

2010 - 2015

Transit Development Plan



Spokane Transit Authority
1230 W. Boone Avenue
Spokane, WA 99201



**Adopted by the
Spokane Transit Authority
Board of Directors
February 17, 2010**

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Introduction

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

Spokane Transit's **2010 – 2015 TDP** includes, but is not limited to, significant accomplishments in 2009, projects that are in progress or planned for the future, and planned strategies for the current year plus five additional years.

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

Section I: Organization

Mission

1. We are dedicated to providing safe, convenient and accessible public transportation services to Spokane area neighborhoods, businesses and activity centers.
2. We are leaders in transportation and a valued partner in the community's social fabric, economic infrastructure and quality of life.
3. We aspire to be a source of pride for the region.

Guiding Principles

1. Safety
 - a. Emphasize Safety in all aspects of our operations
2. Earn and Retain the Community's Trust
 - a. Engender trust and accountability
 - b. Satisfy and exceed the expectations of citizens, customers and employees
3. Provide Outstanding Customer Service
 - a. To provide consistently high-quality service to customers in every interaction with Spokane Transit
4. Employee and Organizational Development
 - a. To have a well trained and highly productive workforce
 - b. To promote a healthy dialogue on important issues
 - c. To reduce employee injuries

Background

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

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

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

Agency Leadership

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

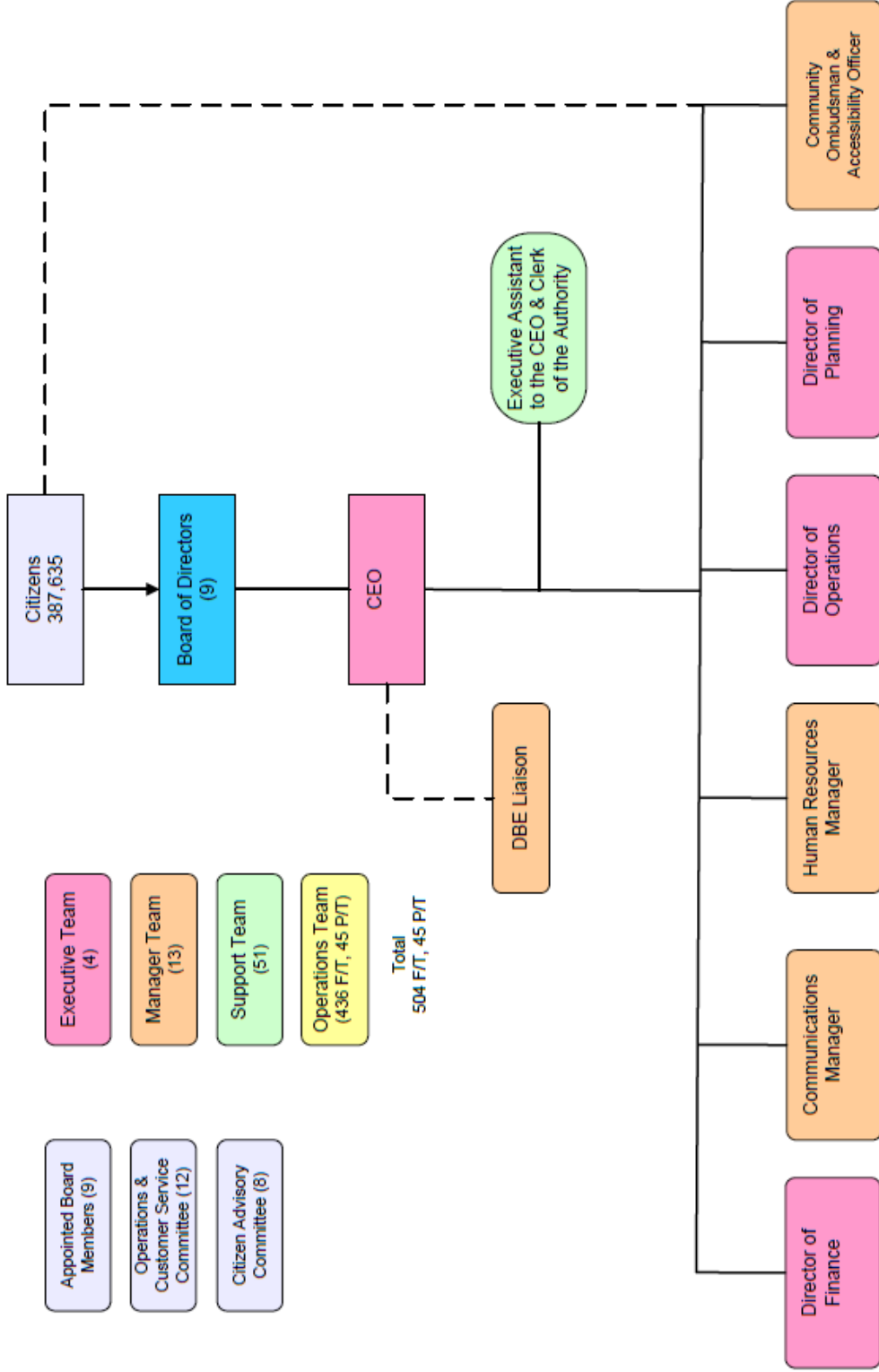
By state law, the Board is composed of up to nine elected officials chosen from the jurisdictions served by the PTBA. These include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, Spokane Valley and some unincorporated portions of Spokane County surrounding these municipalities.

The Chief Executive Officer is appointed by the Board of Directors and oversees Legislative Activity, Board Relations, Community Ombudsman & Accessibility, Human Resources, Communications, Operations and Planning and Grants. See 2010 Organizational Chart on the following page.

2010 Spokane Transit Authority Board of Directors

Wendy Van Orman, <i>Chair</i>	City of Liberty Lake Mayor
Amber Waldref, <i>Chair Pro Tempore</i>	City of Spokane Council Member
Dean Grafos	City of Spokane Valley Council Member
Bonnie Mager	Spokane County Commissioner
Mark Richard	Spokane County Commissioner
Richard Rush	City of Spokane Council Member
Patrick Rushing	City of Airway Heights Mayor
Gary Schimmels	City of Spokane Valley Council Member
Jon Snyder	City of Spokane Council Member

2010 SPOKANE TRANSIT Organization Chart - January 1, 2010



Section II: Physical Plant & Equipment

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

Operations, Maintenance and Administration

1230 W. Boone Avenue
Spokane, WA 99201

Charles H. Fleck Service Center

127 South Bowdish Road
Spokane Valley, WA 99206

STA's 2009 fleet includes 156 fixed route coaches, 70 Paratransit vans and 117 vanpool vans. **Fixed Route Bus Service** operates 40 routes, 365 days a year. In accordance with the Americans with Disabilities Act (ADA) all vehicles are lift or ramp equipped.

Paratransit Service is operated by STA and its contractor for people who qualify under the eligibility requirements of the Americans with Disabilities Act (ADA). Paratransit service is provided within a defined service area, during the same hours and days as fixed route service and in compliance with applicable state and federal laws for service to people whose disability prevents them from using Fixed Route bus service. The directly operated Paratransit fleet is comprised of 70 vehicles, each with a capacity for up to 15 passengers. Contracted transportation supplements service during the early mornings, nights and weekends as well as augments capacity during weekdays. The contractor's fleet is comprised of 44 vehicles.

