes	Yes	0	Y	13	Y	5	"31"
95	R269	Yes	Yes	0	Y	12	Y	5	"31"
96	R270	Yes	Yes	0	Y	63	Y	5	"31"
97	R271	Yes	Yes	0	Y	14	Y	5	"31"

Rideshare SUV Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	
1	U114	Yes	Yes	14	Y	86,134	Y	5	SUV
2	U115	Yes	Yes	14	Y	97,175	Y	5	SUV
3	U125	Yes	Yes	13	Y	79,213	Y	5	SUV
4	U144	Yes	Yes	11	Y	94,138	Y	5	SUV
5	U146	Yes	Yes	11	Y	82,341	Y	5	SUV
6	U148	Yes	Yes	11	Y	87,994	Y	5	SUV
7	U156	Yes	Yes	11	Y	75,325	Y	5	SUV
8	U160	Yes	Yes	11	Y	110,664	Y	5	SUV
9	U166	Yes	Yes	11	Y	76,551	Y	5	SUV
10	U167	Yes	Yes	11	Y	99,176	Y	5	SUV
11	U168	Yes	Yes	11	Y	83,510	Y	5	SUV
12	U171	Yes	Yes	10	Y	123,429	Y	5	SUV
13	U741	Yes	Yes	7	Y	75,933	Y	5	SUV

SUV stands for Special Use Vehicles (support for departmental functions or support for qualified external recipient) Note: Service life for vans transferred to special us and/or First Transit will be extended 5 yrs/65k mi and meet financial needs of SGR will be 80%

Total Vehicles 110

Total Meeting SGR 110

Percentage meeting SGR 100%

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its
3	Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

SECTION 2: ORGANIZATIONAL EQUIPMENT

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SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE ASSET INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2020

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	62/R162 2009 Chevrolet Van	5.00	11		31,929.83	Assigned to F&G 2020
2	5	R-174/74 2010 Chevrolet Van	5.00	10		31,349.32	
3	5	80/R180 2011 Dodge Grand Caravan	5.00	9		26,701.97	Assigned to Planning 2020
4	5	#89 2005 Dodge Grand Caravan	5.00	15		27,054.60	
5	5	#91 2005 Dodge Grand Caravan	5.00	15		27,054.60	CIP 817 2021
6	5	#94 2005 Dodge Grand Caravan	3.00	15	0	27,054.63	
7	5	96/R196 2012 Dodge Grand Caravan	5.00	8		26,672.68	Assigned to F&G 2020
8	5	#101 2006 Caravan Grand Dodge	5.00	14		31,014.18	
9	5	R-119 2007 Chevrolet Express Passenger Van	5.00	13		26,511.94	
10	5	#805 1991 Heavy-Duty Tow Truck	5.00	29		297,430.60	
11	5	#808 1999 Ford F350 1 Ton	3.00	21	0	38,620.60	CIP 349 2021
12	5	#813 2009 F450 Ford Truck	5.00	11		79,996.19	
13	5	#814 2008 Chevy Uplander	5.00	12		23,443.59	
14	5	#815 2008 Ford F350 Truck	5.00	12		40,315.92	CIP 816 2021
15	5	#816 Ford F350 Truck With	3.00	12	0	41,990.27	CIP 816 2021
16	5	#817 2008 Chevy Uplander	5.00	12		23,443.59	
17	5	#818 2009 Ford F450	3.00	11	0	79,957.42	CIP 778
18	5	#819 2011 Ford F350 Pickup	5.00	10		51,973.44	CIP 816 2021
19	5	#820 2010 Ford F350 Pickup	5.00	10		52,020.93	CIP 816 2021
20	5	#821 2011 Ford F450	5.00	9		64,355.37	CIP 509 2022
21	5	#822 2011 Ford F450	5.00	9		64,882.72	CIP 509 2022
22	5	#823 2012 Ford F350 Truck	5.00	8		75,993.92	Includes Tommy Gate and Air Compressor on truck
23	5	#824 2012 Tow Truck -Freightliner	5.00	8		154,308.81	
24	5	#825 2016 Ford F-350 1 Ton Pickup	5.00	4		44,947.93	
25	5	#826 2016 Ford F450 1 Ton	5.00	4		53,313.26	
26	5	#827 2016 Chevrolet Colorado Truck	5.00	4		28,563.27	CIP 778
27	5	#828 2017 Ford Service Truck	5.00	3		45,351.99	
28	5	#829 2018 FORD F350	5.00	2		34,238.01	
29	5	#830 2018 Ford F350	5.00	2		34,238.01	
30	5	#831 2018 Ford F350	5.00	2		34,238.01	
31	5	#832 2018 FORD F350	5.00	2		34,238.01	
32	5	#833 2019 Ford F550 Dump Truck	5.00	1		64,065.77	
33	5	#834 2019 Ford F550 FLAT BED	5.00	1		77,234.67	
34	5	#835 F750 Crane Shelter Response Vehicle	5.00	0		224,100.74	
35	5	#836 Ford Shelter Response Truck	5.00	0		46,942.03	
36	5	#837 Ford Shelter Response Truck	5.00	0		46,608.16	
37	5	#929 2007 Ford Taurus	5.00	14		19,373.99	
38	5	#932 2007 Toyota Prius	5.00	13		31,539.53	
39	5	#940 2010 Ford Pickup	5.00	10		27,942.53	CIP 536 2021
40	5	#945 2013 Ford Escape SE	5.00	7		28,937.05	CIP 536 2021
41	5	#946 2013 Ford Escape SE	5.00	7		28,937.05	CIP 536 2021
42	5	#947 2014 Ford Escape SE	5.00	6		27,950.95	CIP 818 2026
43	5	#948 2014 Ford Escape SE	5.00	6		27,950.95	
44	5	#949 2015 Ford Fusion	5.00	5		20,596.46	
45	5	#950 2016 Ford Focus	5.00	4		18,016.03	CIP 818 2026

46	5	#951 2017 Ford Police Interceptor	5.00	3		31,985.69	CIP 559 2022
47	5	#952 2018 Ford F150	5.00	2		38,780.40	CIP 760 2024
48	5	#953 2018 Ford F150 4X4	5.00	2		38,289.57	CIP 760 2024
49	5	#954 2018 Ford F150 4X4	5.00	2		37,948.39	
50	5	#955 2018 Ford F150 4X4	5.00	2		37,948.39	
51	5	#956 2018 Ford F150 4X4	5.00	2		37,948.39	
52	5	#957 2019 Ford Escape SE AWD	5.00	1		26,464.80	CIP 776 2025
53	5	#958 2019 Ford Escape AWD	5.00	1		26,098.33	CIP 776 2025
54	5	#959 2019 Ford Escape SE AWD	5.00	1		26,439.08	
55	5	#960 2019 Ford Escape SE AWD	5.00	1		26,098.33	
Total Replacement Cost						\$2,671,403	

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE DECISION SUPPORT CALCULATIONS

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Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Maint Percentage	Meets Financial Needs of SGR <50%
1	62	\$4,664	\$26,553	18%	Yes
2	74	\$2,513	\$26,500	9%	Yes
3	80	\$6,094	\$23,284	26%	Yes
4	89	\$9,356	\$20,482	46%	Yes
5	91	\$5,922	\$20,482	29%	Yes
6	94	\$11,629	\$20,482	57%	No
7	96	\$5,222	\$23,739	22%	Yes
8	101	\$6,450	\$24,237	27%	Yes
9	119	\$4,235	\$21,305	20%	Yes
10	805	\$42,636	\$157,033	27%	Yes
11	808	\$32,216	\$24,941	129%	No
12	813	\$8,798	\$66,525	13%	Yes
13	814	\$9,213	\$19,565	47%	Yes
14	815	\$13,353	\$33,647	40%	Yes
15	816	\$11,003	\$35,044	31%	Yes
16	817	\$4,879	\$19,565	25%	Yes
17	818	\$14,693	\$19,565	75%	No
18	819	\$11,939	\$43,933	27%	Yes
19	820	\$8,796	\$43,973	20%	Yes
20	821	\$11,311	\$56,577	20%	Yes
21	822	\$11,216	\$56,117	20%	Yes
22	823	\$2,842	\$67,635	4%	Yes
23	824	\$1,339	\$137,335	1%	Yes
24	825	\$4,015	\$45,070	9%	Yes
25	826	\$10,909	\$53,458	20%	Yes
26	827	\$1,962	\$28,640	7%	Yes
27	828	\$1,408	\$43,040	3%	Yes
28	829	\$2,674	\$33,500	8%	Yes
29	830	\$2,677	\$33,500	8%	Yes
30	831	\$2,648	\$33,500	8%	Yes
31	832	\$2,583	\$33,500	8%	Yes
32	833	\$25	\$62,773	0%	Yes
33	834	\$31	\$75,676	0%	Yes
34	835	\$0	\$224,101	0%	Yes
35	836	\$0	\$46,942	0%	Yes
36	837	\$0	\$46,608	0%	Yes
37	929	\$3,141	\$15,140	21%	Yes
38	932	\$8,346	\$25,345	33%	Yes
39	940	\$7,927	\$19,565	41%	Yes
40	945	\$7,812	\$26,130	30%	Yes

Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2020 Maint Percentage	Meets Financial Needs of SGR <50%
41	946	\$12,283	\$26,130	47%	Yes
42	947	\$6,801	\$25,650	27%	Yes
43	948	\$2,759	\$25,650	11%	Yes
44	949	\$1,107	\$18,925	6%	Yes
45	950	\$2,354	\$18,065	13%	Yes
46	951	\$10,397	\$30,400	34%	Yes
47	952	\$10,043	\$36,800	27%	Yes
48	953	\$4,203	\$37,135	11%	Yes
49	954	\$4,087	\$37,135	11%	Yes
50	955	\$3,034	\$37,135	8%	Yes
51	956	\$2,845	\$37,135	8%	Yes
52	957	\$429	\$25,931	2%	Yes
53	958	\$268	\$25,572	1%	Yes
54	959	\$101	\$25,905	0%	Yes
55	960	\$198	\$25,572	1%	Yes

SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE SCORECARD

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Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	62	Yes	Yes	11	Y	71,302	Y	5	
2	74	Yes	Yes	15	Y	113,561	Y	5	
3	80	Yes	Yes	9	Y	67,728	Y	5	
4	89	Yes	Yes	15	Y	135,283	Y	5	
5	91	Yes	Yes	15	Y	80,512	Y	5	817/"21"
6	94	Yes	No	15	Y	114,638	Y	3	
7	96	Yes	Yes	8	Y	86,519	Y	5	
8	101	Yes	Yes	14	Y	118,142	Y	5	
9	119	Yes	Yes	13	Y	141,006	Y	5	
10	805	Yes	Yes	29	Y	8,122	Y	5	
11	808	Yes	No	21	Y	87,303	Y	3	349/"21"
12	813	Yes	Yes	11	Y	130,536	Y	5	
13	814	Yes	Yes	12	Y	120,359	Y	5	
14	815	Yes	Yes	12	Y	99,386	Y	5	816/"21"
15	816	Yes	Yes	12	Y	122,411	Y	5	816/"21"
16	817	Yes	Yes	12	Y	101,640	Y	5	
17	818	Yes	No	10	Y	46,476	Y	3	778/"?"
18	819	Yes	Yes	10	Y	118,634	Y	5	816/"21"
19	820	Yes	Yes	10	Y	121,608	Y	5	816/"21"
20	821	Yes	Yes	9	Y	138,487	Y	5	509/"22"
21	822	Yes	Yes	9	Y	147,675	Y	5	509/"22"
22	823	Yes	Yes	7	Y	18,051	Y	5	
23	824	Yes	Yes	8	Y	16,721	Y	5	
24	825	Yes	Yes	4	Y	23,904	Y	5	
25	826	Yes	Yes	4	Y	14,707	Y	5	
26	827	Yes	Yes	4	Y	27,312	Y	5	778/"?"
27	828	Yes	Yes	3	Y	63,255	Y	5	
28	829	Yes	Yes	2	Y	21,268	Y	5	
29	830	Yes	Yes	2	Y	19,557	Y	5	
30	831	Yes	Yes	2	Y	22,367	Y	5	
31	832	Yes	Yes	2	Y	21,522	Y	5	
32	833	Yes	Yes	1	Y	4,946	Y	5	
33	834	Yes	Yes	1	Y	3,586	Y	5	
34	835	Yes	Yes	1	Y	480	Y	5	
35	836	Yes	Yes	1	Y	469	Y	5	
36	837	Yes	Yes	1	Y	1,436	Y	5	
37	929	Yes	Yes	13	Y	64,895	Y	5	
38	932	Yes	Yes	13	Y	180,431	Y	5	
39	940	Yes	Yes	10	Y	107,626	Y	5	536/"21"
40	945	Yes	Yes	7	Y	142,856	Y	5	559/"22"

Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
41	946	Yes	Yes	7	Y	166,144	Y	5	536/"21"
42	947	Yes	Yes	6	Y	54,472	Y	5	818/"26"
43	948	Yes	Yes	6	Y	7,307	Y	5	
44	949	Yes	Yes	5	Y	27,995	Y	5	
45	950	Yes	Yes	4	Y	75,621	Y	5	818/"26"
46	951	Yes	Yes	3	Y	60,138	Y	5	559/"22"
47	952	Yes	Yes	3	Y	94,568	Y	5	760/"24"
48	953	Yes	Yes	2	Y	61,604	Y	5	760/"24"
49	954	Yes	Yes	2	Y	46,743	Y	5	
50	955	Yes	Yes	2	Y	55,815	Y	5	
51	956	Yes	Yes	2	Y	53,012	Y	5	
52	957	Yes	Yes	1	Y	28,848	Y	5	776/"25"
53	958	Yes	Yes	1	Y	37,778	Y	5	776/"25"
54	959	Yes	Yes	1	Y	21,292	Y	5	
55	960	Yes	Yes	1	Y	5,358	Y	5	

Total Vehicles 55

Total Meeting SGR 55

Percentage meeting SGR 100%

Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its
3	Asset Management Targets.
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"

Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

**SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT –
MAJOR SUBSYSTEMS ASSET INVENTORY**

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**Public Transportation Management System
Owned Equipment Inventory**

For Spokane Transit Authority

12/31/2020

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.