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

Section III: Service Characteristics

Fare Structure

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

Single Ride	Direct travel from one origin to one destination on a single vehicle
Two-Hour Pass	Unlimited travel for a consecutive two-hour period
Day Pass	Unlimited travel during a service day
Calendar Monthly Pass	Unlimited travel during a calendar month
Reduced Fare	Available to those over 65, people with disabilities or a valid Medicare card
Employer-Sponsored Bus Pass	Matching discount program for employers who meet certain criteria
Organization-Based Pass	Program available on a contractual basis for groups with 1,000 or more employees/members
Student Pass	Reduced fares for students of post-secondary, technical, or job/career institutions
Summer Youth Pass	Discount pass program for those aged 6 to 18 and valid from June through August
City Ticket Pass	Program that combines Arena parking and shuttle service on one ticket

Service Description

As of January 1, 2010 STA has 40 fixed routes in operation:

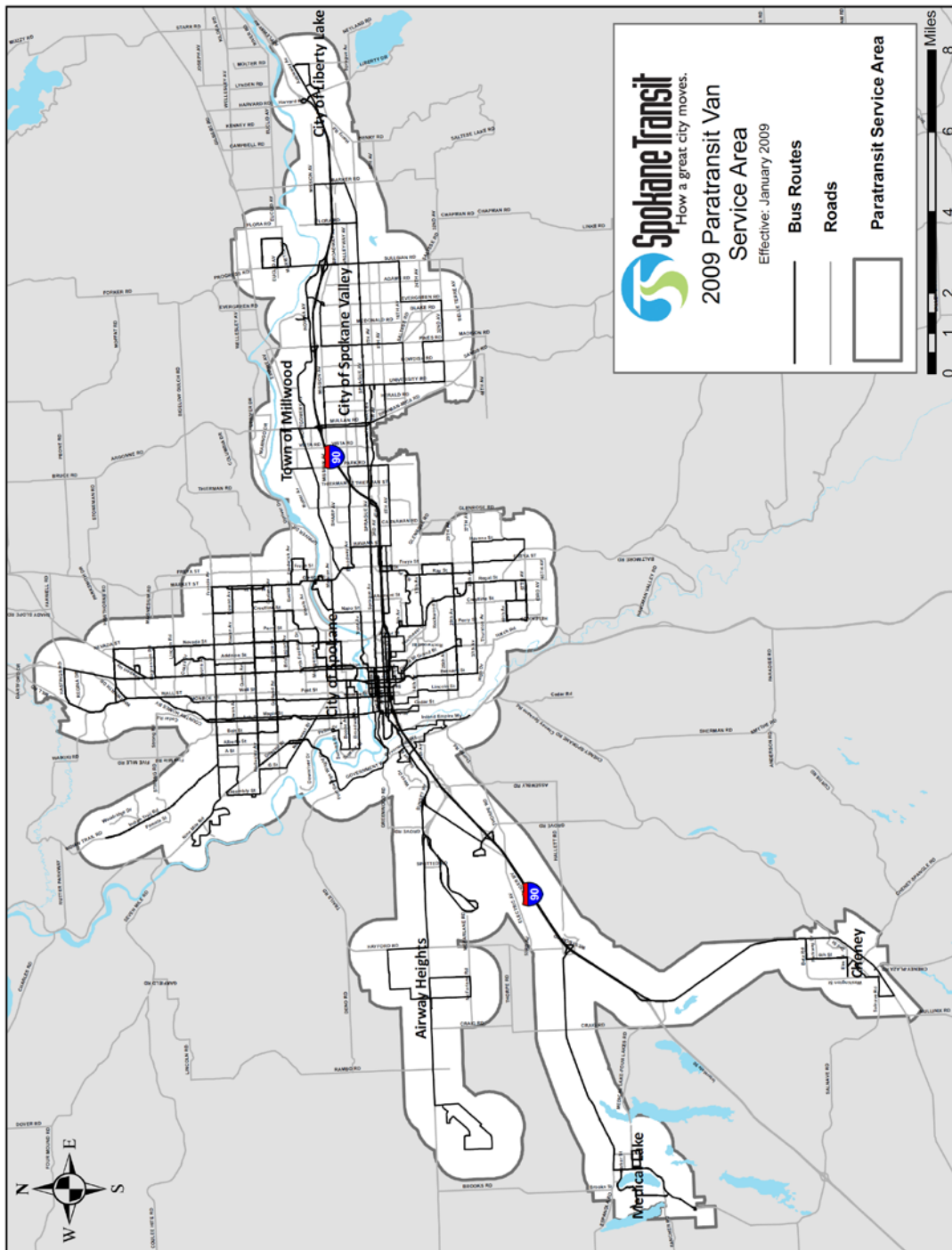
1 Plaza/Arena	2 South Side Medical Shuttle
20 Spokane Falls Community College	21 West Broadway
22 Northwest Boulevard	23 Maple – Ash
24 Monroe	25 Division
26 Addison	27 Crestline
28 Nevada	29 Spokane Community College
30 Francis	31 Garland
32 Trent/Indiana	33 Wellesley
35 Five Mile Park and Ride	41 Latah
42 South Maple	43 Lincoln – 37th
44 29th Avenue	45 Southeast Boulevard
46 Altamont	47 Glenrose
60 Airport/Browne’s Addition	61 Browne’s Addition/Highway 2
62 Medical Lake Hospitals	65 Cheney/EWU
66 EWU	67 Medical Lake/Geiger
72 Liberty Lake Express	73 VTC Express
74 Valley Limited	90 Sprague
91 Mission	94 East Fifth
95 Millwood	96 Pines
97 South Valley	124 North Express

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

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

Figure 1.2 STA Paratransit Boundary

Paratransit service area is comparable to Fixed Route service area and conforms to the Americans with Disabilities Act. The service area is a corridor whose width extends ¾ of a mile on each side of and around each fixed route.



Section IV: Service Connections

STA provides service to the following public transportation facilities:

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

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

STA also operates services to 10 park-and-ride lots within the PTBA. As of September 20, 2009, Spokane Transit has park-and-ride facilities at the following locations:

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

Section V: 2009 Activities

Below is a general summary of the activities STA undertook in 2009 to comply with the WSDOT State Transportation Goals as listed in RCW 47.04.280. This is followed by a more detailed account of activities related to STA's ridership, fleet, and capital projects.

Spokane Transit's Compliance with WSDOT State Transportation Goals

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

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

- **Safety: provide for and improve the safety and security of transportation customers and the transportation system.** Safety remains a high priority. STA operates in a safe and efficient manner, maintains safe facilities and maintains a regular maintenance program on all vehicles and facilities.
- **Mobility: improve the predictable movement of goods and people throughout Washington State.** STA completed the installation of smart card vending machines at three major sites in 2009. This technology provided greater access for the customer to obtain fare media to be used aboard STA coaches. The Rideshare fleet also increased in 2009 from 97 vehicles to 117 vehicles.
- **Environment: enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.** By continuing to sustain high ridership, STA plays an important role in reducing the region's dependence on private vehicles, the number of trips they make, and the fossil fuels they consume. Hybrid vehicles play an increasingly important role in the fleet.
- **Stewardship: continuously improve the quality, effectiveness, and efficiency of the transportation system.** In an effort to increase service frequency STA made changes to service in the West Plains and Browne's Addition neighborhood. This change came about after internal analysis and extensive community input. Community outreach included meeting with neighborhood councils, civic leaders and by way of a survey notice that was sent to over 10,000 addresses within the area where service changes were planned.

Ridership

2009 ridership numbers was slightly above 2008 figures at just over 11.15 million riders, resulting in an all-time high for Spokane Transit Authority. This represents a small increase of 0.4% over 2008 ridership figures. Paratransit ridership also grew in 2009 to a total of nearly 521,000, or approximately a 1.0% increase from 2008. Vanpool usage decreased from 78 vehicles in use in 2008 to 76 in 2009. Concurrently, passengers using Vanpool decreased by 6.5% from 2008 to 237,000 rides.

Fleet

As part of its commitment to safe and reliable public transportation STA has continued to replace aging vehicles in its existing fleet. In 2009 nine new 40' Fixed Route coaches were delivered and four new 60' articulated coaches were added to the fleet. STA also retired three nine year old trolley replicas at the end of 2009. The trolleys have been replaced with three new 29' diesel-electric hybrid shuttles. The Paratransit fleet remained the same size in 2009 with a total fleet of 70 vehicles. Rideshare added 20 new vans in 2009, bringing the total fleet from 97 to 117.

Capital Projects

STA continued to move forward with its Smart Bus program with the main focus in 2009 being the procurement of the onboard camera system. This system is an important tool in STA's efforts to improve safety and security for the passengers, operators and fleet. In 2009 STA developed specifications for the onboard camera system and met with several potential vendors to receive proposals. Three test models are scheduled to be installed in 2010. Additionally, STA continued to work with a consultant for the radio re-banding project for Paratransit and Smart Bus requirements.

In 2009 three garage doors were replaced at the Boone Avenue Garage. For administrative purposes, a large existing meeting room area was converted into two office spaces and a meeting room. These changes were important as it allowed office space reconfiguration for both the Operations and Planning Departments.

Section VI: Proposed Strategic Actions (2010 – 2015) in compliance with State Transportation Goals

The following section provides a general summary of STA’s proposed strategic actions for meeting WSDOT’s State Transportation Goals for 2010–2015:

- **Preservation:** STA will ensure the continued safe operation of its fleet and facilities.
- **Safety:** STA will ensure that its fleet continues to operate in a safe manner and to operate its facilities in the same safe manner.
- **Mobility:** STA will continue to emphasize the role that public transit plays in the community, work to expand rideshare programs and improved park & ride options.
- **Environment:** By continuing to grow ridership, STA can continue to lessen people’s impact on the environment in the Spokane region.
- **Stewardship:** STA understands the trust the community places upon it and will work to maintain a sound, efficient transit system that people can depend on.

Section VII: Planned Activities: 2010–2015

The following section outlines specific capital and service improvement activities STA has planned for 2010-2015 that support WSDOT’s aforementioned State Transportation Goals. Activities are listed in three categories, Services, Facilities and Equipment.

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

2010	Planned Activity
Services	<p>Make adjustments to schedules for Route 24 Monroe, Route 25 Division, and Route 90 Sprague to improve speed and reliability.</p> <p>Assess stop placement on routes providing 15-minute frequencies (Routes 20, 24, 25, 33, 44 and 90).</p> <p>Make adjustments to Route 29 SCC to U-District and EWU to improve frequency.</p> <p>Reduce Fixed Route service by 9,000 annual platform hours (2%).</p>
Facilities	<p>Complete Phase II of the Access, Security, and Timekeeping upgrades.</p> <p>Complete Plaza exterior operational improvements and finalize design for all other improvements.</p> <p>Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.</p>
Equipment	<p>Install onboard cameras on Fixed Route coaches and Paratransit vans.</p> <p>Begin phased installation of the Trapeze Operations Module.</p> <p>Retire existing business systems and replace with Enterprise Resource Program.</p> <p>Take delivery of ten 40' Hybrid Fixed Route coaches and retire ten diesel 40' Fixed Route coaches.</p> <p>Retire ten Vanpool vans and take delivery of ten new Vanpool vans.</p> <p>Begin narrow banding project for Paratransit and Smart Bus communications systems</p>
2011	Planned Activity
Services	<p>Reduce Fixed Route service by 30,500 annual platform hours (7%).</p> <p>Assess stop placement on routes entering downtown with base frequencies of 30 minutes or better.</p>
Equipment	<p>Retire or place in contingency fleet select Fixed Route coaches in accordance with service requirements.</p> <p>Take delivery of nineteen Vanpool vans and retire nine Vanpool vans.</p> <p>Take delivery of fifteen Paratransit vans and retire fifteen Paratransit vans.</p> <p>Complete narrow banding project for Paratransit fleet and Smart Bus Communications</p>
Facilities	<p>Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.</p>

2012	Planned Activity
Services	Reduce Fixed Route service by 28,500 annual platform hours (7%).
Equipment	Retire or place in contingency fleet select Fixed Route coaches in accordance with service requirements. Take delivery of eighteen Vanpool vans and retire eight Vanpool vans. Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.
Facilities	Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.

2013	Planned Activity
Equipment	Retire or place in contingency fleet select Fixed Route coaches in accordance with service requirements. Take delivery of nineteen Vanpool vans and retire nine Vanpool vans. Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.
Facilities	Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.

2014	Planned Activity
Equipment	Retire or place in contingency fleet select Fixed Route coaches in accordance with service requirements. Take delivery of thirty Vanpool vans and retire twenty Vanpool vans. Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.
Facilities	Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.

2015	Planned Activity
Equipment	Take delivery of twenty Vanpool vans and retire ten Vanpool vans. Take delivery of seven Paratransit vans and retire seven Paratransit vans.

2015	Planned Activity (continued)
Facilities	Wayside improvements to increase passenger safety and comfort. Improvements include bus shelters, signage, lighting and ADA.