Signature and Title

Date

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	9	#308 Boom Aerial Lift Platform	3.00	34	0	\$ 70,514.25	
2	9	20 HP Auto Power Washer	3.00	34	0	63,207.79	
3	9	Double Spindle Brake Drum Lathe	2.00	33	0	79,350.92	
4	16	Van Washer	3.00	26	0	138,091.62	Located at North Boone building 1230 W. Boone Ave.
5	16	Historical Display	5.00	25	0	111,488.36	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
6	16	Steam Pit Lift	3.50	16	0	205,798.50	
7	2	Odyssey Fareboxes-Qty 22	3.00	13	0	348,747.03	
8	9	Six Post Hoist	4.00	13	0	57,316.04	
9	9	Tennet Floor Scrubber	3.00	12	0	59,827.68	
10	16	Emergency Generator	4.00	12	9	110,783.00	Located N Boone building 1230 Boone Ave
11	16	Bus Vacuum System	4.00	12	0	153,371.49	
12	9	FSX Machine	4.00	12	0	68,966.00	
13	2	Cash Boxes -Paratransit-Qty 98	3.00	9	0	120,416.20	
14	2	Farebox- 36" Odyssey-Qty 146	3.00	9	0	2,717,971.24	
15	16	Emergency Generator-Qty 2	4.00	7	13	355,522.69	Both located at South Boone building 1229 Boone Ave.
16	9	#318 Floor Scrubber	3.00	6	2	64,221.91	
17	10	Real Time Signs and Software	4.50	4	1	176,597.00	Located at Mirabeau and Five Mile Park and Ride Lots
18	9	#325 Bobcat Toolcat Utility work machine	5.00	3	5	80,541.23	
19	10	Real Time Signs and Software	2.50	3	2	162,170.86	Located at South Hill Park and Ride Lot, Valley Transit Center, and Jefferson Lot
20	10	Real Time Signs and Software-2018	3.00	2	3	99,132.08	Located at West Plains Transit Center
21	16	Emergency Generator	4.50	2	18	106,631.97	Located at 1212 Sharp Ave
22	9	2019 Toyota Forklift	5.00	1	7	57,168.49	
23	16	Emergency Generator	5.00	1	7	325,116.80	Located in Boone NW Garage, 1224 Cedar St.
24	9	M30 TENNANT FLOOR SCRUBBER	5.00	0	3	100,648.80	
25	10	Inventory Real Time Sign SW/EQ	5.00	0	3	108,633.72	
26	4	Fleetwatch Fluid Management System	5.00	2	13	557,942.10	asset # 01511
Total Replacement Cost						6,500,177.78	

Replacement cost was calculated by using a 3% compounding inflation rate based on age. The following formula was used to calculate the replacement cost. =Acquisition Cost*(1+3%/period per yr)^(period per yr*age in years)

The remaining life of the equipment listed above is an industry estimate and will be evaluated based on the equipment's ability to serve the functions of the company whether through upgrade or replacement. These numbers serve as an indicator to reevaluate the functionality of the equipment and do not always translate as replacement.

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SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – MAJOR SUBSYSTEMS DECISION SUPPORT CALCULATIONS

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OWNED EQUIPMENT (F/G) CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

1	Historical Display	5	5	5	5	5
2	BNWG Emergency Generator	5	5	5	5	5
3	Emergency Generator SW and S Boone (2)	4	4	4	4	4
4	Emergency Generator N Boone	4	4	4	4	4

OWNED EQUIPMENT (F/G) CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

5	Emergency Generator 1212 Sharp	5	4	5	4	4.5
6	Steam Pit Lift	4	3	4	3	3.5
7	Bus Vacuum System	4	4	4	4	4
8	Van Washer	3	3	3	3	3
9	FSX Machine	4	4	4	4	4
10	M30 Tenant Floor Scrubber	5	5	5	5	5
11	#325 Bobcat Toolcat Utility Work Machine	5	5	5	5	5
12	#318 Floor Scrubber	3	3	3	3	3
13	2019 Toyota Forklift	5	5	5	5	5
14	Fleetwatch Fluid Management System	5	5	5	5	5
15	Farebox-36" Odyssey (Qty 146)	3	3	3	3	3
16	Odyssey Fareboxes- Qty 22	3	3	3	3	3
17	Cash Boxes- Paratransit (Qty 98)	3	3	3	3	3
18	Equipment -2 Double Sided Signs Mirabeau, 5 Mile	4	5	4	5	4.5
19	#308 Boom Aerial Lift Platform	3	3	3	3	3
20	20 HP Auto Power Washer	3	3	3	3	3
21	Double Spindle Brake Drum Lathe	2	2	2	2	2
22	Six Post Hoist	4	4	4	4	4

23	Tennet Floor Scrubber	3	3	3	3	3
24	Real Time Signs and Software South Hill, VTC, Jefferson	2	3	3	2	2.5
25	Real Time Signs and Software-2018 West Plains	3	3	3	3	3
26	Inventory Real Time Sign SW/EQ	5	5	5	5	5

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SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT –
MAJOR SUBSYSTEMS SCORE CARD

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F/G OWNED EQUIPMENT MAJOR SUBSYSTEMS, BY FACILITY				Notes: Asset Replace CIP Number
	Equipment Description	Condition Score	Meets SGR	
1229 W. Boone Avenue				
1	Historical Display	5	Yes	
2	Emergency Generator Qty (2)	4	Yes	
3	Steam Pit Lift	3.5	Yes	
4	Bus Vacuum System	4	Yes	
5	M30 TENNANT FLOOR SCRUBBER	5	Yes	
6	#325 BOBCAT TOOLCAT UTILITY WORK MACHINE	5	Yes	
7	#318 Floor Scrubber	3	Yes	
8	#308 Boom Aerial Lift Platform	3	Yes	
9	20 HP Auto Power Washer	3	Yes	
10	Double Spindle Brake Drum Lathe	2	No	*
11	Six Post Hoist	4	Yes	
12	Tennet Floor Scrubber	3	Yes	
13	FSX Machine	4	Yes	
14	2019 TOYOTA FORKLIFT	5	Yes	
15	Fleetwatch Fluid Management System	5	Yes	
16	Farebox- 36" Odyssey (Qty 146)	3	Yes	
17	Inventory Real Time Sign SW/EQ	5	Yes	
18	Odyssey Fareboxes-Qty 22	3	Yes	
* Since the F/R Brake Lathe is no longer supported by the manufacturer, we may choose to buy standard brake kits for the coaches that do not require a lathe to cut drums and shoes.				
1230 W. Boone Avenue				
19	Emergency Generator	4	Yes	
20	Van Washer	3	Yes	
21	Cash Boxes -Paratransit (Qty 98)	3	Yes	
Boone NW Garage				
22	BNWG Emergency Generator	5	Yes	
1212 Sharp Avenue (Paratransit Ops)				
23	EMERGENCY GENERATOR	4.5	Yes	
5 Mile and Mirabeau Park and Ride				
24	EQUIPMENT -2 DOUBLE SIDED SIGNS-MIRA	4.5	Yes	
South Hill, VTC and Jefferson				
25	Real Time Signs and Software	2.5	Yes	

West Plains Transfer Center				
26	Real Time Signs and Software-2018	3	Yes	

Total Equipment Assets	26
Total Assets Meeting SGR	25
Percentage Meeting SGR	96.15%

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS ASSET INVENTORY

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**Public Transportation Management System
Owned Equipment Inventory**

Agency: Spokane Transit Authority

Support vehicle and equipment with a acquisition value greater than \$50,000

Refer to instructions for equipment code

12/31/2020

I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.

Signature and Title

Date

No.	Code	Equipment Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, attach a separate comment page)</i>
1	4	Cisco ASR1001-HX Router	5	0	7	\$73,331	asset # 1994
2	4	Cisco S3260 Storage Server	5	0	7	\$79,998	asset # 2136
3	4	Cisco IP Phone Equipment/Software	5	0	7	\$199,990	asset # 2056
4	4	EMC UNITY 300 VIDEO STORAGE	5	1	6	\$95,399	asset # 1842
5	4	CISCO BLADE CHASSIS	5	2	5	\$87,227	asset # 1774
6	4	NETWORK STORAGE - PURE STORAGE FLASH	5	2	5	\$135,288	asset # 1723
7	4	TRAPEZE PASS SUS, RIDEPRO	4	3	4	\$112,312	asset # 1656
8	4	VANPOOL MCD NAV SYSTEM	4	3	4	\$331,097	asset # 01559
9	4	SOFTWARE-TYLER MUNIS	5	3	4	\$1,443,878	asset # 01527 Will renew useful life w/upgrade
10	4	SMART BUS CADAVAL HARDWARE/SOFTWARE	4.25	4	3	\$5,444,264	asset # 1670
11	8	RADIO COMMUNICATION SYSTEM	4.5	4	3	\$5,591,870	asset # 01528
12	4	SOFTWARE - VANPOOL	2	7	0	\$71,159	asset # 01424 CIP 562
13	4	Phone System-Upgrade Avaya	2	7	0	\$130,219	asset # 01421 CIP 800
14	4	Trapeze Timekeeping System	4	8	2	\$259,738	asset # 00204
15	4	Trapeze Info-Web, Pass Cert, Agent, IVR, Pass Ops Sign In, FX/Blockbuster	4	9	1	\$887,679	asset # 00192
16	4	1997 SW-LICENSING TRAPEZE PHASE I	3.25	23	0	\$203,767	asset # 00373
17	2	Vaulting System -NW Boone Garage	5	2	13	\$108,201	asset # 1927
18	2	Vaulting System -Boone	3	9	6	\$218,161	asset # 00152
19	2	Vaulting System -Fsc	3	9	6	\$165,195	asset # 00155
20	4	Pos Inventory Control Sys-Software	4	10	5	\$134,248	asset # 00128
21	3	Security Camera System-Boone 2010	3	8	5	\$892,113	asset # 00226
22	3	Security Camera System-Boone 2012	3	10	3	\$312,590	asset # 00122
23	3	Smartbus Camera System (Safety Vision)	3	7	0	\$2,270,240	Replaced Dec 2020 into Jan 2021 CIP 468
24	4	Fiberoptic Connection	4	13	0	\$54,624	
25	2	Coin Sorter/Counter/CPU/Conveyor Belt	4	9	0	\$61,162	

26	4	Trapeze-INFO-Web G3 Responsive Migration	4	1	4	\$24,397	
27	4	Trapeze-Info IVR Update	4	6	0	\$48,539	
28	4	Trapeze Software-Info Com Update	4	8	0	\$38,140	
29	4	Dell Servers - Qty 2	2	5	2	\$108,122	
Total:						\$19,582,947	

Replacement cost was calculated by using a 3% compounding inflation rate based on age. The following formula was used to calculate the replacement cost.

$$= \text{Acquisition Cost} * (1 + 3\% / \text{period per yr}) ^ {(\text{period per yr} * \text{age in years})}$$

IS Software can be upgraded to extend its useful remaining life. The remaining life of the equipment listed above is an industry estimate and will be evaluated based on the equipment's ability to serve the functions of the company whether through upgrade or replacement. These numbers serve as an indicator to reevaluate the functionality of the equipment and do not always translate as replacement.

SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS DECISION SUPPORT CALCULATIONS

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OWNED EQUIPMENT (F/G) CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and would pose safety hazard if put in service	Major component failures	1	Poor	1.0 -1.9

1	Cisco ASR1001-HX Router	5	5	5	5	5
2	Cisco S3260 Storage Server	5	5	5	5	5
3	Cisco IP Phone Equipment/Software	5	5	5	5	5

OWNED EQUIPMENT (F/G) CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

4	EMC UNITY 300 VIDEO STORAGE	5	5	5	5	5
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5	CISCO BLADE CHASSIS	5	5	5	5	5
6	NETWORK STORAGE - PURE STORAGE FLASH	5	5	5	5	5
7	TRAPEZE (PASS SUS)	4	4	4	4	4
8	VANPOOL RIDEPRO SOFTWARE-CALC	4	4	4	4	4
9	SOFTWARE-TYLER MUNIS	5	5	5	5	5
10	SMART BUS CADA VL HARD/SOFTWARE	5	4	4	4	4.25
11	RADIO COMMUNICATION SYSTEM	5	4	4	5	4.5
12	SOFTWARE - VANPOOL	2	2	2	2	2
13	Phone System- Upgrade Avaya	2	2	2	2	2
14	Trapeze Timekeeping System	4	4	4	4	4
15	Trapeze Info-Web, Pass Cert, Agent, IVR, Pass Ops & Sign In, FX/Blockbuster	4	4	4	4	4

OWNED EQUIPMENT (F/G) CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

16	1997 SW- LICENSING TRAPEZE PHASE I	3	3	4	3	3.25
17	Vaulting System - NW Boone Garage	5	5	5	5	5
18	Vaulting System - Boone	3	3	3	3	3
19	Vaulting System -Fsc	3	3	3	3	3
20	Pos Inventory Control Sys- Software	4	4	4	4	4

21	Security Camera System-Boone 2010	3	3	3	3	3
22	Security Camera System-Boone 2012	3	3	3	3	3
23	Smartbus Camera System (Safety Vision)	3	3	3	3	3
24	Fiberoptic Connection	4	4	4	4	4
25	Coin Sorter/Counter/CPU /Conveyer Belt	3	4	4	3	3.5
26	Trapeze Software - Info Com Update	4	4	3	4	3.75
27	Dell Servers - Qty 2	2	2	2	2	2
28	Trapeze-INFO-Web G3 Responsive Migration	4	4	4	4	4
29	Trapeze-Info IVR Update	4	4	3	4	3.75

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SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS SCORECARD