Section VIII: Capital Improvement Program: 2010 – 2015

**Spokane Transit
2010 Capital Budget - Sustainable Plan
2010 - 2015 Capital Plan with Stimulus**

Proposed Capital Projects	2010		2011		2012		2013		2014		2015		Total (2010 - 2015)		
	Carryover	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Revenue Vehicles															
<i>Fiscal Route (007) Stimulus - Dec. 2009</i>	\$10,000		\$10,000											10	\$10,000
<i>Fiscal Route (107) Stimulus - Dec. 2009</i>	18,302		18,302											18,302	18,302
<i>Hybrid Shuttles - Local Funds - Dec. 2009</i>															0
<i>Shuttles - Federal Funds - Dec. 2009</i>	20,231		20,231											10	20,231
<i>Fiscal Route (407) HEV Local</i>		10	\$2,235,000											10	2,235,000
<i>Fiscal Route (407) HEV Stimulus</i>			3,661,730											56	3,661,730
<i>Rideshare Vans - Replacement</i>				9	\$234,000									9	\$234,000
<i>Rideshare Vans - Local Funds</i>		20	\$20,000	10	\$20,000	10	\$20,000							10	\$20,000
<i>Rideshare Vans - St. Funding</i>		15	\$1,245,000	12	\$1,045,000	12	\$1,045,000							70	\$1,245,000
<i>Paratransit Vans</i>		34	\$1,730,000	30	\$1,730,000	30	\$1,730,000							58	\$1,730,000
Total Revenue Vehicles	\$48,533	30	\$6,416,730	86,465,263										194	\$14,466,571
Maintenance, Facilities, & Equipment															
<i>Service & Support Vehicles</i>	\$40,000		\$472,000		\$247,000		\$156,000		\$60,000		\$60,000		\$371,000		\$1,409,000
<i>Operating Base Expansion - (SAM - \$11.2M)</i>				40,000											40,000
<i>Vehicle Hoist Construction & Replacement</i>			471,500	471,500	0	65,000	65,000		341,500		341,500		943,000		943,000
<i>BVAC Equipment Replacement</i>			200,000	200,000	300,000	100,000	100,000		100,000		100,000		645,000		645,000
<i>Roof Repair & Replacement</i>			140,000	140,000	2,300,000	155,000	155,000		275,000		275,000		2,870,000		2,870,000
<i>Miscellaneous Equipment and Furnish</i>			80,000	80,000	80,000	80,000	80,000		80,000		80,000		320,000		320,000
<i>Other Maintenance and Facilities Projects</i>			250,500	250,500	160,000	765,000	765,000		150,000		150,000		1,313,500		1,313,500
Total Facilities & Equipment	\$40,000		\$1,654,000	\$1,694,000	\$3,087,000	\$1,331,000	\$1,331,000		\$653,500		\$653,500		\$8,260,500		\$8,260,500
Customer Service & Technology Projects															
<i>Computers, Preservation & Maint. Program</i>			\$180,000	\$180,000	\$75,000	\$75,000	\$75,000		\$75,000		\$75,000		\$75,000		\$465,000
<i>Access, Security, & Timekeeping Local I</i>			758,779	758,779											758,779
<i>Access, Security, & Timekeeping ST/MZ/LUS</i>			\$106,970	\$106,970											106,970
<i>Smart Bus - Security, & Timekeeping ST/MZ/LUS</i>			954,829	954,829	750,000	1,000,000	1,000,000		1,250,000		1,250,000		7,454,829		7,454,829
<i>Smart Bus - Cameras Federal Funds</i>			1,000,000	1,000,000											1,000,000
<i>Business Systems (Finance, Maintenance, HR system)</i>			750,000	900,000	725,000	725,000	725,000						2,100,000		2,100,000
<i>Operating & Customer Service Software (Trapper)</i>			311,166	311,166	40,400	40,400	40,400						401,566		401,566
<i>Fare Instrument Point of Sale system</i>			85,000	85,000											85,000
<i>Inventory Management</i>			100,000	100,000	1,500,000	1,500,000	1,500,000						3,100,000		3,100,000
<i>Radio Upgrade</i>			20,000	20,000	225,000	225,000	225,000						470,000		470,000
<i>Taproot Software</i>			371,292	371,292											371,292
<i>Ticket Vending Machine (TYM)</i>			\$3,593,100	\$3,593,100	\$3,275,000	\$3,100,000	\$3,100,000						\$17,486,445		\$17,486,445
<i>Fare Collection GFI - Carryover</i>															
<i>Total Customer Service & Technology Projects</i>			\$1,814,945	\$5,778,945	\$3,275,000	\$3,100,000	\$3,100,000		\$1,225,000		\$1,225,000		\$75,000		\$17,486,445
Planning Projects															
<i>Wayside Passenger Amenities Program (shelters, lighting, & ADA)</i>			\$19,000	\$19,000	\$19,000	\$19,000	\$19,000		\$19,000		\$19,000		\$114,000		\$114,000
<i>Trayside Program - Federal Portion</i>			70,000	70,000	70,000	70,000	70,000		70,000		70,000		450,000		450,000
<i>Trayside Program - Stimulus</i>			80,000	80,000	80,000	80,000	80,000		80,000		80,000		320,000		320,000
<i>Plaza Enhancements</i>			300,000	300,000	2,000,000	200,000	200,000						3,000,000		3,000,000
<i>Operational & Passenger Facilities Improvement Program</i>			500,000	500,000	1,000,000	1,000,000	1,000,000						4,500,000		4,500,000
<i>High Capacity Transit Right of Way Preservation</i>			400,000	400,000									800,000		800,000
<i>South Valley Corridor (DEIS update)</i>			73,500	73,500									147,000		147,000
<i>Downstream Transit Alternative Analysis - State</i>			294,000	294,000									588,000		588,000
<i>Downstream Transit Alternative Analysis - Federal</i>			50,000	50,000									100,000		100,000
Comprehensive Plan			\$2,612,500	\$2,781,530	\$3,285,000	\$1,485,000	\$1,485,000		\$1,285,000		\$1,285,000		\$385,000		\$10,406,530
Total Planning Projects			\$1,699,151	\$8,242,945	\$11,050,000	\$7,124,308	\$7,124,308		\$4,838,000		\$4,838,000		\$1,916,500		\$42,045,303
Local Funds for Capital Projects	\$331,281		\$3,661,730	\$3,993,011	\$0	\$0	\$0		\$0		\$0		\$0		\$3,993,011
Federal/State Funds for Capital Projects	\$1,292,231		\$967,500	\$2,883,731	\$336,000	\$336,000	\$336,000		\$336,000		\$336,000		\$336,000		\$4,869,731
Total Capital Projects	\$3,891,663		\$12,868,175	\$16,778,838	\$11,386,000	\$7,460,308	\$7,460,308		\$5,174,000		\$5,174,000		\$2,352,500		\$50,602,046

Section VIII: Capital Improvement Program: 2010 – 2015 (continued)

Funded and Proposed Fixed Route Coach Acquisition Plan 2010 - 2015						
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	156	156	156	156	156	156
Diesel Buses	137	127	127	TBD	TBD	TBD
Hybrid Electric Vehicles	12	22	22	TBD	TBD	TBD
Fixed Route Vans	7	TBD	TBD	TBD	TBD	0
Buses to be Surplused	10	0	TBD	TBD	TBD	0
Vans to be Surplused	0	0	0	0	7	0
New Replacement Buses – Hybrid	10	0	TBD	TBD	TBD	0
New Replacement Buses – Diesel	0	0	TBD	TBD	TBD	0
<u>FLEET AT END</u>	156	TBD	TBD	TBD	TBD	TBD
Buses in Contingency Fleet	8	TBD	TBD	TBD	TBD	TBD
<u>FLEET UTILIZATION</u>						
Maximum Peak Requirement	124	TBD	TBD	TBD	TBD	TBD
Spare Fleet	24	TBD	TBD	TBD	TBD	TBD
Operating Fleet	148	TBD	TBD	TBD	TBD	TBD
Contingency Fleet	8	TBD	TBD	TBD	TBD	TBD

Note: New Bus purchases in 2012 – 2014 are tentative depending upon service levels. Fleet Utilization for 2011 – 2015 will be determined by the Comprehensive Transit Plan (CTP) to be published in June 2010. Twenty five buses and seven vans will be surplused, replaced or put in a contingency fleet based on the requirements of the CTP.

Section VIII: Capital Improvement Program: 2010 – 2015 (continued)

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2010 - 2015

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	70	70	70	70	70	70
Replacement Vans	0	15	12	12	12	7
Vans to be Surplused	0	15	12	12	12	7
<u>FLEET AT END</u>	70	70	70	70	70	70
<u>FLEET UTILIZATION</u>						
Spare Fleet	10	10	10	10	10	10
<u>PEAK REQUIREMENT</u>	60	60	60	60	60	60

Funded and Proposed Vanpool Van Acquisition Plan 2010 - 2015

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	117	117	127	137	147	157
New Expansion Vans ¹	10	10	10	10	10	10
Replacement Vans	0	9	8	9	20	10
Vans to be Surplused	10	9	8	9	20	10
<u>FLEET AT END</u>	117	127	137	147	157	167
<u>FLEET UTILIZATION</u>						
Vanpool Operating fleet	100	109	118	127	136	145
Vanpool Spare Fleet (10%)	8	9	10	11	12	13
Special Operating Fleet ²	7	7	7	7	7	7
Special Spare Fleet	2	2	2	2	2	2
<u>PEAK REQUIREMENT</u>	107	116	125	134	143	152

¹ Expansion program is dependent upon funding from Washington State Department of Transportation

² Special Operating Fleet is a Special Vanpool program that serves agencies with Paratransit eligible clientele.

Section IX: Operating Data: 2009 – 2015

Spokane Transit Authority	2009 Actual	2010 Budgeted	2011 Projected	2012 Projected	2013 Projected	2014 Projected	2015 Projected
Fixed Route Bus Service							
Revenue Vehicle Hours	418,247	423,000	409,000	381,000	362,000	364,000	370,000
Total Vehicle hours	447,279	453,000	438,000	408,000	388,000	390,000	396,000
Revenue Vehicle Miles	5,811,386	5,930,000	5,720,000	5,340,000	5,060,000	5,080,000	5,160,000
Total Vehicle Miles	6,307,479	6,510,000	6,280,000	5,860,000	5,550,000	5,580,000	5,660,000
Passenger Trips	11,152,408	11,230,000	10,860,000	10,110,000	9,610,000	9,660,000	9,820,000
Directly Operated Paratransit Service							
Revenue Vehicle Hours	90,765	88,735	88,735	88,735	88,735	88,735	88,735
Total Vehicle hours	105,927	104,751	104,751	104,751	104,751	104,751	104,751
Revenue Vehicle Miles	1,307,371	1,282,206	1,282,206	1,282,206	1,282,206	1,282,206	1,282,206
Total Vehicle Miles	1,455,799	1,418,251	1,418,251	1,418,251	1,418,251	1,418,251	1,418,251
Passenger Trips	277,200	274,395	274,395	274,395	274,395	274,395	274,395
Contracted Paratransit Service							
Revenue Vehicle Hours	79,201	87,629	91,265	94,974	98,756	102,615	106,550
Total Vehicle hours	96,121	102,964	107,236	111,594	116,038	120,573	125,196
Revenue Vehicle Miles	1,281,531	1,404,861	1,460,711	1,517,678	1,575,784	1,635,052	1,695,506
Total Vehicle Miles	1,483,079	1,625,259	1,661,120	1,725,903	1,791,981	1,859,381	1,928,129
Passenger Trips	217,217	231,873	242,565	253,471	264,595	275,942	287,515
Special Use Van Program							
Revenue Vehicle Hours	5,115	5,424	5,424	5,424	5,424	5,424	5,424
Total Vehicle hours	5,115	5,424	5,424	5,424	5,424	5,424	5,424
Revenue Vehicle Miles	89,636	105,427	105,427	105,427	105,427	105,427	105,427
Total Vehicle Miles	89,636	105,427	105,427	105,427	105,427	105,427	105,427
Passenger Trips	27,161	28,334	28,334	28,334	28,334	28,334	28,334
Vanpool Services							
Revenue Vehicle Hours	23,777	27,692	29,631	31,705	33,607	35,624	36,693
Revenue Vehicle Miles	909,485	1,112,400	1,209,600	1,306,800	1,404,000	1,501,202	1,546,238
Passenger Trips	208,772	254,464	272,276	291,336	308,816	327,345	337,165

Section X: Operating Revenues and Expenditures: 2009 – 2015

	2009 Estimate	2010 Budget	2011 Projected	2012 Projected	2013 Projected	2014 Projected	2015 Projected
Revenue							
Fixed Route	\$7.3	\$8.5	\$9.6	\$8.9	\$8.5	\$8.6	\$9.9
Paratransit	0.2	0.3	0.5	0.7	0.7	0.7	0.8
Vanpool	0.6	0.7	0.8	0.9	1.0	1.1	1.2
Total Fare Revenue	\$8.2	\$9.5	\$10.9	\$10.5	\$10.2	\$10.3	\$11.9
Sales Tax	41.3	40.7	41.5	42.7	44.0	45.3	46.7
Fed. Preventative Maintenance Grant	8.1	8.0	8.2	8.4	8.7	8.9	9.1
State Special Needs Grant	0.8	0.7	0.7	0.7	0.7	0.7	0.8
Misc. & Investment Earnings	1.6	1.5	1.7	1.1	0.9	0.8	0.7
Total Revenue Before Capital Grants	\$60.1	\$60.4	\$63.0	\$63.5	\$64.5	\$66.0	\$69.1
Federal and State Capital Grants	\$7.5	\$6.9	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3
Total Revenue	\$67.5	\$67.3	\$63.3	\$63.8	\$64.8	\$66.4	\$69.4
Operating Expense							
Fixed Route	\$41.9	\$46.4	\$46.5	\$44.6	\$43.9	\$45.4	\$47.0
Paratransit	11.7	13.5	14.1	14.9	15.6	16.4	17.2
Vanpool	0.6	0.8	0.8	0.9	1.0	1.1	1.2
Total Operating Expense	\$54.1	\$60.6	\$61.5	\$60.4	\$60.5	\$62.9	\$65.5
Capital Projects Expenditures							
Federal Portion	\$0.8	\$2.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3
State Portion	0.1	0.5					
Federal Stimulus Portion	6.5	4.0					
Local Portion	3.0	9.8	11.1	7.1	7.3	4.8	1.9
Total Capital Expenditures	\$10.5	\$16.7	\$11.4	\$7.5	\$7.6	\$5.2	\$2.3
Cooperative Street & Road Projects	\$3.3	\$4.2	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses and Expenditures	\$67.8	\$81.6	\$73.9	\$67.9	\$68.1	\$68.1	\$67.7
Change in Cash Balance	(\$0.3)	(\$14.2)	(\$10.6)	(\$4.0)	(\$3.3)	(\$1.7)	\$1.7
Beginning Cash Balance	\$47.8	\$47.5	\$33.2	\$22.7	\$18.6	\$15.4	\$13.6
Change in Cash	(0.3)	(14.2)	(10.6)	(4.0)	(3.3)	(1.7)	1.7
Ending Cash Balance	\$47.5	\$33.2	\$22.7	\$18.6	\$15.4	\$13.6	\$15.3
Self Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Operating	(8.1)	(9.1)	(9.2)	(9.1)	(9.1)	(9.4)	(9.8)
Cash Balance After Reserves	\$33.9	\$18.7	\$8.0	\$4.1	\$0.8	-\$1.3	\$0.0

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

Appendix

Appendix A – Public Process

General Information

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that recipients of federal transit assistance have a locally developed process to solicit and consider public comments prior to:

- a. Applying for any Federal Transit Administration (FTA) Grant; or
- b. Raising fares or implementing a major service reduction.

STA also adopted a policy to solicit and consider public comment prior to the adoption of its Transit Development Plan (TDP).

Capital Grant Applications

For FTA Grant Applications, a public notice will be published a minimum of three weeks prior to the application submittal date, in a major newspaper with wide coverage, describing the content of the application and advising that a public hearing on the matter will be held on written request of at least ten (10) individuals, submitted within two weeks from the date of the notice.

If less than ten requests for a public hearing are received within two weeks from the appearance of the public notices, a public hearing is not required, but may be held at the discretion of the Board of Directors.

General Policy Provisions Regarding Fare and Service Changes

A fare increase is defined as:

- a. Any change to an existing, established fare rate or fare type applicable to regular fixed route or Paratransit service which results in a higher rate than is currently in effect;
- b. Experimental fare rates or fare types applicable to regular fixed route or Paratransit service that would increase, discontinue or replace an existing rate or fare type; regardless of the experimental period.

The following are not considered fare increases:

- a. A new fare instrument (such as a new pass, or permit, or ticket, or other rate) introduced to the existing, established fare structure applicable to fixed route or Paratransit service when there is no other change to the existing, established fare structure;
- b. Fares for seasonal services or special promotions that are in addition to the existing, established fare structure applicable to fixed route and Paratransit service; and
- c. Experimental fare rates or fare instruments applicable to fixed route and Paratransit service that are in addition to the existing, established fare structure.

Service Changes

Note that the Comprehensive Plan will supersede the service change process outlined below:

A service change is defined as any change that:

- a. Reduces 25 percent or more of the number of transit miles of a route, or reduces 25 percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made;
- b. Establishes a new transit route; or
- c. When added to other changes on a route made during the fiscal year equals percentages noted above, a hearing will be held prior to the last change.

Certain service adjustments are exempt from public hearing requirements. These include:

- a. Headway adjustments of up to five minutes during peak hour service and up to 15 minutes during non-peak hour service; or
- b. Standard seasonal variations unless the number, timing, or type of standard seasonal variations change; or
- c. Emergency or experimental changes. A public hearing must be held if the emergency or experimental change is to be in effect for more than 180 days and if the change meets the test for required hearings (25 percent rule and/or new route).

Transit Development Plan

A public notice will be published a minimum of three weeks prior to the anticipated adoption date in a major newspaper, with wide coverage, describing the content of the document. Listed below is a general schedule for the Transit Development Plan (TDP) Yearly Calendar.