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OWNED EQUIPMENT INFORMATION SYSTEMS				Notes: CIP Number
	Equipment Description	Condition Score	Meets SGR	
1	Cisco ASR1001-HX Router	5	Yes	
2	Cisco S3260 Storage Server	5	Yes	
3	Cisco IP Phone Equipment/Software	5	Yes	
4	EMC UNITY 300 VIDEO STORAGE	5	Yes	
5	CISCO BLADE CHASSIS	5	Yes	
6	Fiberoptic Connection	4	Yes	
7	Coin Sorter/Counter/CPU/Conveyer belt	3.5	Yes	
8	Trapeze Software-Info Com Update	3.75	Yes	Upgrade
9	Dell Servers - Qty 2	2	No	527, 528
10	NETWORK STORAGE - PURE STORAGE FLASH	5	Yes	
11	TRAPEZE PASS SUS, RIDEPRO	4	Yes	
12	VANPOOL MCD NAV SYSTEM SOFTWARE	4	Yes	
13	SOFTWARE-TYLER MUNIS	5	Yes	Upgrade
14	SMART BUS CADA VL SOFTWARE/HARDWARE	4.25	Yes	
15	RADIO COMMUNICATION SYSTEM	4.5	Yes	
16	SOFTWARE - VANPOOL	2	No	562
17	Phone System-Upgrade Avaya	2	No	800
18	Trapeze Timekeeping System	4	Yes	
19	Trapeze-Web, IVR, Agent, Pass Cert, Sched/FX, Pass Ops	4	Yes	Upgrade
20	1997 SW-LICENSING TRAPEZE PHASE I	3.25	Yes	
21	Vaulting System -Boone	3	Yes	
22	SECURITY CAMERA SYSTEM - BOONE 2012	3	Yes	
23	SECURITY CAMERA SYSTEM-BOONE 2010	3	Yes	
24	Pos Inventory Control Sys-Software	4	Yes	
25	Smartbus Camera System (Safety Vision)	3	Yes	468
26	Trapeze-INFO-Web G3 Responsive Migration	4	Yes	
27	Trapeze-Info IVR Update	4	Yes	
28	Vaulting System - NW Boone Garage	5	Yes	
29	Vaulting System -Fsc	3	Yes	

Total Information Systems Equipment 29

Total Inform Sys Equip Meeting SGR 26

Percentage Meeting SGR 89.7%

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SECTION 3: FACILITIES

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SECTION 3A: FACILITIES – OWNED FACILITIES ASSET INVENTORY

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Public Transportation Management System Owned Facilities Inventory						I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.	
Spokane Transit Authority						Signature and Title	Date
12/31/2020							
Facil	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
23	Boone Street Avenue	1997 and Prior	3.95	33	27	48,977,505	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. This facility went through an extensive upgrade during 2015 and 2016 to make it more energy efficient. Facility has had over \$8 million in facility upgrades or replacement since built with another \$2.4 million scheduled to be expensed over the years 2017-2022. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance. In 2018, STA placed in service a renovation of office space and reception area providing better accessibility, safety and security. Also a new fueling system was installed in the maintenance facility.
		1998				29,580	
		1999				26,795	
		2000				99,837	
		2001				25,625	
		2005				181,292	
		2006				90,597	
		2007				285,995	
		2008				645,119	
		2009				743,750	
		2010				5,110	
		2011				1,248,502	
		2012				3,088,396	
		2013				891,685	
		2014				72,115	
		2016				3,182,476	
		2017				129,635	
		2018				859,419	
		2020				28,503	
21	Fleetwatch Fueling System	2018	5.0	2	13	595,106	Fleetwatch Fueling System located within the maintenance facility at 1230 W Boone. Added Boone NW Garage to Fleetwatch Fueling System in 2019.
23	Paint Booth	2019	5.0	1	14	1,558,316	Vehicle Paint Booth located within the South Boone building bus garage.
21	Bus Washer	2016	4.0	4	6	1,242,857	Bus Washer located within the maintenance facility at 1230 W Boone Ave. Installed in 2016, only requires normal preventative maintenance.
11	Charles Fleck Center	1997 and Prior	3.8	29	14	8,041,644	This maintenance building is located at South 123 Bowdsh, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area. The roof was replaced and insulation upgraded in 2016. A chain link fence was added in 2017. STA has \$8.5 Million slated for upgrades to Fleck center preservation through 2022, many of the components are slated for replacement in 2020, including HVAC, Garage doors, and Emergency Generator.
		2016				258,197	
		2017				22,084	
9	Park & Rides	1997 and Prior	4.25	30	variable	1,060,796	Spokane Transit currently serves 14 park and ride lots. These park and ride lots are located throughout the transit service area. STA has \$150 thousand dollars slated for preservation of existing park and rides through 2022. Facilities are holding up very well, they are all cinderblock construction that require little maintenance. Asset meets normal performance standards. In 2018, STA placed in service a new transit center in the West Plains area providing direct connections between the cities of Medical Lake, Cheney, Eastern Washington University, Airway Heights and the City of Spokane. In 2019, STA constructed new transit centers at Spokane Community College and Spokane Falls Community Colleges which replaced existing stations. In 2020, STA placed in service a new transit center in South Spokane (Moran Prairie) on 57th and Palouse Highway. This facility is expected to draw commuters from southeast Spokane traveling to employment centers within Spokane and act as a gathering point for vanpool commuters traveling throughout the region.
		1998				2,439,343	
		2000				193,364	
		2001				1,010,411	
		2003				2,023,547	
		2007				1,517,366	
		2009				3,600	
		2012				84,113	
		2013				10,127	
		2014				38,858	
		2015				44,595	
		2016				143,128	
		2017				534,216	
		2018				7,243,460	
		2019				2,259,781	
		2020				4,613,177	
6	Pence Cole Center	1997 and Prior	4.0	30	24	7,300,277	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. This center had its bathrooms and waiting area redone in 2015. In 2020 parking lot lighting was installed. There is little maintenance required to this facility with an occasional glass replacement due to vandalism. This facility meets normal performance standards.
		2013				48,471	
		2014				467,085	
		2015				12,657	
		2020				28,734	
16	Shelters	1997 and Prior	0.5	28	0	1,722,445	Spokane Transit maintains 153 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. STA has \$500 thousand dollars scheduled for shelter preservation and replacement.
		1998	1.0	22	0	69,047	
		2006	2.5	14	0	96,791	
		2007	2.5	13	0	15,552	
		2009	2.5	11	0	26,704	
		2010	2.5	10	1	26,964	
		2012	3.0	8	3	28,664	
		2013	3.5	7	4	220,674	
		2014	3.5	6	5	224,321	
		2015	4.0	5	6	40,448	
		2016	4.0	4	7	19,741	
		2017	4.0	3	8	52,585	
		2018	4.5	2	9	56,419	
		2019	4.5	1	9	147,401	
		2020	5.0	0	4	194,968	
17	The Plaza	1997 and Prior	4.0	24	26	48,596,820	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. STA has \$2.17 Million slated for Plaza preservation through 2022. This facility shows minimal signs of wear and tear, asset meets performance standards and requires only preventative maintenance and minor repairs. In 2018, STA placed in service a renovation project which brought transit operation, customer amenities and retail shops to the first floor while enhancing accessibility, safety and security. In 2020 The Plaza's garage doors were replaced.
		1998				72,609	
		1999				72,898	
		2002				93,320	
		2007				43,450	
		2010				72,458	
		2012				480,502	
		2013				29,738	
		2016				47,340	
		2018				5,626,977	
		2020				139,473	
	The Plaza Automated Control System	2019	5.0	1	6	259,328	The Plaza building automated control system installed in 2019.
23	1212 Sharp Ave	2014	3.75	6	14	1,318,579	Sharp Avenue Administration and Operations Facility for Paratransit and Vanpool Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility. In 2019 improvements were added including external stair replacement and West Annex sidewalk access. In 2020 three heat/air units were installed.
		2018				27,379	
		2019				126,299	
		2020				30,114	
11	Boone NW Garage	2019	5.0	1	24	9,120,141	Boone NW Garage is a 68,640 sq. foot vehicle storage and maintenance facility located at 1224 Cedar St. (Across the street from Boone Administration building.) This building has restrooms, bus washer and capacity to house a variable number of vehicles depending on vehicle size. Included in this total is Boone NW/G Garage access system, land improvements, permanent fencing, and the security system.
24	BNWG Underground Fuel Storage Tanks		5.0	1	24	263,649	The Boone NW Garage new construction underground fuel storage tank installation.
21	BNWG Bus Washer	2019	5.0	1	9	340,653	Bus Washer located within the vehicle storage and maintenance facility at 1224 Cedar St. Installed in 2019, requires normal preventative maintenance.
Total Replacement Cost						\$ 173,111,699	

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SECTION 3A: FACILITIES – OWNED FACILITIES DECISION SUPPORT CALCULATIONS

1212 Sharp/Para Operation

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	3
	Foundation: Walls, column, slab, pilings, etc.	3		

2).	Shell			
	Secondary Score		Primary Score	3.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Deck: Structure, railings	3		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	3.5
	Fixtures	3		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	3		

6).	HVAC			
	Secondary Score		Primary Score	3.5
	Energy supply	4		
	Heat generation & distribution system	4		
	Cooling generation & distribution system	3		
	Testing, balancing, controls & instrumentation	3		

	Primary Scores in Ascending Order		Aggregated rating
1	3		
2	3.5		
3	4		
4	NA	3.75	
5	3.5		
6	3.5		
7	NA		
8	3.75		
9	4		
10	3.75		

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			

8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.75
	<i>Electrical service and distribution</i>	4		
	<i>Lighting & branch wiring (interior/exterior)</i>	3		
	<i>Communications & security</i>	4		
	<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	4
	<i>Emergency Generator</i>	4		

10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.75
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
	<i>Parking lots & associated signage, markings & equipment.</i>	4		
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	3		
	<i>Site development, fences, walls and miscellaneous structures.</i>	3		
	<i>Landscaping and irrigation</i>	4		
	<i>Site utilities</i>	4		

1229 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	3.5
	Elevators	3		
	Hoists	3		
	Lifts	4		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	3.25
	Energy supply	4		
	Heat generation & distribution system	3		
	Cooling generation & distribution system	3		
	Testing, balancing, controls & instrumentation	3		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.75		
3	4		
4	3.5		
5	4		
6	3.25		
7	4		
8	3.75		
9	4		
10	4		
11	4.75		

7).	Fire Protection			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Sprinklers</i>		4		
<i>Standpipes</i>		4		
<i>Hydrants & other fire protection specialties</i>		4		

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	3.75
<i>Electrical service and distribution</i>		4		
<i>Lighting & branch wiring (interior/exterior)</i>		3		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Emergency Generator</i>		4		
<i>Transit Vehicle Washer</i>		4		

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4		
<i>Parking lots & associated signage, markings & equipment.</i>		4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		4		
<i>Site development, fences, walls and miscellaneous structures.</i>		3		
<i>Landscaping and irrigation</i>		4		
<i>Site utilities</i>		4		

11	Maintenance Bays and Pits			
<i>Secondary Score</i>			<i>Primary Score</i>	4.75
Maint. Pit 1 Concrete Walls/Flooring/Stairs		5		
Maint. Pit 1 Metal Supports/Grates/Oil Catch		5		
Maint. Pit 2 Concrete Walls/Flooring/Stairs		5		
Maint. Pit 2 Metal Supports/Grates/Oil Catch		5		
Maint. Pit 3 Concrete Walls/Flooring/Stairs		5		
Maint. Pit 3 Metal Supports/Grates/Oil Catch		5		
Maint. Pit BS Concrete Walls/Flooring/Stairs		4		
Maint. Pit BS Metal Supports/Grates/Oil Catch		4		

*

* Annotates added sub asset of this facility

1230 W Boone Avenue

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	3.5
	Elevators	3		
	Hoists	3		
	Lifts	4		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		
	Cooling generation & distribution system	4		
	Testing, balancing, controls & instrumentation	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4		
3	4		
4	3.5		
5	4		
6	4		
7	4		
8	4		
9	3.75		
10	4		

7).	Fire Protection			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Sprinklers</i>		4		
<i>Standpipes</i>		4		
<i>Hydrants & other fire protection specialties</i>		4		

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Electrical service and distribution</i>		4		
<i>Lighting & branch wiring (interior/exterior)</i>		4		
<i>Communications & security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	Equipment			
<i>Secondary Score</i>			<i>Primary Score</i>	3.75
<i>Bus wash</i>		3		
<i>Historical Displays</i>		5		
<i>Steam Pit</i>		3		
<i>Emergency Generator</i>		4		
<i>Bus Vac System</i>		4		
<i>FSX Machine</i>		4		
<i>Floor Scrubber</i>		3		

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4		
<i>Parking lots & associated signage, markings & equipment.</i>		4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		4		
<i>Site development, fences, walls and miscellaneous structures.</i>		3		
<i>Landscaping and irrigation</i>		4		
<i>Site utilities</i>		4		

Charles "Fleck" Center

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		

2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	5		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	3
	Elevators	3		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	2		
	Cooling generation & distribution system	5	*	
	Testing, balancing, controls & instrumentation	5	*	

*Upgraded in 2020

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4		
3	4		
4	3		
5	4	3.8	
6	4		
7	4		
8	3.25		
9	5		
10	3.75		
11	3.5		

7).	Fire Protection			
<i>Secondary Score</i>			<i>Primary Score</i>	4
<i>Sprinklers</i>		4		
<i>Standpipes</i>		4		
<i>Hydrants & other fire protection specialties</i>		4		

8).	Electrical			
<i>Secondary Score</i>			<i>Primary Score</i>	3.25
<i>Electrical service and distribution</i>		4		
<i>Lighting & branch wiring (interior/exterior)</i>		3		
<i>Communications & security</i>		3		
<i>Lightning protection, generators and emergency lighting</i>		3		

9).	Equipment				
	Secondary Score			Primary Score	5
	Emergency Generator	5	*		
	*Replaced 2020				

10).	Site			
<i>Secondary Score</i>			<i>Primary Score</i>	3.75
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4		
<i>Parking lots & associated signage, markings & equipment.</i>		4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>		3		
<i>Site development, fences, walls and miscellaneous structures.</i>		4		
<i>Landscaping and irrigation</i>		3		
<i>Site utilities</i>		4		

11).	Maintenance Bays and Pits			
<i>Secondary Score</i>			<i>Primary Score</i>	3.5
<i>Maint. Pit Concrete Walls/Flooring/Stairs</i>		4		
<i>Maint. Pit Metal Supports/Grates/Oil Catch</i>		3		

* Annotates sub asset added to Facility

Indian Trail EOL

All facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	4	
3	4	
4	NA	4
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	4	

9).	Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Site utilities	4	

STA Plaza

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Basement: materials, insulation, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	3		
	Exterior: doors and all finishes (paint, masonry)	4		

3).	Interiors			
	Secondary Score		Primary Score	3.75
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	3		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	5
	Escalators	5		
	Ellevators	5		

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	3.5
	Energy supply	4		
	Heat generation & distribution system	3		
	Cooling systems, chiller cooling towers	3		

7).	Fire Protection			
	Secondary Score		Primary Score	4
	Sprinklers	4		
	Standpipes	4		
	Hydrants & other fire protection specialties	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.75		
3	3.75		
4	5		
5	4	4	
6	3.5		
7	4		
8	4		
9	NA		
10	3.75		

8).	Electrical		
		Secondary Score	Primary Score 4
<i>Electrical service and distribution</i>		4	
<i>Lighting & branch wiring (interior/exterior)</i>		4	
<i>Communications & security</i>		4	
<i>Lightning protection, generators and emergency lighting</i>		4	

9).	Fare Collection Equipment		
		Secondary Score	Primary Score N/A
N/A			

10).	Site		
		Secondary Score	Primary Score 3.75
<i>Roadways/driveways & associated signage, markings & equipment.</i>		4	
<i>Parking lots & associated signage, markings & equipment.</i>		4	
<i>Pedestrian areas & associated signage, markings & equipment.</i>		3	
<i>Site development, fences, walls and miscellaneous structures.</i>		4	
Site utilities			

5 Mile Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	3.5
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	3		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	4.5	
3	3.5	
4	NA	4
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	4	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Pedestrian areas & associated signage, markings & equipment.	4	
	Site development, fences, walls and miscellaneous structures.	4	
	Landscaping and irrigation	3	
	Site utilities	4	

West Plains Transit Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018.

1).	Substructure		
	Secondary Score		Primary Score
			5
	Foundation: Walls, column, pilings, etc.	5	
	Landing, shelters materials, slab, etc.	5	

2).	Shell		
	Secondary Score		Primary Score
			5
	Superstructure/structural frame: Columns, pillars, walls	5	
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5	
	Exterior: doors and all finishes (paint, masonry)	5	

3).	Interiors		
	Secondary Score		Primary Score
			5
	Partitions: Walls, interior doors, fittings and signage	5	
	Finishes: Materials used on walls, floors and ceilings	5	

4).	Conveyance		
	Secondary Score		Primary Score
			N/A
	N/A		

5).	Plumbing		
	Secondary Score		Primary Score
			5
	Water distribution	5	
	Sanitary Waste	5	
	Rain water drainage	5	

6).	HVAC		
	Secondary Score		Primary Score
			5
	Energy supply	5	
	Heat generation & distribution system	5	

7).	Fire Protection		
	Secondary Score		Primary Score
			N/A
	N/A		

8).	Electrical		
	Secondary Score		Primary Score
			5
	Electrical service and distribution	5	
	Lighting & branch wiring (interior/exterior)	5	
	Communications & security	5	
	Lightning protection, generators and emergency lighting	5	

	Primary Scores in Ascending Order		Aggregated rating
1	5		
2	5		
3	5		
4	NA	5	
5	5		
6	5		
7	NA		
8	5		
9	NA		
10	5		

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i>
	N/A		N/A

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			5
	Roadways/driveways & associated signage, markings & equipment.	5	
	Parking lots & associated signage, markings & equipment.	5	
	Pedestrian areas & associated signage, markings & equipment.	5	
	Site development, fences, walls and miscellaneous structures.	5	
	Landscaping and irrigation	5	
	Site utilities	5	

Hastings Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		
3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		
7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	4.5	
3	4	
4	NA	4
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	3.75	

8).	Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>	N/A
N/A			

10).	Site		
<i>Secondary Score</i>		<i>Primary Score</i>	3.75
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	3		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	4		
<i>Site utilities</i>	4		

Boone Northwest Garage Maintenance/Parking Facility

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	5
	Fixtures	5		
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		

6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		
	Testing, balancing, controls and instrmtn	5		
	Chimneys and vents	5		

	Primary Scores in Ascending Order		Aggregated rating
1	5		
2	5		
3	5		
4	NA	5	
5	5		
6	5		
7	5		
8	5		
9	5		
10	5		

7).	Fire Protection			
<i>Secondary Score</i>		<i>Primary Score</i>	5	
Sprinklers		5		
Stand Pipes		5		
Hydrants & other fire protection specialties		5		

8).	Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	5	
Electrical service and distribution		5		
Lighting & branch wiring (interior/exterior)		5		
Communications & security		5		
Lightning protection		5		

8).	Fare Collection Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	5	
GFI Fare Collection System		5		

10).	Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	5	
Bus wash		5		
Emergency Generator		5		
Diesel Fueling Station		5		

11).	Site			
<i>Secondary Score</i>		<i>Primary Score</i>	5	
Roadways/driveways & associated signage, markings & equipment.		5		
Parking lots & associated signage, markings & equipment.		5		
Pedestrian areas & associated signage, markings & equipment.		5		
Site development, fences, walls and miscellaneous structures.		5		
Landscaping and irrigation		5		
Site utilities		5		

Jefferson Lot Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		
2).	Shell			
	Secondary Score		Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	4		
3).	Interiors			
	Secondary Score		Primary Score	N/A
	N/A			
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	4
	Rain water drainage	4		
6).	HVAC			
	Secondary Score		Primary Score	N/A
	N/A			
7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			
8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		
9).	Fare Collection Equipment			
	Secondary Score		Primary Score	N/A
	N/A			

Primary Scores in Ascending Order		Aggregated rating
1	4	
2	4	4
3	NA	
4	NA	4
5	4	
6	NA	4
7	NA	
8	4	4
9	NA	
10	4	4

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i>
			4
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	4	
	<i>Parking lots & associated signage, markings & equipment.</i>	4	
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	4	
	<i>Site development, fences, walls and miscellaneous structures.</i>	3	
	Site utilities	4	

K Street Station

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	4.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4.5		
3	4		
4	NA	4	
5	4		
6	4		
7	NA		
8	4		
9	NA		
10	4		

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Pedestrian areas & associated signage, markings & equipment.	4	
	Site development, fences, walls and miscellaneous structures.	4	
	Landscaping and irrigation	4	
	Site utilities	4	

Liberty Lake Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	3.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	2		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection, generators and emergency lighting	4		

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	3.5	
3	4	
4	NA	3.9
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	3.75	

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 3.75
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Pedestrian areas & associated signage, markings & equipment.	4	
	Site development, fences, walls and miscellaneous structures.	3	
	Landscaping and irrigation	3	
	Site utilities	4	

Medical Lake Transfer Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure		
	Secondary Score		Primary Score 4
	Foundation: Walls, column, pilings, etc.	4	
	Landing, shelters materials, slab, etc.	4	
2).	Shell		
	Secondary Score		Primary Score 4.5
	Superstructure/structural frame: Columns, pillars, walls	4	
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4	
	Exterior: doors and all finishes (paint, masonry)	5	
3).	Interiors		
	Secondary Score		Primary Score 4
	Partitions: Walls, interior doors, fittings and signage	4	
	Finishes: Materials used on walls, floors and ceilings	4	
4).	Conveyance		
	Secondary Score		Primary Score N/A
	N/A		
5).	Plumbing		
	Secondary Score		Primary Score 4
	Water distribution	4	
	Sanitary Waste	4	
	Rain water drainage	4	
6).	HVAC		
	Secondary Score		Primary Score 4
	Energy supply	4	
	Heat generation & distribution system	4	
7).	Fire Protection		
	Secondary Score		Primary Score N/A
	N/A		

Primary Scores in Ascending Order		Aggregated rating
1	4	
2	4.5	
3	4	
4	NA	4
5	4	
6	4	
7	NA	
8	4	
9	NA	
10	3.75	

8).	Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>	N/A
N/A			

10).	Site		
<i>Secondary Score</i>		<i>Primary Score</i>	3.75
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	3		
<i>Site utilities</i>	4		

Mirabeau Point Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	3.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	2		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	3.75
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	3		
	Communications & security	4		
	Lightning protection	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.5		
3	4		
4	NA	3.9	
5	4		
6	4		
7	NA		
8	3.75		
9	NA		
10	3.75		

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 3.75
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Pedestrian areas & associated signage, markings & equipment.	4	
	Site development, fences, walls and miscellaneous structures.	3	
	Landscaping and irrigation	3	
	Site utilities	4	

South Hill Park and Ride

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	3.5
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	2		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4
	Energy supply	4		
	Heat generation & distribution system	4		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	Electrical			
	Secondary Score		Primary Score	4
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		
	Lightning protection	4		

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	3.5		
3	4		
4	NA	4	
5	4		
6	4		
7	NA		
8	4		
9	NA		
10	4		

9).	Fare Collection Equipment		
	<i>Secondary Score</i>		<i>Primary Score</i> N/A
	N/A		

10).	Site		
	<i>Secondary Score</i>		<i>Primary Score</i> 4
	Roadways/driveways & associated signage, markings & equipment.	4	
	Parking lots & associated signage, markings & equipment.	4	
	Pedestrian areas & associated signage, markings & equipment.	4	
	Site development, fences, walls and miscellaneous structures.	3	
	Landscaping and irrigation	4	
	Site utilities	4	

Pence-Cole Valley Transit Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, pilings, etc.	4		
	Landing, materials, slab, etc.	4		

2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	3		

3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			

5).	Plumbing			
	Secondary Score		Primary Score	4
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

6).	HVAC			
	Secondary Score		Primary Score	4.5
	Energy supply	4		
	Heat generation & distribution system	5		

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

	Primary Scores in Ascending Order	Aggregated rating
1	4	
2	3.75	
3	4	
4	NA	4
5	4	
6	4.5	
7	NA	
8	4	
9	NA	
10	4	

8).	Electrical		
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution</i>	4		
<i>Lighting & branch wiring (interior/exterior)</i>	4		
<i>Communications & security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		

9).	Fare Collection Equipment		
<i>Secondary Score</i>		<i>Primary Score</i>	N/A
N/A			

10).	Site		
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Roadways/driveways & associated signage, markings & equipment.</i>	4		
<i>Parking lots & associated signage, markings & equipment.</i>	4		
<i>Pedestrian areas & associated signage, markings & equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.</i>	4		
<i>Landscaping and irrigation</i>	3		
<i>Site utilities</i>	4		

Moran Station

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		
2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		
3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	5
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		
6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		
	Cooling generation & distribution	5		
	Testing, balancing, controls & instrumentation	5		

	Primary Scores in Ascending Order	Aggregated rating
1	5	
2	5	
3	5	
4	NA	5
5	5	
6	5	
7	NA	
8	5	
9	NA	
10	5	

7).	Fire Protection		
	Secondary Score	Primary Score	N/A
	N/A		

8).	Electrical		
	Secondary Score	Primary Score	5
	Electrical service and distribution	5	
	Lighting & branch wiring (interior/exterior)	5	
	Communications & security	5	
	Lightning protection	5	

9).	Fare Collection Equipment		
	Secondary Score	Primary Score	N/A
	N/A		

10).	Site		
	Secondary Score	Primary Score	5
	Roadways/driveways & associated signage, markings & equipment.	5	
	Parking lots & associated signage, markings & equipment.	5	
	Pedestrian areas & associated signage, markings & equipment.	5	
	Site development, fences, walls and miscellaneous structures.	5	
	Landscaping and irrigation	5	
	Site utilities	5	

SCC Transit Center

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure			
	Secondary Score		Primary Score	5
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		
2).	Shell			
	Secondary Score		Primary Score	5
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		
3).	Interiors			
	Secondary Score		Primary Score	5
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		
4).	Conveyance			
	Secondary Score		Primary Score	N/A
	N/A			
5).	Plumbing			
	Secondary Score		Primary Score	5
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		
6).	HVAC			
	Secondary Score		Primary Score	5
	Energy supply	5		
	Heat generation & distribution system	5		
	Cooling generation & distribution	5		
	Testing, balancing, controls & instrumentation	5		

	Primary Scores in Ascending Order	Aggregated rating
1	5	
2	5	
3	5	
4	NA	5
5	5	
6	5	
7	NA	
8	5	
9	NA	
10	5	

7).	Fire Protection			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			
8).	Electrical			
	<i>Secondary Score</i>		<i>Primary Score</i>	5
	<i>Electrical service and distribution</i>	5		
	<i>Lighting & branch wiring (interior/exterior)</i>	5		
	<i>Communications & security</i>	5		
	<i>Lightning protection</i>	5		
9).	Fare Collection Equipment			
	<i>Secondary Score</i>		<i>Primary Score</i>	N/A
	N/A			
10).	Site			
	<i>Secondary Score</i>		<i>Primary Score</i>	5
	<i>Roadways/driveways & associated signage, markings & equipment.</i>	5		
	<i>Parking lots & associated signage, markings & equipment.</i>	5		
	<i>Pedestrian areas & associated signage, markings & equipment.</i>	5		
	<i>Site development, fences, walls and miscellaneous structures.</i>	5		
	<i>Landscaping and irrigation</i>	5		
	<i>Site utilities</i>	5		

Holland Facilities and Grounds Warehouse

All passenger and parking facilities are assessed using Alternative 2: Median Value for the Condition Rating Aggregation Approach as described on page 22 of the TAM Facility Performance Measure Guidebook: Condition Assessment Calculation, FTA, March 2018