January	1 st draft of the TDP distributed to area libraries, Spokane Regional Transportation Council (SRTC), and other jurisdictions, and posted on the STA website.
January	Public Hearing Notice published in a local newspaper.
February	TDP presented to Operations & Customer Service Committee and Board of Directors.
February	Board holds public hearing during regular Board meeting
March	2 nd draft presented to Operations & Customer Service Committee for recommendation
March	Board adopts TDP, distribute to State, SRTC and other jurisdictions.

Disadvantaged Business Enterprise (DBE) Program

Every year, STA publishes its DBE program goals and if ten or more requests are received in a 30-day comment period a public hearing will be held.

Title VI

STA fully complies with Title VI of the Civil Rights Act of 1964 which states that “no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance.”

Policies Regarding the Local Process to Solicit and Consider Public Comments

Solicitation and consideration of public comment will occur prior to the Board of Director's adoption for the following items. The solicitation process will consist of the opportunity for written comment from the public and, at STA's determination, either a public hearing will be held or the opportunity may exist for a public hearing to be held. A public notice shall be published in the local newspaper prior to STA:

- a. Submitting an FTA grant application;
- b. Raising fares or implementing a major change in transit services; or
- c. Adopting the TDP.

Contained in the public notice is a description of the method will follow to solicit comments for the specific item under consideration. The methods are as follows:

- a. In cases *where there are public hearings*, there will be at least a three-week period from the date of the public notice to the date of the public hearing. Any comments received prior to the hearing will be included with any testimony presented at the public hearing;
- b. *Where the opportunity for a public hearing* is provided, a public hearing may be requested in writing within a two week period from the date of the public notice. Ten individual requests will be considered adequate reason to conduct a hearing. If less than ten requests are received, no hearing will be required. In cases where less than ten requests are received, those individuals may attend the Board meeting and state their concerns during the public comment period or may submit their concerns in writing;
- c. In cases *where only written comments are solicited from the public*, there will be a two week period from the date of the public notice during which written comments may be submitted to STA.

The Board will be provided a compilation of all written comments received in response to the solicitation process, along with staff recommendations regarding the proposed changes. A final determination will be made by the STA Board of Directors after reviewing comments and/or testimony.

Public notification in the form of news releases, and written materials for distribution to riders on buses and/or vans will be used to announce adopted changes in adopted fare structure or service. STA provides these notices in alternative formats upon request.

NOTE: STA may elect to take other actions to solicit and consider public input in addition to what is required by this locally-developed process.

Appendix B – Priorities and Objectives

I. Safety

A. Emphasize safety in all aspects of our operations

1. Objective:

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

2. Performance Measures

Accident Rate			
<i>Fixed Route</i>			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Total Accidents	Zero	2.0 (or less) per 100,000 miles	Quarterly
Preventable	Zero	0.5 (or less) per 100,000 miles	Quarterly
<i>Paratransit</i>			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Total Accidents	Zero	2.0 (or less) per 100,000 miles	Quarterly
Preventable	Zero	1.0 (or less) per 100,000 miles	Quarterly

II. Earn and Retain the Community's Trust

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

1. Objectives

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

II. Earn and Retain the Community's Trust (Continued)

2. Performance Measures

Ridership		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of unlinked trips	0% increase from 2009 to 2010	Monthly (by system, route, day of the week)
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of unlinked trips	0% increase from 2009 to 2010	Monthly
Vanpool		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of unlinked trips	21% increase from 2009 to 2010	Monthly
Cost Efficiency		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Cost per Revenue Hour	Below 94% of average cost of urban systems in Washington state	No more than Quarterly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Cost per Revenue Hour	Below 94% of average cost of urban systems in Washington state	No more than Quarterly
Vanpool		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Cost per Revenue Hour	Recover 100% of Operational and Administrative costs and 40% of the Capital costs through user fares and residual value of capital equipment	No more than Quarterly
Cost Effectiveness		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Cost Per Passenger	Below 94% of average cost of urban systems in Washington state	Quarterly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Cost Per Passenger	Below 94% of average cost of urban systems in Washington state	Quarterly

II. Earn and Retain the Community's Trust (Continued)

Service Effectiveness			
Fixed Route			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Passengers per Revenue Hour	22 system wide average	Adjusted in January 2011 with approval of the Comprehensive Transit Plan	Quarterly
Paratransit			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Passengers per Revenue Hour	3.0	N/A	Quarterly
Customer Security			
Fixed Route			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Response to two questions on annual survey: I. Customer assessment of personal safety II. Drivers driving safe	4 on a scale of 1 to 4	3.6 average	Annually
Paratransit			
<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Response to two questions on annual survey: I. Customer assessment of personal safety II. Drivers driving safe	4 on a scale of 1 to 4	3.6 average	Annually
Maintenance Cost			
Fixed Route			
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>	
Cost per total mile by fleet	\$1.05 per mile	Quarterly	
Paratransit/Vanpool			
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>	
Cost per total mile	\$0.76 per mile	Quarterly	

III. Provide Excellent Customer Service

1. Objectives:

- a. To provide consistently high-quality service to customers at every interaction with Spokane Transit.
- b. To be rated by customers, the community, and employees as providing excellent customer service as measured annually in surveys.

2. Performance Measures

On Time Performance		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
0 to 5 minutes from scheduled time point	95% on time	Quarterly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
0 to 30 minutes from scheduled pick up time	95% on time	Monthly
Call Center		
Fixed Route Abandon Rate		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Percent of all calls abandoned in comparison to total call volume	4% or below	Monthly
Paratransit Abandon Rate		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Percent of all calls abandoned in comparison to total call volume	4% or below	Monthly
Fixed Route Service Level		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
The percent of time calls are answered within the goal period	90%/60 seconds	Monthly
Paratransit Service Level		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
The percent of time calls are answered within the goal period	90%/60 seconds	Monthly

III. Provide Excellent Customer Service (Continued)

Professionalism and Courtesy

Fixed Route

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Quality Counts survey response to: “Operator professionalism and courteous throughout the trip”	5 on a scale of 1 to 5	4.5 average	Monthly

Paratransit

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Quality Counts survey response to: “Operator professionalism and courteous throughout the trip”	5 on a scale of 1 to 5	4.5 average	Monthly

Administration/Customer Service/Paratransit Reservations/Security

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Quality Counts survey response to: “Employee was professional and courteous throughout the call/interaction”	5 on a scale of 1 to 5	4.5 average	Monthly

Driver Announcements/Introduction

Fixed Route

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Quality Counts survey response to: “Operator audibly announcing published stops”	5 on a scale of 1 to 5	4.5 average (FTA Standard is 3)	Monthly

Paratransit

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Quality Counts survey response to: “Operator identifying himself/herself at pick-up”	100%	N/A	Monthly

Cleanliness of coach/van

Fixed Route

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Response to Quality Counts survey	100%	90%	Monthly

Paratransit

<u>Measurement</u>	<u>Goal</u>	<u>Standard</u>	<u>Frequency of Measurement</u>
Response to Quality Counts survey	100%	90%	Monthly

III. Provide Excellent Customer Service (Continued)

Complaint Rate		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of complaints received	1 complaint per 22,000 boardings	Monthly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of complaints received	1 complaint per 2,000 boardings	Monthly
Customer Service Response Time		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of days to make initial contact with customer	3 business days to contact	Monthly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of days to make initial contact with customer	3 business days to contact	Monthly
Maintenance Reliability		
Fixed Route		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of Road Calls	Less than 1 per 9,000 miles	Monthly
Paratransit		
<u>Measurement</u>	<u>Goal</u>	<u>Frequency of Measurement</u>
Number of Road Calls	Less than 1 per 42,000 miles	Monthly

IV. Provide Organizational and Employee Development

1. Objectives:

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

IV. Provide Organizational and Employee Development (Continued)

2. Performance Measures

- Injury Rate (Employee)