1).	Substructure		
	Secondary Score	Primary Score	4
	Foundation: Walls, column, pilings, etc.	4	
	Landing, shelters materials, slab, etc.	4	
2).	Shell		
	Secondary Score	Primary Score	4
	Superstructure/structural frame: Columns, pillars, walls	4	
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4	
	Exterior: doors and all finishes (paint, masonry)	4	
3).	Interiors		
	Secondary Score	Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4	
	Finishes: Materials used on walls, floors and ceilings	4	
4).	Conveyance		
	Secondary Score	Primary Score	N/A
	N/A		
5).	Plumbing		
	Secondary Score	Primary Score	4
	Fixtures	4	
	Water distribution	4	
	Sanitary Waste	4	
	Rain water drainage	4	
6).	HVAC		
	Secondary Score	Primary Score	3.5
	Energy supply	4	
	Heat generation & distribution system	3	
7).	Fire Protection		
	Secondary Score	Primary Score	N/A

	Primary Scores in Ascending Order		Aggregated rating
1	4		
2	4		
3	4		
4	NA	3.9	
5	4		
6	3.5		
7	NA		
8	4		
9	NA		
10	3.5		

<i>SPRINKLERS</i>	4
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8).	Electrical			
<i>Secondary Score</i>		<i>Primary Score</i>	4	
<i>Electrical service and distribution</i>		4		
<i>Lighting & branch wiring (interior/exterior)</i>		4		
<i>Communications & security</i>		4		
<i>Lightning protection</i>		4		

9).	Fare Collection Equipment			
<i>Secondary Score</i>		<i>Primary Score</i>	N/A	
N/A				

10).	Site			
<i>Secondary Score</i>		<i>Primary Score</i>	3.5	
<i>Roadways/driveways & associated signage, markings & equipment.</i>		3		
<i>Parking lots & associated signage, markings & equipment.</i>		3		
<i>Site development, fences, walls and miscellaneous structures.</i>		4		
<i>Site utilities</i>		4		

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SECTION 3A: FACILITIES – OWNED FACILITIES SCORECARD

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OWNED MAINTENANCE, ADMINISTRATION and PASSENGER and PARKING FACILITIES 2020				Notes: Facility Preservation and Improvement CIP Number
Equipment Description		Aggregated Condition Score	Meets SGR	
Maintenance and Administrative Facilities				
1	Fleck Center, 127 W. Bowdish	3.8	Yes	354, 424, 463, 507, 508, 787, 807, 808
2	Indian Trail EOL, W. Blackfoot and Indian Trail Rd	4.0	Yes	
3	Para Operations, 1212 N. Sharp Ave.	3.75	Yes	547, 580, 557, 733
4	Plaza, 107 W. Riverside	4.0	Yes	471, 514, 515, 564, 612, 480, 495
5	STA N. Boone, 1230 W. Boone Ave.	4.0	Yes	207, 298, 332, 429, 502, 189, 324, 345, 351, 376, 377, 378, 454, 458, 460, 505, 511, 556, 587, 736, 737, 738, 745, 762, 766, 777, 782, 783, 784, 803, 804, 809, 810, 811, 812, 813, 828, 829, 852, 401
6	STA S. Boone, 1229 W. Boone Ave.		Yes	
7	Holland Warehouse, 608 E. Holland	3.9	Yes	Leased for F/G
8	NW Boone Garage, 1224 Cedar St.	5.0	Yes	502, 766, 779, 780, 781
Passenger and Parking Facilities				
1	Cheney K St. P&R, K Street and 1st	4.0	Yes	569 & 477 & 469 & 383, 384, 385, 510, 513, 613, 405, 406, 407, 464, 480, 519, 520, 521, 522, 523, 526, 548, 550, 551, 552, 555, 573, 574, 613, 732
2	Five Mile P&R, Ash and Five Mile Rd.	4.0	Yes	
3	Hastings P&R, Mayfair and Hastings Rd.	4.0	Yes	
4	Jefferson Lot P&R, Jefferson ST. and I-90	4.0	Yes	
5	Liberty Lake P&R, Mission Ave.	3.9	Yes	
6	Medical Lake Transit Center, Broad St. & Lake	4.0	Yes	
7	Mirabeau P&R, 13209 E. Indiana Ave.	3.9	Yes	
8	South Hill P&R, 31st Ave. & Southwest Blvd.	4.0	Yes	
9	Valley Transfer Center, 4th Ave. & University	4.0	Yes	
10	West Plains Transit Center	5.0	Yes	464, 510, 513, 523
11	Moran Prairie Park and Ride, 5625 S. Palouse	5.0	Yes	510, 513, 523, 542, 779, 780,
12	SCC Transfer Center, SCC Campus	5.0	Yes	475, 523, 779, 780, 781

Total Facilities 20

Total Facilities Meeting SGR 20

Percentage Meeting SGR 100.0%

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CHAPTER FOUR: STA ASSET MANAGEMENT PLAN – INVESTMENT PRIORITIZATION, IMPLEMENTATION STRATEGY, AND IDENTIFICATION OF RESOURCES

INVESTMENT PRIORITIZATION PROCESS

Spokane Transit updates its capital program annually. The planning horizon covers the upcoming budget year plus five program years. This planning horizon complies with Washington State Department of Transportation's current requirements for transit agencies to submit a Transit Development Plan by September of each year.

The entity charged with developing the plan is STA's Projects Committee. The committee chair is STA's Director of Finance and Information Services. Every department has at least one member on this committee. The Projects Committee reviews all new and replacement capital projects. It also considers major maintenance projects that may be funded by either capital or operational resources.

The Project Committee then lists all projects in STA's Capital Improvement Program (CIP).

- Assets identified through the TAM assessment process as not meeting the established standard must be included in the CIP. These assets would receive the highest priority in terms of timing. As a cross reference, the resulting CIP number is listed on the relevant TAM Scorecard.
- Their replacement/repair projects in the CIP are prioritized based on the projected timeframe an asset will no longer meet the established TAM standard.
- The timing for new, additional assets/projects is based on when those capabilities must be available to meet operational requirements.

Some assets are managed beyond the CIP six-year planning horizon.

- STA's Facility Master Plan projects facility expansion requirements for the next 20 years.
- STA's Vehicle Replacement Plan projects vehicle requirements for the lifecycle of each vehicle in the current fleet. This replacement plan (Enclosure 1) is based on the expected time a vehicle will meet its ULB in years.

Enclosure 1: Fleet Replacement Plans

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Fixed Route Fleet Replacement 2020 - 2026

F/R Coach	Diesel 29'	Diesel 35'	Diesel 40'	Diesel 60'	Hybrid 29'	Hybrid 40'	Battery Electric 60'	Battery Electric 40'	Diesel Double Decker	CIP #s
2020	3	13	83	20	3	25	0	0	0	
+	0	0	0	0	0	0	0	0	0	
-	0	0	0	0	0	0	0	0	0	
Total	3	13	83	20	3	25	0	0	0	147
2021	3	13	83	20	3	25	10	0	0	347
+	0	0	+16	0	0	0	+10	+4	0	483
-	0	-10	-10	0	0	0	0	0	0	568
Total	3	3	89	20	3	25	10	4	0	157
2022	3	3	89	20	3	25	10	4	0	361, 490
+	+3	0	+12	+6	0	0	0	+4	0	568, 836
-	-3	0	-13	-6	0	-3	0	0	0	
Total	3	3	88	20	3	22	10	8	0	157
2023	3	3	88	20	3	22	10	8	0	486
+	0	0	+10	0	0	0	0	+6	+7	532
-	0	-3	-13	0	0	0	0	0	0	533
Total	3	0	85	20	3	22	10	14	7	164
2024	3	0	85	20	3	22	10	14	7	CIP#
+	0	0	+17	0	0	0	0	0	0	493
-	0	0	-11	0	0	-6	0	0	0	
Total	3	0	91	20	3	16	10	14	7	164
2025	3	0	91	20	3	16	10	14	7	CIP#
+	0	0	+8	+4	0	0	0	0	0	494
-	0	0	-5	-4	0	0	0	0	0	570
Total	3	0	94	20	3	16	10	14	7	167
2026	3	0	90	20	3	14	10	14	7	CIP#
+	0	0	+10	0	0	0	0	0	0	492
-	0	0	0	0	0	-4	0	0	0	
Total	3	0	100	20	3	10	10	14	7	167

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Demand Response Fleet Replacement 2020 - 2026

Paratransit Vehicle	Ford Cutaway	Chevy Aerotech	Ford Starcraft	?	?	?	?	?	?	CIP #s
2020	1	28	40							
+	0	0	0							
-	0	0	0							
Total	1	28	40							69
2021	1	28	40							CIP
+	0	0	0	+16						484
-	-1	-14	0	0						
Total	0	14	40	16						70
2022	0	14	40	16	0					CIP
+	0	0	0	0	+15					485
-	0	-14	-1	0	0					
Total	0	0	39	16	15					70
2023	0	0	39	16	15	0				CIP
+	0	0	0	0	0	+15				487
-	0	0	-15	0	0	0				
Total	0	0	24	16	15	15				70
2024	0	0	24	16	15	15	0			CIP
+	0	0	0	0	0	0	+15			489
-	0	0	-15	0	0	0	0			
Total	0	0	9	16	15	15	15			70
2025	0	0	9	16	15	15	15	0		CIP
+	0	0	0	0	0	0	0	+15		491
-	0	0	-9	-6	0	0	0	0		
Total	0	0	0	10	15	15	15	15		70
2026	0	0	0	10	15	15	15	15	0	CIP
+	0	0	0	0	0	0	0	0	+15	837
-	0	0	0	-10	-5	0	0	0	0	
Total	0	0	0	0	10	15	15	15	15	70

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Rideshare Fleet Replacement 2020 - 2026

Vanpool Vehicle	7 Passenger	12 Passenger	15 Passenger	?	?	?	?	?	?	CIP #s
2020	37	22	45							CIP
+	0	0	0							592
-	0	0	0							
Total	37	22	45							104
2021	37	22	45							
+	0	0	0							
-	-1	-4	-3							
Total	36	18	42							96
2022	36	18	42	0						CIP
+	0	0	0	+11						594
-	-8	-3	0	0						598
Total	28	15	42	11						96
2023	28	15	42	11	0					CIP
+	0	0	0	0	+11					595
-	-5	-6	0	0	0					
Total	23	9	42	11	11					96
2024	23	9	42	11	11	0				CIP
+	0	0	0	0	0	+11				761
-	-7	-2	-2	0	0	0				
Total	16	7	40	11	11	11				96
2025	16	7	40	11	11	11	0			CIP
+	0	0	0	0	0	0	+11			826
-	-5	0	-6	0	0	0	0			
Total	11	7	34	11	11	11	11			96
2026	11	7	34	11	11	11	11	0		CIP
+	0	0	0	0	0	0	0	+11		827
-	-6	0	-4	0	0	0	0	0		
Total	5	7	30	11	11	11	11	11		97

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IMPLEMENTATION STRATEGY AND IDENTIFICATION OF RESOURCES

The Capital Project Committee completes the CIP by assigning a projected budget to each project. STA's Finance Department maintains a financial projection model that anticipates revenue for the CIP timeframe. Budgets are then matched to revenue to identify funding status for each project. Projects that exceed revenue are carried as "unfunded" CIP items. The Board of Directors approves the entire CIP in June/July. In November, they adopt the first year of the CIP as the Capital Budget for the upcoming year.

In this manner, the CIP becomes the single source document that reflects the prioritization, strategy and resource plan that supports STA's TAM Plan. The current STA CIP is attached as Enclosure 2.

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2020 Forecast with 2021 -2026 6 yr CIP with Quantities																		
New Projects																		
Unfunded Projects																		
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	Total 2020 Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	2020 Forecast to 2026 Total
Vehicles	Fixed Route Fleet - Expansion	532	Electric Coach Expansion- Moving Forward	Not started	Funded-MF	Reduced by \$3.38M to change from electric to diesel	3,296,000		3,296,000	6				3,296,000				3,296,000
		533	Signature Coaches - Moving Forward	Not started	Funded-MF	Move from 2022 to 2023; LH: Moved back to 2022-TJ: Moved back to 2023-TJ	8,240,000		8,240,000	7				8,240,000				8,240,000
		541	Diesel Coach Expansion-Moving Forward	Cancelled	Funded-MF													
		570	Diesel Coach Expansion-Moving Forward	Not started	Funded-MF	Increase from 3 to 4 TJ 06/18/2020	3,961,495		3,961,495	4						3,961,495		3,961,495
		836	Fixed Route Fleet Expansion-2022	New	Funded-New		4,843,074		4,843,074	6			4,843,074					4,843,074
	Fixed Route Fleet - Expansion Total						20,340,569		20,340,569	23			4,843,074	11,536,000		3,961,495		20,340,569
	Fixed Route Fleet - Replacement	361	Bus Replacement-2019	Preliminary	Funded	LH: Moved from 2019 to 2022	1,484,311		1,484,311	3			1,484,311					1,484,311
		483	Fixed Route Fleet Replacement-2021	Not started	Funded	Moved from 2021 to 2020-TJ: moved back to 2021 due to delivery delay with Gillig	8,533,167		8,533,167	16		8,533,167						8,533,167
		486	Fixed Route Fleet Replacement-2023	Not started	Funded		5,658,023		5,658,023	10				5,658,023				5,658,023
		490	Fixed Route Fleet Replacement-2022	Not started	Funded	Reduced from 16 to 12 vehicles TJ 06/18/2020	6,591,872		6,591,872	12			6,591,872					6,591,872
		492	Fixed Route Fleet Replacement-2026	Not started	Funded		6,182,674		6,182,674	10							6,182,674	6,182,674
		493	Fixed Route Fleet Replacement-2024	Not started	Funded		9,907,198		9,907,198	17					9,907,198			9,907,198
		494	Fixed Route Fleet Replacement-2025	Not started	Funded	Reduced from 14 to 12 vehicles-TJ 06/18/2020	7,576,830		7,576,830	12						7,576,830		7,576,830
		568	Fixed Route Fleet Replacement-2020	Not started	Funded	LH: Moved from 2020 to 2021-Local and allocated between 2021 and 2023/TJ 06/18/2020-Reduced from 10 to 8 vehicles (4 for 2021, 4 for 2022)	7,503,224		7,503,224	8		3,751,612	3,751,612					7,503,224
	Fixed Route Fleet - Replacement Total						53,437,299		53,437,299	88		12,284,779	11,827,795	5,658,023	9,907,198	7,576,830	6,182,674	53,437,299
	Non-Revenue Vehicles	349	2020 Service Vehicles (previously 2017)	Not started	Funded	moving from 2020 to 2021	76,500		76,500	1		76,500						76,500
		509	Facilities Shelter Cleaning Truck Replacements	Not started	Funded		160,000		160,000	2	80,000		80,000					160,000
		536	Service Vehicle Replacement 2021	Not started	Funded	TJ: price increase per SB	90,000		90,000	2		90,000						90,000
		559	Service Vehicle Replacement 2022	Not started	Funded		90,000		90,000	2			90,000					90,000
		760	F/R Supervisor Vehicles	Not started	Funded		75,000		75,000						75,000			75,000
		775	MF: F/R Supervisor Vehicles	Not started	Funded-MF		80,000		80,000	2		80,000						80,000
		776	Security Vehicles	Not started	Funded		80,000		80,000	2						80,000		80,000
		778	F/R Service Vehicles	Not started	Funded	move from 2025 to 2020: LH: project underbudget as 2020 forecast vs 2025 adopted budget-Budget Control only adjusted for amounts expended in 2021 and beyond.	90,000		90,000	2	75,000							75,000
		786	F&G Crew-Cab Shelter Response Vehicle	Not started	Funded		120,000		120,000		135,520							135,520
		816	F&G Service Trucks	New	Funded-New		240,000		240,000	4		240,000						240,000
		817	Service Vehicle Replacement - 2021	New	Funded-New		45,000		45,000	1		45,000						45,000
		818	Supervisor Support Vehicles	New	Funded-New		90,000		90,000	2							90,000	90,000
		838	F&G Shelter Service Trucks	New	Funded-New		95,000		95,000	2			95,000					95,000
	Non-Revenue Vehicles Total						1,331,500		1,331,500	22	290,520	531,500	265,000		75,000	80,000	90,000	1,332,020