Fixed Route		
Measurement	Goal	Frequency of Measurement
Work days lost due to injury	0.02 per 1,000	Quarterly
Paratransit		
Measurement	Goal	Frequency of Measurement
Workers Comp Lost Days	0.04 per 1,000	Quarterly
Maintenance		
Measurement	Goal	Frequency of Measurement
Workers Comp Lost Days	0.05 per 1,000	Quarterly
Fixed Route		
Measurement	Goal	Frequency of Measurement
Claims per 1,000 hours	0.05 claims per	Quarterly
Paratransit		
Measurement	Goal	Frequency of Measurement
Claims per 1,000 hours	0.08 claims per	Quarterly
Maintenance		
Measurement	Goal	Frequency of Measurement
Claims per 1,000 hours	0.09 claims per	Quarterly

Appendix C – Asset Management Plan

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

Per the Washington State Department of Transportation, “as a condition of receiving state funds, publicly owned transit systems are required to submit an asset management plan to the Washington State Transportation Commission for certification. The plan must inventory all transportation system assets and provide a preservation plan based on the lowest life-cycle cost (LLCC) methodologies.”³

The AMP inventory includes:

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

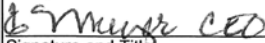
The inventory includes, but is not limited to, the asset’s Condition, Age, Remaining useful life and Replacement Cost.

³Washington State Department of Transportation

Public Transportation Management System Owned Rolling Stock Inventory				Fleet - Fixed Route									
Spokane Transit Authority 12/31/2009				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
				Signature and Title					Date				
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
1990 FLXIBLE METRO	1	1GF5ABFK6LD101101	222	859092	30	20	0	500,674	YES	39 + 2	DF	NO	
1990 FLXIBLE METRO	1	1GF5ABFK1LD101104	225	848118	30	20	0	500,674	YES	39 + 2	DF	NO	
1990 FLXIBLE METRO	1	1GF5ABFK3LD101105	226	849589	30	20	0	500,674	YES	39 + 2	DF	NO	
1990 FLXIBLE METRO	1	1GF5ABFK1LD101830	239	853521	30	20	0	521,145	YES	39 + 2	DF	NO	
1990 FLXIBLE METRO	1	1GF5ABFK5LD101834	243	846447	30	20	0	521,145	YES	39 + 2	DF	NO	
1990 FLXIBLE METRO	1	1GF5ABFK7LD101835	244	859423	30	20	0	521,145	YES	39 + 2	DF	NO	
1993 TMC	1	1TUMDTGA1PR829672	9306	705483	40	17	0	417,895	YES	40 + 2	DF	NO	
1993 TMC	1	1TUMDTGA2PR829678	9312	719114	40	17	0	417,895	YES	40 + 2	DF	NO	
1994 TMC	1	1TUMDTGA1RR829948	9408	706842	40	16	0	439,580	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL10VU017227	9701	616996	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL12VU017228	9702	635413	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL14VU017229	9703	616908	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL10VU017230	9704	605801	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL12VU017231	9705	611757	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL14VU017232	9706	620900	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL16VU017233	9707	615195	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL18VU017234	9708	609833	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL1XVU017235	9709	621484	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL11VU017236	9710	577782	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL13VU017237	9711	592309	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL15VU017238	9712	618829	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL17VU017239	9713	613627	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL13VU017240	9714	627235	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL15VU017241	9715	625637	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL17VU017242	9716	619556	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL19VU017243	9717	621579	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL10VU017244	9718	634093	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL12VU017245	9719	630657	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL14VU017246	9720	618412	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL16VU017247	9721	605760	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL18VU017248	9722	628194	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL1XVU017249	9723	607026	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL16VU017250	9724	584798	65	13	2	459,901	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL18VU017251	9725	620942	65	13	2	459,901	YES	40 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271X21073384	2301	309908	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073385	2302	330965	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271131073386	2303	315252	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073387	2304	347437	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073388	2305	334076	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073389	2306	331256	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073390	2307	324487	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073391	2308	325307	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073392	2309	329172	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271931073393	2310	334378	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271131073016	2311	323422	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073017	2312	330751	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073018	2313	335920	70	7	8	357,976	YES	30 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271231090818	2330	262558	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271431090819	2331	278215	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271031090820	2332	285017	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271231090821	2333	267116	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271431090822	2334	284161	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271631090823	2335	277305	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271831090824	2336	276346	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271X31090825	2337	273565	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271131090826	2338	274249	80	7	8	335,205	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271331090827	2339	274111	80	7	8	335,205	YES	24 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291451074550	2501	217728	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291651074551	2502	213886	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291851074552	2503	220802	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291X51074553	2504	210274	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291151074554	2505	224370	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291351074555	2506	217416	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291551074556	2507	216054	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291751074557	2508	208369	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291951074558	2509	215435	80	5	10	352,834	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291051074559	2510	211056	80	5	10	352,834	YES	30 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291761077750	2601	182361	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291961077751	2602	178023	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291061077752	2603	173303	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291261077753	2604	187940	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291461077754	2605	182398	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291661077755	2606	187891	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291861077756	2607	179142	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291X61077757	2608	178005	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291161077758	2609	175730	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291361077759	2610	156949	90	4	11	373,202	YES	40 + 2	DF	NO	
Total			77	33590458				\$ 31,104,449					

Public Transportation Management System Owned Rolling Stock Inventory						I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.							
Fleet - Fixed Route													
Spokane Transit Authority 12/31/2009						Signature and Title				Date			
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
2006 GILLIG 40'	1	15GGD291X61077760	2611	178666	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291861077761	2612	181005	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291X61077762	2613	169453	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291161077763	2614	178436	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291361077764	2615	178238	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291961077765	2616	180779	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291461077766	2617	173838	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291661077767	2618	180157	90	4	11	373,202	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291861077768	2619	175614	90	4	11	373,202	YES	40 + 2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	95075	90	3	12	575,389	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	98789	90	3	12	575,389	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	102293	90	3	12	575,389	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	97738	90	3	12	575,389	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	103444	90	3	12	575,389	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS126C031042	2666	102197	90	3	12	575,389	YES	62+2	DF	NO	
2007 GILLIG 35'	2	15GGB271571078435	2701	101129	90	3	12	387,008	YES	39+2	DF	NO	
2007 GILLIG 35'	2	15GGB271171078436	2702	104627	90	3	12	387,008	YES	39+2	DF	NO	
2007 GILLIG 35'	2	15GGB271971078437	2703	102267	90	3	12	387,008	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271271078418	2704	117618	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271471078419	2705	118051	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271071078420	2706	117129	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271271078421	2707	122998	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271471078422	2708	105907	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271671078423	2709	114453	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271871078424	2710	107082	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271X71078425	2711	105312	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271171078426	2712	109590	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271371078427	2713	112339	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271571078428	2714	111984	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271771078429	2715	109241	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271371078430	2716	110089	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271571078431	2717	104990	90	3	12	396,063	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD301771078432	7001	106151	90	3	12	642,158	YES	39+2	DE	NO	
2007 GILLIG 40'	1	15GGD301971078433	7002	112829	90	3	12	642,158	YES	39+2	DE	NO	
2007 GILLIG 40'	1	15GGD301071078434	7003	112225	90	3	12	642,158	YES	39+2	DE	NO	
2007 ELDORADO VAN	11	1FDXE45P87DA56067	508	54019	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45PX7DA56068	509	36213	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45P17DA56069	510	56735	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45P87DA56070	511	49676	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45PX7DA56071	512	46430	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45P17DA56072	513	49422	90	3	12	73,747	YES	16+2	DF	NO	
2007 ELDORADO VAN	11	1FDXE45P37DA56073	514	44413	90	3	12	73,747	YES	16+2	DF	NO	
2008 GILLIG 40'	1	15GGD271081079603	2801	60230	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271281079604	2802	60822	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271481079605	2803	60195	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271681079606	2804	61990	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271881079607	2805	53769	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271X81079608	2806	58083	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271181079609	2807	57175	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271881079610	2808	58856	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271X81079611	2809	57134	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271181079612	2810	57326	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271381079613	2811	60127	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271581079614	2812	57315	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271781079615	2813	51548	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG 40'	1	15GGD271981079616	2814	42698	95	2	13	394,961	YES	39+2	DF	NO	
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	60650	95	2	13	576,432	YES	39+2	DE	NO	
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	61363	95	2	13	576,432	YES	39+2	DE	NO	
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	57700	95	2	13	576,432	YES	39+2	DE	NO	
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	56189	95	2	13	576,432	YES	39+2	DE	NO	
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	62148	95	2	13	576,432	YES	39+2	DE	NO	
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	59329	95	2	13	576,432	YES	39+2	DE	NO	
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	5667	100	1	14	642,885	YES	62+2	DF	NO	
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	6376	100	1	14	642,885	YES	62+2	DF	NO	
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	4328	100	1	14	642,885	YES	62+2	DF	NO	
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	5752	100	1	14	642,885	YES	62+2	DF	NO	
2009 GILLIG 40'	1	15GGD271191176245	2901	6403	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271391176246	2902	5813	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271591176247	2903	5817	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271791176248	2904	4418	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271991176249	2905	4542	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271591176250	2906	5101	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271791176251	2907	5031	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271991176252	2908	4317	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG 40'	1	15GGD271091176253	2909	5473	100	1	14	358,206	YES	39+2	DF	NO	
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	1623	100	1	14	566,338	YES	26+2	DE	NO	
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	1678	100	1	14	566,338	YES	26+2	DE	NO	
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	1777	100	1	14	566,338	YES	26+2	DE	NO	
Total			78	5967804				\$ 32,442,206					