											Expenditure									Total 2020									2020 Forecast
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	PTD through 12/31/2019	Remaining Balance	Qty	Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	to 2026 Total											
Vehicles	Paratransit Vans	412	Replacement Vans-2020	Preliminary	Funded	Reduce to one vehicle; LH: project will be underbudget due to 2020 forecast vs 2020 adopted-Budget Control only adjusted for amounts expended in 2021 and beyond.	334,750		334,750	1	71,500							71,500											
		484	Paratransit Fleet Replacement-2021	Not started	Funded	Changed to 15 vehicles-Reduced price for gas vehicle	1,115,190		1,115,190	15		1,115,190						1,115,190											
		485	Paratransit Fleet Replacement-2022	Not started	Funded	Changed to 15 vehicles-Reduced price for gas vehicle	1,200,345		1,200,345	15			1,200,345					1,200,345											
		487	Paratransit Fleet Replacement-2023	Not started	Funded	Changed to 15 vehicles-Reduced price for gas vehicle	1,236,345		1,236,345	15				1,236,345				1,236,345											
		489	Paratransit Fleet Replacement-2024	Not started	Funded	Changed to 15 vehicles-Reduced price for gas vehicle	1,273,425		1,273,425	15					1,273,425			1,273,425											
		491	Paratransit Fleet Replacement-2025	Not started	Funded	Changed to 15 vehicles-Reduced price for gas vehicle	1,311,615		1,311,615	15						1,311,615		1,311,615											
		837	Paratransit Fleet Replacement-2026	New	Funded-New		1,568,089		1,568,089	15								1,568,089	1,568,089										
Paratransit Vans Total							8,039,759		8,039,759	91	71,500	1,115,190	1,200,345	1,236,345	1,273,425	1,311,615	1,568,089	7,776,509											
	Vanpool Vans	592	Vanpool Replacement 2020	Not started	Funded	Added 1 van for total of 11: LH: project overbudget due to 2020 forecast vs 2020 adopted budget-Budget Control only adjusted for amounts expended in 2021 and beyond.	362,523		362,523	11	415,311							415,311											
		594	Vanpool Replacement 2022	Not started	Funded	change to 11 vans	482,227		482,227	11			482,227					482,227											
		595	Vanpool Replacement 2023	Not started	Funded	change to 11 vans	487,049		487,049	11				487,049				487,049											
		598	Vanpool Expansion 2022	Not started	Funded	only expand if demand incr and State \$ avail	384,601		384,601	10			384,601					384,601											
		761	VanPool Replacement - 2024	Not started	Funded	change to 11 vans	491,920		491,920	11					491,920			491,920											
		826	Vanpool Replacement 2025	New	Funded-New		496,839		496,839	11								496,839	496,839										
		827	Vanpool Replacement 2026	New	Funded-New		501,807		501,807	11								501,807	501,807										
Vanpool Vans Total							3,206,966		3,206,966	76	415,311		866,828	487,049	491,920	496,839	501,807	3,259,754											
Vehicles Total							86,356,093		86,356,093	300	777,331	13,931,469	19,003,042	18,917,417	11,747,543	13,426,779	8,342,570	86,146,151											
Facilities - Maintenance & Administration	Boone - Facility Master Plan Program	196	Grounds Maintenance Facility	On hold	Unfunded	TJ:moved to 2026	750,000		750,000										750,000	750,000									
		207	Refueling Facility Replacement	60% Design	Funded		4,828,000	139,666	4,688,334			600,000	4,088,334					4,688,334											
		332	Fencing and Gating of STA's Boone Campus	Work in progress	Funded	Roll 2019 to 2020	206,000		206,000		35,000							35,000											
		766	Boone Campus Battery Electric Bus (BEB) Charging Infrastructure	Work in progress	Funded-MF	Budget/Forecast adjustment will be needed. Assignment/adjustment to PM will be needed (JC); LH: Per Ralph 3.9.2020 project budget control is \$5.7M with 1.67M State	5,700,000	1,086	5,698,914		2,498,914	3,200,000						5,698,914											
Boone - Facility Master Plan Program Total							11,484,000	140,752	11,343,248		2,533,914	3,800,000	4,088,334						750,000	11,172,248									
	Boone - Preservation and Enhancements	189	Re-landscaping with sustainable type and correct tree grates	Not started	Funded		130,000		130,000				130,000					130,000											
		324	Boone Facility Fire Alarm Replacement	On hold	Funded		467,610		467,610					467,610				467,610											
		351	Landscape Monroe Frontage	Not started	Funded		50,000		50,000				50,000					50,000											
		458	Passenger Elevator Replacement Boone Ave	Work in progress	Funded	Reduced 2020 by expenditures from 2019	380,000	10,754	369,246		369,246							369,246											
		460	UST Non-Diesel Replacement Boone Ave	Work in progress	Funded	LH: CONFIRM TIMING-06/24/2020-move some to 2021	1,480,000		1,480,000		200,000	1,280,000						1,480,000											
		587	Air Compressor upgrade	Not started	Funded	LH: Updated 2020 to reflect remaining balance	75,000	14,981	60,019																				
		738	HVAC Upgrades NS Boone	Work in progress	Funded	Project is projected at \$523,033 rather than \$365,000-LH: project expected to be overbudget	374,200	14,013	360,187		479,820	4,200	5,000				190	489,020											

							Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance									2020 Forecast to 2026 Total
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments				Qty	Total 2020 Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	
Facilities - Maintenance	Boone - Preservation	745	West Boone Avenue Crosswalk	Work in progress	Funded	TJ:moved to 2023	150,000		150,000					150,000				150,000
		779	Capital Replacement of BEB Electric Charging-2023	Not started	Funded		100,000		100,000					100,000				100,000
		780	Capital Replacement of BEB Electric Charging-2024	Not started	Funded		100,000		100,000						100,000			100,000
		781	Capital Replacement of BEB Electric Charging-2025	Not started	Funded		100,000		100,000							100,000		100,000
		803	HVAC & DDC Controls Upgrades	Work in progress	Funded		566,000		566,000		551,000	15,000						566,000
		804	Capital changes to Admin Space to Boone Facility	Not started	Funded	TJ:Broke into 2 projects (DD and Const)	50,000		50,000		100,000							100,000
		809	Overhead Garage Door Replacement - 2022	New	Funded-New		65,000		65,000	3	65,000							65,000
		810	Overhead Garage Door Replacement - 2024	New	Funded-New		25,000		25,000	1	25,000							25,000
		811	Fall Protection	New	Funded-New		65,000		65,000			65,000						65,000
		812	Hunter Brake Lathe	New	Funded-New		20,000		20,000	1		20,000						20,000
		813	Miscellaneous Equipment and Fixtures - 2026	New	Funded-New		35,000		35,000								35,000	35,000
		828	Facilities Master Plan Update	New	Funded-New		400,000		400,000						400,000			400,000
		829	Sun Room Removal	New	Funded-New		750,000		750,000				750,000					750,000
		842	Capital changes to Admin Space to Boone Facility	New	Unfunded		450,000		450,000		450,000							450,000
		852	Lighted Pit	New	Funded-New						380,000							380,000
Boone - Preservation and Enhancements Total							5,832,810	39,748	5,793,062	5	2,080,066	1,834,200	1,000,000	717,610	525,000	100,000	35,000	6,291,876
	Fleck Center - Preservation and Improvements	354	Fleck Energy Savings Project	Construction	Funded	April 2019 forecasted budget of \$1.8M. 10/18/19 COE authorized \$1,823,617 DES/McKinstry cost. \$ input to the right are based on the DES/McKinstry cost; LH: project will be overbudget due to 2020 forecast vs 2020 adopted-Budget Control only adjusted for amounts expended in 2021 and beyond.	986,500	450,203	536,297		1,266,915	6,500						1,273,415
		463	Floor Scrubber Replacement @ Fleck Service Center	Not started	Funded	LH: project overbudget due to 2020 forecast vs 2020 adopted budget-Budget Control only adjusted for amounts expended in 2021 and beyond.	64,000		64,000	1	100,750							100,750
		507	Fuel Dispensers & Monitor Replacement Fleck Center	Not started	Funded	LH: Added 65,000 to 2020; CONFIRM AMOUNT	65,000		65,000		22,000							22,000
		787	Fleck Center Drain/Slab UST	Not started	Funded		240,000		240,000							240,000		240,000
		807	Compressor Replacement	Not started	Funded	LH: Added to 2020 as an emergency project-no budget control as not approved in CIP process only 2020 Forecast					21,000							21,000
		808	Bulk Deice Tank	New	Funded-New		12,000		12,000	1	12,000							12,000
Fleck Center - Preservation and Improvements Total							1,367,500	450,203	917,297	2	1,410,665	18,500				240,000		1,669,165
	Miscellaneous Equipment and Fixtures	393	Miscellaneous Equipment and Fixtures-2020	Not started	Funded		20,000		20,000		20,000							20,000
		505	HVAC Replacement/upgrades - 2021	Not started	Funded		25,000		25,000			25,000						25,000
		511	Cabinet Parts Washer	Not started	Funded	update pricing form mfg, DH; LH: added revised Budget Control	110,000		110,000			110,000						110,000
		512	Miscellaneous Equipment and Fixtures-2021	Not started	Funded		30,000		30,000			30,000						30,000
		556	Miscellaneous Equipment and Fixtures-2022	Not started	Funded		35,000		35,000				35,000					35,000
		583	HVAC Replacement/upgrades - 2020	Not started	Funded		25,000		25,000									
		585	Miscellaneous Equipment and Fixtures-2023	Not started	Funded		20,000		20,000					20,000			191	20,000

Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	2020 Forecast						
											Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026
Facilities - Maintenance & Administration	Miscellaneous Equipment and	733	Miscellaneous Equipment and Fixtures 2024	Not started	Funded		40,000		40,000						40,000		40,000
		736	HVAC Replacement/upgrades-2022	Not started	Funded		25,000		25,000				25,000				25,000
		737	HVAC Replacement/upgrades-2023	Not started	Funded		25,000		25,000					25,000			25,000
		762	HVAC Replacement/upgrades-2024	Not started	Funded		25,000		25,000						25,000		25,000
		777	Brake Tool	Not started	Funded		25,000		25,000		25,000						25,000
		782	HVAC Replacement/upgrades-2025	Not started	Funded		40,000		40,000						40,000		40,000
		783	F&G Truck Mounted Crane	Not started	Funded		120,000		120,000		107,267						107,267
		784	Miscellaneous Equipment and Fixtures- 2025	Not started	Funded		40,000		40,000							40,000	40,000
Miscellaneous Equipment and Fixtures Total							605,000		605,000		152,267	165,000	60,000	45,000	105,000	40,000	567,267
	Mission & Greene Multimodal Maintenance Facility	539	Mission & Green Facility Phase A	Not started	Unfunded	Adjusted funding due to timing & fact the project is not funded-TJ: moved to 2026	9,500,000		9,500,000		9,500,000						
Mission & Greene Multimodal Maintenance Facility Total							9,500,000		9,500,000		9,500,000						
	Secondary Transit Maintenance Campus	504	Mission & Green Acquisition Due-Diligence	Work in progress	Funded	Roll 2019 to 2020	250,000	7,500	242,500			242,500					242,500
		549	Mission & Green Acquisition	Work in progress	Funded	Adjusted funding due to timing. Initial draft appraisal values indicates potential of using on a fraction of the budget. LH: CONFIRM AMOUNT IN 2020-TJ: Reduced budget	1,000,000		1,000,000			200,000	800,000				1,000,000
Secondary Transit Maintenance Campus Total							1,250,000	7,500	1,242,500		442,500						
Facilities - Maintenance & Administration Total							30,039,310	638,203	29,401,107	7	6,176,912	6,260,200	5,948,334	762,610	630,000	380,000	10,285,000
Facilities - Passenger & Operational	Park and Ride Development	482	Farwell Road Park &Ride	Not started	Unfunded		3,460,800		3,460,800		173,040						
Park and Ride Development Total							3,460,800		3,460,800		173,040						
	Park and Ride Upgrades	510	Park and Ride Lot Major Preservation	Not started	Funded		25,000		25,000		25,000						25,000
		513	Park and Ride Lot Major Preservation- 2021	Not started	Funded		25,000		25,000			25,000					25,000
		613	Park and Ride Lot Preservation-2023	Not started	Funded		20,000		20,000					20,000			20,000
		755	Five Mile Layover and Staging Expansion	Preliminary	Funded	LH: Shifted one year to 2021 and 2022-6/24/2020-reduced to \$700K-Karl to confirm with Dan	1,100,000		1,100,000			100,000	600,000				700,000
		759	Park and Ride Lot Major Preservation 2024	Not started	Funded		20,000		20,000						20,000		20,000
		785	Park and Ride Lot Major Preservation- 2025	Not started	Funded		40,000		40,000							40,000	40,000
		814	Park and Ride Lot Major Preservation- 2022	New	Funded-New		25,000		25,000		25,000						
		815	Park and Ride Lot Major Preservation- 2026	New	Funded-New		25,000		25,000		25,000						
Park and Ride Upgrades Total							1,280,000		1,280,000		25,000	125,000	625,000	20,000	20,000	40,000	880,000
	Plaza Preservation and Improvements	515	2019 Cooling Tower Replacement, Plaza	Work in progress	Funded	Requesting roll over from 2019 and forecasting increase in budget due to increased equipment cost & scope(adding A&E Services and replacement of pump). A&E initial estimates from suppliers for the equipment only = \$40-\$44K: LH: project overbudget as 2020 forecast vs 2020 adopted budget-Budget Control only adjusted for amounts expended in 2021 and beyond.	30,000		30,000			120,000					120,000

Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	2020 Forecast							2020 Forecast to 2026 Total
											Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	
Facilities - Passenger & Operational	Plaza Preservation and Improvements	741	STA Plaza 2nd Floor Restroom Renovation	Closeout	Funded	Over Budget. Still have retainage to pay out but ETD appears to have included that value already (\$11,452.17). JC-LH: took out budget control adjustment as project is completed and over budget	140,000	276,389	-136,389									
		756	Plaza Wayfinding Signage	Not started	Funded	LH: Updated 2020 to reflect carryforward from 2019	6,000		6,000		6,000							6,000
		765	STA Plaza Loudspeaker System Replacement	Not started	Funded	LH: Updated 2020 to reflect carryforward from 2019	45,000		45,000						45,000			45,000
		794	Plaza Exterior Signage	Work in progress	Funded		80,000		80,000		80,000							80,000
		795	Plaza Garage Door Replacement	Work in progress	Funded		85,000	1,945	83,055		120,000							120,000
		806	Plaza Manlift Replacement	Not started	Funded		8,000		8,000		8,000							8,000
		843	Plaza Preservation and Improvements-2021	New	Funded-New		50,000		50,000		50,000							50,000
		844	Plaza Preservation and Improvements-2022	New	Funded-New		50,000		50,000		50,000							50,000
		845	Plaza Preservation and Improvements-2023	New	Funded-New		50,000		50,000		50,000							50,000
		846	Plaza Preservation and Improvements-2024	New	Funded-New		50,000		50,000		50,000							50,000
		847	Plaza Preservation and Improvements-2025	New	Funded-New		50,000		50,000		50,000							50,000
		849	First Floor Plaza Restroom Stalls	New	Funded-New						160,000							160,000
		850	Escalator Wall Guard	New	Funded-New						21,000							21,000
		851	Plaza Flagpole Relocation	New	Funded-New						8,500							8,500
Plaza Preservation and Improvements Total							644,000	278,334	365,666		403,500	170,000	50,000	50,000	95,000	50,000		818,500
	Route & Stop Facility Improvements	401	Operational Improvements-2020	Work in progress	Funded	LH: PLEASE VALIDATE	200,000		200,000		200,000							200,000
		464	Rural Highway Stop Improvements	Not started	Funded-MF	Roll to 2022/2023/2024; LH: PLEASE VALIDATE ALL YEARS-TJ:shifted out starting 2022 to 2025-decreased budget-TJ 06/18/2020	700,000		700,000				50,000	150,000	250,000	250,000		700,000
		480	Downtown Layover Upgrades	Work in progress	Funded-MF		515,000		515,000		265,000	250,000						515,000
		523	Bus Stop Improvements-2020	Work in progress	Funded		100,000		100,000		100,000							100,000
		524	Bus Stop Improvements-2021	Not started	Funded	6/24/2020-removed budget												
		525	Operational Improvements - 2021	Not started	Funded	6/24/2020-removed budget												
		550	Trent Avenue and Sunset Boulevard Improvements	Not started	Funded	Roll 2019 to 2021-6/24/2020-reduced to \$100K	215,000		215,000			100,000						100,000
		551	Transit Shelter Replacement	Work in progress	Funded	Roll 2019, half to 2020 half to 2021	200,000	18,389	181,611		89,556	92,056						181,611
		552	University District South Bridge Landing	Work in progress	Funded	Roll 2019 to 2020	100,000	4,948	95,052		95,052							95,052
		553	Bus Stop Improvements - 2022	Not started	Funded	6/24/2020-removed budget												
		554	Operational Improvements - 2022	Not started	Funded	6/24/2020-removed budget												
		571	Bus Stop Improvements-2023	Not started	Funded	6/24/2020-removed budget												
		572	Operational Improvements - 2023	Not started	Funded	6/24/2020-removed budget												
		574	Outyear Transit Enhancements - 2020	Work in progress	Funded		100,000		100,000		100,000							100,000
		743	Service Change Bus Stops	Work in progress	Funded-MF	\$400,000 added from 744(TL) - 6/24/2020-reduced by \$300K	400,000	28,930	371,070		71,070	100,000	200,000					371,070
		746	Bus Stop Improvements - 2024	Not started	Funded	6/24/2020-removed budget												
		749	Operational Improvements - 2024	Not started	Funded	6/24/2020-removed budget												
		751	2021 Service Change Operational Requirements	Not started	Funded-MF		200,000		200,000			100,000	100,000					200,000
		752	Francis and Alberta Geometric Intersection Improvements	Work in progress	Funded		400,000	340,191	59,809		59,809							59,809
		753	Transit Shelter Lighting Retrofits	Not started	Funded	Added unspent 2019 \$ to 2024 (JC)	175,000		175,000		35,000	35,000	35,000	35,000	35,000			175,000

Program Category							Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	Total 2020 Forecast							2020 Forecast to 2026 Total	
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments					Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026		
Facilities - Passenger & Operational	Route & Stop Facility Improvements	788	Geiger/Spokane County Cooperative	Work in progress	Funded	Interagency Agreement executed & entered into STARS.	200,000		200,000		100,000	100,000						200,000	
		789	North Havana Street Sidewalk Improvement Project	Not started	Funded	LH: Moved to 2021, PLEASE CONFIRM-TJ:Moved part to 2022	270,000		270,000			20,000	250,000					270,000	
		790	MF: 2023 Service Change Bus Stops	Not started	Funded-MF		425,000		425,000						50,000	375,000		425,000	
		791	MF: 2023 Service Change Operational Requirements	Not started	Funded-MF		215,000		215,000						10,000	205,000		215,000	
		792	Bus Stop Improvements - 2025	Not started	Funded	6/24/2020-removed budget													
		793	Operational Improvements - 2025	Not started	Funded	6/24/2020-removed budget													
		822	Bus Stop Improvements - 2026	New	Funded-New		100,000		100,000								100,000	100,000	
		823	Operational Improvements - 2026	New	Funded-New		200,000		200,000									200,000	
		824	Transit Shelter Replacement - 2022-2026	New	Funded-New		207,500		207,500				38,500	40,000	41,500	43,000	44,500	207,500	
Route & Stop Facility Improvements Total							4,922,500	392,458	4,530,042		1,115,487	797,056	673,500	225,000	386,500	873,000	344,500	4,415,042	
	SFCC Transit Station	575	Spokane Falls Transit Station	Closeout	Funded	Roll remaining funds to 2020 for final A&E costs and construction costs.	2,963,000	2,644,795	318,205		318,205							318,205	
SFCC Transit Station Total							2,963,000	2,644,795	318,205		318,205							318,205	
	SCC Transit Center	475	SCC Transit Center	Closeout	Funded-MF	Roll 2019 to 2020	5,000,000	4,017,206	982,794		982,794							982,794	
SCC Transit Center Total							5,000,000	4,017,206	982,794		982,794							982,794	
Facilities - Passenger & Operational Total							18,270,300	7,332,792	10,937,507		2,844,986	1,092,056	1,348,500	295,000	501,500	963,000	542,540	7,587,581	
Technology	Capital Program Management Software	763	Project Management Software	Not started	Funded	Increased budget by \$46k for a total of \$306k based on proposal provided by software provider. ML: MOVED TO 2022 & 2023 PER K.O.	306,000		306,000				100,000	206,000				306,000	
Capital Program Management Software Total							306,000		306,000				100,000	206,000				306,000	
	Communications Technology Upgrades	517	Digital Monitors Content Mgmt Software-Systemwide	Not started	Funded	LH: Updated remaining balance to reflect project estimate; ML: updated distribution by year with C Tohm	457,513		457,513	193	217,487	14,896	327,720	14,896				575,000	
		796	Digital Monitors for Customer Information	Not started	Funded	ML: Timing confirmed with N Hanson	1,022,520		1,022,520		51,126	252,043	467,308	252,043				1,022,520	
		798	Cisco Switches	Not started	Funded		50,000		50,000		50,000							50,000	
		799	Cisco UCS S3260 Storage server	Not started	Funded		40,000		40,000		40,000							40,000	
		800	Phone System Replacement	Not started	Funded		200,000		200,000		200,000							200,000	
		801	Pure Storage expansion	Not started	Funded		80,000		80,000		80,000							80,000	
		819	Cisco Network Switches	New	Funded-New		45,000		45,000			45,000						45,000	
		821	Single Mode Fiber	New	Funded-New		30,000		30,000			30,000						30,000	
		831	Network Equipment-City Line	New	Funded-New		160,000		160,000			160,000						160,000	
		834	STA Campus Network Equipment - 2022	New	Funded-New		40,000		40,000				40,000					40,000	
		835	STA Campus Network Equipment - 2023	New	Funded-New		40,000		40,000					40,000				40,000	
		840	Enterprise Asset Management System Implementation	New	Funded-New		120,000		120,000			120,000						120,000	
		841	Enterprise Asset Management System Implementation	New	Unfunded		1,418,002		1,418,002				1,418,002					1,418,002	
Communications Technology Upgrades Total							3,703,035		3,703,035	193	638,613	621,939	2,253,030	306,939				3,820,522	
	Computer Equipment Preservation and Upgrades	527	Computer Equipment - 2020	Not started	Funded		170,000		170,000		170,000							170,000	
		528	Computer Equipment - 2021	Not started	Funded		175,000		175,000			175,000						175,000	
		566	Computer Equipment - 2022	Not started	Funded		175,000		175,000				175,000					175,000	
		603	Computer Equipment-2023	Not started	Funded		150,000		150,000					150,000				150,000	
		758	Computer Equipment - 2024	Not started	Funded		150,000		150,000						150,000			150,000	
		802	Computer Equipment-2025	Not started	Funded		150,000		150,000							150,000		150,000	
		820	Computer Equipment-2026	New	Funded-New		120,000		120,000								120,000	120,000	
Computer Equipment Preservation and Upgrades Total							1,090,000		1,090,000		170,000	175,000	175,000	150,000	150,000	150,000	120,000	1,090,000	

Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	2020 Forecast							2020 Forecast to 2026 Total
											Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	
High Performance Transit Implementation	Incremental HPT Investments	470	Plaza HPT Platforms	Work in progress	Funded-MF	ML: Added back \$200k in 2022	1,645,000	500,902	944,098		544,098	400,000	200,000					1,144,098
		472	Division Passenger and Operational Treatments	Work in progress	Funded-MF	LH: Moved \$100K to 2021-Local	2,000,000	1,045,495	954,505		854,505	100,000						954,505
		478	Division HPT Design Study	Work in progress	Funded	Shifted funds to include 2021 expenses	500,000	414	499,586		300,000	199,586						499,586
Incremental HPT Investments Total							4,145,000	1,546,811	2,398,189		1,698,603	699,586	200,000					2,598,189
	Monroe-Regal Line	466	Moran Prairie Park and Ride Design & Engineering	Complete in 2020	Funded-MF	Will not balance-acquisition costs: LH: added \$13,062 to 2020 forecast with 54.5% allocated to state grants	245,000	1,669,962	-1,424,962		13,063							13,063
		479	Monroe-Regal Shelter and Stop Enhancements	Work in progress	Funded-MF	LH: Corrected Expenditures to date for accrual correction of \$817.95-made adjustment to 2020 Local	4,815,385	1,371,741	3,443,644		1,943,644	1,500,000						3,443,644
		542	Moran Prairie Park and Ride Construction	Work in progress	Funded-MF	Board approved, meet to discuss; LH: Project overbudget 2020 forecast vs 2020 adopted budget--Budget Control only adjusted for amounts expended in 2021 and beyond.	3,075,000	2,287,162	787,838		2,216,631	200,000						2,416,631
		543	North Monroe Bus Stop Infrastructure	Work in progress	Funded-MF		620,187	355,263	264,924		264,924							264,924
		839	Moran Station BEB Infrastructure	New	Funded-New		2,000,000		2,000,000			2,000,000						2,000,000
Monroe-Regal Line Total							10,755,572	5,684,129	5,071,444		4,438,262	3,700,000						8,138,262
	Sprague Line	540	Sprague HPT Improvements	Work in progress	Funded-MF	TJ: Adjusted timing out	6,556,000	305,293	6,250,707			234,729	500,000	350,000	2,406,000	2,759,978		6,250,707
Sprague Line Total							6,556,000	305,293	6,250,707			234,729	500,000	350,000	2,406,000	2,759,978		6,250,707
	West Plains Transit Center	503	West Plains Transit Center - Final Design & Construction	Work in progress	Funded-MF	\$1M should be removed as the federal grant was taken from STA. 2019 balances should all roll to 2020. LH: Budget Control not adjusted as project to be completed with amounts only expended in 2020 Forecast.	6,908,000	5,527,628	1,380,372		380,372							380,372
		742	WPTC -Transit/Interchange Access Project	Work in progress	Funded		800,000	292,083	507,917		507,917							507,917
West Plains Transit Center Total							7,708,000	5,819,711	1,888,289		888,289							888,289
	Division Line	830	Division Line - PE and NEPA Scoping	New	Funded-New		2,000,000		2,000,000			450,000	850,000	700,000				2,000,000
Division Line Total							2,000,000		2,000,000			450,000	850,000	700,000				2,000,000
High Performance Transit Implementation Total							141,588,432	19,215,373	122,173,059	10	22,435,592	46,844,768	19,800,000	21,894,556	7,188,400	7,022,478		125,185,794
Grand Total							296,364,113	28,413,529	267,750,583	510	37,414,212	72,366,086	50,968,256	44,632,523	20,549,443	22,042,257	19,390,110	267,362,886
Local											17,721,950	33,531,327	35,078,573	24,946,376	15,007,550	16,659,268	19,251,678	144,474,771
State											15,218,488	2,604,909	1,007,681	7,019,432	4,355,000	4,469,989	-	19,457,011
Federal											4,473,774	36,229,851	14,882,002	12,666,715	1,186,893	913,000	138,432	66,016,893
Total											37,414,212	72,366,086	50,968,256	44,632,523	20,549,443	22,042,257	19,390,110	229,948,675
Allocation by Financial Status																		
Status Quo											11,399,258	20,422,880	23,493,680	10,921,966	12,534,543	9,638,445	6,282,674	94,693,447
Moving Forward											25,445,453	47,925,182	19,300,000	32,880,556	7,498,400	11,813,973	-	144,863,564
Funded-New											569,500	3,568,024	6,756,574	830,000	516,500	589,839	2,684,396	15,514,833
Unfunded											-	450,000	1,418,002	-	-	-	10,423,040	12,291,042
Total											37,414,212	72,366,086	50,968,256	44,632,523	20,549,443	22,042,257	19,390,110	267,362,886
Allocation by Procured/Managed																		
Procured											1,399,347	28,148,469	20,213,042	23,200,417	11,937,543	13,576,779	8,497,570	106,973,167
Managed											36,014,864	44,217,617	30,755,214	21,432,106	8,611,900	8,465,478	10,892,540	160,389,719
Total											37,414,212	72,366,086	50,968,256	44,632,523	20,549,443	22,042,257	19,390,110	267,362,886

Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Comments	Budget Control	Expenditure PTD through 12/31/2019	Remaining Balance	Qty	2020 Forecast							2020 Forecast to 2026 Total
											Forecast	Total 2021	Total 2022	Total 2023	Total 2024	Total 2025	Total 2026	
Technology	Fare Collection and Sales Technology	431	Fixed Route Fare Collection System Update	RFP issued	Funded	ML: 60% in 2020 of estimate of \$2.4 in 2020 per K Ellis and 40% in 2021 plus Paratransit potion, remainder in 2022-TJ: ML Revised budget	8,390,000	424,324	7,965,676		885,196	2,840,130	2,240,350	2,000,000				7,965,676
Fare Collection and Sales Technology Total							8,390,000	424,324	7,965,676		885,196	2,840,130	2,240,350	2,000,000				7,965,676
	Operating & Customer Service Software	577	Trapeze OPS-Web	Not started	Funded	TJ: some moved to 2021	175,000		175,000		147,000	28,000						175,000
		578	Trapeze ParaCutter	Not started	Funded	TJ: some moved to 2021	120,000		120,000		99,500	20,500						120,000
		579	Trapeze ViewPoint - Business Intelligence Solution	Work in progress	Funded	LH: Need to know if project completed and if not the remainder to be spent in 2020 or beyond	220,000	162,346	57,654		57,654							57,654
		797	Trapeze PASS Enhancements	Not started	Funded	TJ: some moved to 2021	525,000	322,572	202,428		81,428	121,000						202,428
		825	Trapeze - Mobile Mapping & Turn-by-Turn Navigation	New	Funded-New		131,024		131,024			131,024						131,024
Operating & Customer Service Software Total							1,171,024	484,918	686,106		385,582	300,524						686,106
	Security and Access Technology	468	OnBoard Camera Upgrade	RFP in process	Funded	LH: PLEASE CHECK TIMING-OK	4,000,000		4,000,000		3,000,000							3,000,000
		608	Park and Ride Camera System - Hastings	Need proj scope	Funded	LH: Updated 2020 to reflect carryforward from 2019- TJ: moved to 2024	71,500		71,500						71,500			71,500
		609	Park and Ride Camera System - Liberty Lake	Need proj scope	Funded	TJ: moved to 2024	85,900		85,900						85,900			85,900
		610	Park and Ride Camera System - South Hill	Need proj scope	Funded	TJ: moved to 2024	74,600		74,600						74,600			74,600
		832	Facility Camera Replacement-Plaza	New	Funded-New		100,000		100,000			100,000						100,000
		833	Facility Camera Replacement-Boone	New	Funded-New		100,000		100,000			100,000						100,000
Security and Access Technology Total							4,432,000		4,432,000		3,000,000	200,000			232,000			3,432,000
	Smart Bus Implementation	336	Fiber Communications	Work in progress	Funded	LH: added \$148,391 to budget control to balance remaining balance to sum of remaining budget	1,017,919	317,919	700,000		100,000	100,000	100,000	100,000	100,000	100,000	100,000	700,000
Smart Bus Implementation Total							1,017,919	317,919	700,000		100,000	100,000	100,000	100,000	100,000	100,000	100,000	700,000
Technology Total							20,109,978	1,227,160	18,882,817	193	5,179,391	4,237,593	4,868,380	2,762,939	482,000	250,000	220,000	18,000,304
High Performance Transit Implementation	Central City Line	347	Design and Construction	Work in progress	Funded-MF	Annual amounts adjusted; LH: Moved Buses to 347-Bus-reduced 2020 local for accrual correction for IBI invoice \$7,361	66,397,407	755,390	65,642,017		13,000,000	26,100,000	16,000,000	10,542,017				65,642,017
		546	Project Development (Phase D)	Closeout Project	Funded-MF	Closeout project; LH: Per Don \$50,000 to be spent in 2020 allocated 100% to State	4,700,000	5,016,870	-316,870		50,000							50,000
		805	MF: Riverside Avenue Cooperative Improvement Project	Not started	Funded-MF	LH: Moved timing from 2020 to 2021-TJ: moved 1/2 to 2022	600,000		600,000			300,000	300,000					600,000
		347-Bus	Battery Electric Coaches	Design	Funded-MF	LH: Allocated from 347	19,013,000		19,013,000	10		13,900,000	1,000,000	4,113,000				19,013,000
Central City Line Total							90,710,407	5,772,260	84,938,147	10	13,050,000	40,300,000	17,300,000	14,655,017				85,305,017
	Cheney Line	465	Four Lakes Station	Work in progress	Funded-MF	Rolled from 2019 to 2020-06/18/2020-Budgeted and timing adjusted by Planning	1,060,953	77,737	983,216		1,151,810	210,453						1,362,263
		764	Cheney Corridor Improvements	Work in progress	Funded-MF	Rolled from 2019 to 2020-Budget adjusted and allocated into out years - TJ 06/18/2020	3,790,000	5,561	3,784,439		600,000	1,050,000	950,000	1,184,439				3,784,439
Cheney Line Total							4,850,953	83,298	4,767,655		1,751,810	1,260,453	950,000	1,184,439				5,146,702
	I-90/Valley Line	469	Mirabeau Transit Center Improvements	Not started	Funded-MF	LH: Moved 324,400 to 2023 TJ: adjusted budgets among years and add state funds	8,488,000		8,488,000					4,593,100	3,494,900	400,000		8,488,000
		477	Liberty Lake Park & Ride	Not started	Funded-MF	TJ: shift some budget to 2023	5,562,000		5,562,000					412,000	1,287,500	3,862,500		5,562,000
		545	Preliminary Engineering I-90 HPT Corridor Facilities	Work in progress	Funded-MF		812,500	3,872	808,628		608,628	200,000						808,628
I-90/Valley Line Total							14,862,500	3,872	14,858,628		608,628	200,000		5,005,100	4,782,400	4,262,500	190	14,858,628

CHAPTER FIVE: STA ASSET MANAGEMENT PLAN – LIST OF KEY ACTIVITIES

BOARD GUIDANCE

2020 Board Guidance for the Transit Development Plan (TDP)

- **Foster and Sustain Quality.** Continue initiatives and projects that improve the quality and usefulness of STA's services, facilities, information and customer service. Affordable public transportation adds value to the community and improves the quality of life in the region and the efficiency of the region's road system through congestion relief. Employ new technologies and industry trends that advance these ends.
- **Maintain a State of Good Repair.** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Expand Ridership.** Continue to foster ridership markets in line with the principles of *Connect Spokane*. Identify and leverage the factors that drive ridership. Work and school trips make up the majority of trips taken on STA services. Continue to foster these foundational markets while expanding the usefulness of service for other travel purposes.
- **Proactively Partner in the Community.** Coordinate with jurisdictions and other agencies to implement community planning and economic development strategies and pursue the agency's sustainability goals. Be a leader in implementing the regional transportation visions.
- **Advance and Adapt the System Growth Strategy.** Grow the transit system consistent with community growth and resources, recognizing there are underserved areas of the PTBA. Respond to changing demographic and behavioral trends in population and job densities. Ensure that maintenance and operations facilities are sized to accommodate cost-effective growth plans.

Additional Board Guidance

With the COVID-19 pandemic, the STA Board of Directors set forth additional guidance for the agency in July 2020.

- **Ensure Financial Resilience**
 - Avoid debt, consistent with longstanding practice and adopted policy
 - Prepare STA with appropriate levels of actions to respond to varying economic conditions
 - Allow usage of designated cash reserves with plan to recover reserves within 2 years
- **Maintain Service Quality and State of Good Repair**
 - Sustain quality, regardless of service level
 - Preserve essential capital projects to maintain a state of good repair
- **Deliver STA Moving Forward (STAMF)**
 - Amend STAMF to address changed conditions as provided in the STAMF plan and sales tax proposition resolution
 - Uphold commitment to delivering the City Line on time and on budget

Major Activities 2020-2026

Customer and Community Outreach

- Expand the employer-sponsored bus pass program
- Expand the Universal Transit Access Pass (UTAP)
- Expand the number of retail bus pass outlets

Service Development

- Implement City Line and associated route revisions
- Implement HPT: Cheney Line
- Implement 2021-2023 service changes
- Restructure plaza operations in Spokane

Facilities and Fleet

- Fleet replacement (2020-2026), including electric buses
- Construction and implementation of battery electric bus charging infrastructure at SCC Transit Center, Moran Station, and Boone Northwest Garage
- Complete the West Plains Transit Center, Phase II
- Construct City Line Stations
- Construct Cheney Line U-District layover
- Improvements in advance of HPT: Division Line
- Design and construct Mirabeau Transit Center
- Identify opportunities for more park & ride capacity between Barker Road and Stateline
- HPT: Sprague Line improvements
- Facilities Master Plan
- Transit Asset Management Plan updates

System Management

- Develop STA's Public Transportation Agency Safety Plan (PTASP) per FTA guidelines
- Public Transportation Improvement Conference (PTIC) quadrennial review (2022)

Technology

- Fare account management implementation

Planning

- 2020-2021 update to *Connect Spokane: A Comprehensive Plan for Public Transportation*
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities
- 2021 Develop Strategic Plan to identify new needs and planning beyond STA Moving Forward
- Continue Division Connects study and subsequent planning and environmental phases to define elements of future Bus Rapid Transit (BRT) investments
- Conduct HPT: I-90 Corridor Design and Preliminary Engineering
- Bus Stop Accessibility Improvement Plan
- Title VI Program update (every three years)
- Develop Shared Mobility strategies

WSDOT State Transportation System Policy 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. As the 2020 Board adopted Annual Strategic Plan (Appendix A) notes, STA's overarching goal is to increase Ridership. The table below shows how STA's local priorities align with state goals established in the Washington State Transportation Plan.

Goal: Increase Ridership	State Area Goals					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Strategies and Actions						
<i>Strategy 1: Add More and Better Bus Service</i>	X			X		X
Action 1.1: Implement service improvements outlined in STA Moving Forward						
Action 1.2: Continue to engage public on the annual service improvement program, responding to changes in the local economy and housing market						
<i>Strategy 2: Design and Deliver Core Infrastructure</i>		X				X
Action 2.1: Implement the fare collection update program to provide additional, touchless options for fare payment across the system						
Action 2.2: Implement capital improvements to the STA Plaza						
<i>Strategy 3: Advance and Implement High Performance Transit (HPT)</i>	X		X		X	
Action 3.1: Continue planning and implementation of the identified HPT projects - City Line, Cheney Line, Monroe-Regal Line, Sprague Line, Division Line, and I-90/Valley Line						
<i>Strategy 4: Expand Marketing and Communication</i>	X	X				X
Action 4.1: Focus Marketing and Communication Efforts						
Action 4.2: Develop specific marketing and communications to promote STA services						
Action 4.3: Expand pass sales outreach						
<i>Strategy 5: Look to the Future</i>						
Action 5.1: Continue forward-looking planning and implementation efforts						
Action 5.2: Focus on major update to Connect Spokane, STA's comprehensive plan						
Action 5.3: Implement an "On-Demand Mobility" pilot project to address the provision of service to places without fixed bus route service						
Action 5.4: Prepare an updated facilities master plan						

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SERVICE IMPLEMENTATION PLAN

The Service Implementation Plan (SIP) is prepared each year to guide the delivery of fixed-route service. Developed in close coordination with the agency's six-year financial projections, the SIP is designed to inform the public of possible bus service improvements over a three-year period following the September service change. The SIP is updated annually as described in *Connect Spokane* policies MI 3.3.3 and MI 3.4.

A copy of the complete SIP is available at Spokane Transit's website. <https://www.spokanetransit.com>