Public Transportation Management System Owned Rolling Stock Inventory				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
Spokane Transit Authority 12/31/2009				Fleet - Vanpool									
				Signature and Title						Date			
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
2001 Ford E-450 Cutaways	13	1FDXE45S71HB00189	R1	160642	80	9	0	74,757	YES	15+3	GA	NO	
2001 Ford E-450 Cutaways	13	1FDXE45S01HB00194	R4	178158	80	9	0	74,757	YES	15+3	GA	NO	
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77517	R5	160739	80	9	0	74,757	YES	15+3	GA	NO	
2001 Ford E-450 Cutaways	13	1FDXE45S61HB75630	R6	170290	80	9	0	74,757	YES	15+3	GA	NO	
2001 Ford E-450 Cutaways	13	1FDXE45S21HB77519	R8	158160	80	9	0	74,757	YES	15+3	GA	NO	
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77520	R9	159783	80	9	0	74,757	YES	15+3	GA	NO	
2002 Dodge 3500 RS	13	2B5WB35Z2K135154	R51	58286	80	8	0	34,709	NO	15	GA	No	
2002 Dodge 3500 RS	13	2B5WB35Z52K135157	R54	56244	80	8	0	34,709	NO	15	GA	No	
2002 Dodge 3500 RS	13	2B5WB35Z72K135161	R58	56455	80	8	0	34,709	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	46023	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	67410	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U151160940	R64	105690	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U251163622	R65	39209	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U251163801	R66	38950	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U351161250	R67	48081	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U351163449	R68	42264	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U451163352	R69	87055	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U451163671	R70	52126	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	R71	80076	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U551162741	R72	94399	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U651162831	R73	95670	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U751161767	R74	34800	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39UX51160855	R75	55242	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39UX51162654	R76	92844	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39UX51163643	R77	80492	90	5	0	34,572	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39UX51164128	R78	80672	90	5	0	34,572	NO	15	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L85R544850	R89	43433	90	5	0	24,519	NO	7	GA	Yes	
2005 DODGE CARAVAN	13	2D8GP44LX5R544851	R90	42000	90	5	0	24,519	NO	7	GA	Yes	
2005 DODGE CARAVAN	13	2D8GP44L15R544852	R91	41178	90	5	0	24,519	NO	7	GA	Yes	
2005 DODGE CARAVAN	13	2D8GP44L35R544853	R92	32931	90	5	0	24,519	NO	7	GA	Yes	
2005 DODGE CARAVAN	13	2D8GP44L55R544854	R93	32494	90	5	0	24,519	NO	7	GA	Yes	
2005 DODGE CARAVAN	13	2D8GP44L75R544855	R94	30362	90	5	0	24,519	NO	7	GA	Yes	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	28919	90	5	0	33,727	NO	15	GA	No	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U451255380	R96	49727	90	5	0	33,727	NO	15	GA	No	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U951257416	R97	69488	90	5	0	33,727	NO	15	GA	No	
2006 DODGE CARAVAN	13	2D8GP44L76R769083	R98	30093	95	4	1	27,738	NO	7	GA	Yes	
2006 DODGE CARAVAN	13	2D8GP44L96R769084	R99	31002	95	4	1	27,738	NO	7	GA	Yes	
2006 DODGE CARAVAN	13	2D8GP44L06R769085	R100	44167	95	4	1	27,738	NO	7	GA	Yes	
2006 DODGE CARAVAN	13	2D8GP44L26R769086	R101	25600	95	4	1	27,738	NO	7	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L76DA26475	R102	55264	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L06DA26477	R103	40447	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L26DA26478	R104	28932	95	4	11	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L06DA26480	R105	29996	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L26DA26481	R106	28424	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L66DA26483	R107	38623	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L56DA26474	R108	30332	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	34282	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L46DA26479	R110	32814	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L76DA26489	R111	50023	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	26125	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	R113	20513	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	R114	35342	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	36792	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	R116	42923	95	4	1	27,738	NO	15	GA	Yes	
2006 FORD EXT CLUB	13	1FDSS31L56DA26488	R117	33832	95	4	1	27,738	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	24504	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U971182994	R119	23026	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U571183012	R120	32899	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U671183102	R121	32408	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71183443	R122	25671	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	21351	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U571184208	R124	28078	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	20076	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	24025	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185217	R127	43250	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	21432	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185544	R129	28977	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71185581	R130	16171	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185611	R131	31650	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	15049	95	3	2	23,310	NO	15	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	18283	95	3	2	26,016	NO	7	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	23030	95	3	2	26,016	NO	7	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216358	R135	26972	95	3	2	26,016	NO	7	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	19534	95	3	2	26,016	NO	7	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	15721	95	3	2	26,016	NO	7	GA	Yes	
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	17389	95	3	2	26,016	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	20860	95	3	2	26,016	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GNDV33WX7D217554	R140	13715	95	3	2	26,016	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	19037	95	3	2	26,016	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	12266	95	3	2	26,016	NO	7	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	2856	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	6741	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K291155668	R145	3617	100	1	4	25,772	NO	15	GA	Yes	

Public Transportation Management System Owned Rolling Stock Inventory				Fleet - Vanpool									
Spokane Transit Authority 12/31/2009				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
				 Signature and Title						1-2-10 Date			
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	4584	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	399	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	5626	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K991156770	R149	4477	100	1	4	25,772	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K891154220	R150	402	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	4312	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	401	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39KX91154767	R153	2220	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K791154838	R154	399	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K891154881	R155	14089	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	399	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K991155148	R157	398	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	3390	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	400	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K691155365	R160	401	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K491155445	R161	2378	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	3436	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	401	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K091155720	R164	409	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	8390	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K491155882	R166	4636	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	1510	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	2209	100	1	4	26,553	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K291156822	R169	400	100	1	4	26,553	NO	15	GA	No	
Total				4020072				\$ 3,264,716					
NOTES:													
Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.													

Public Transportation Management System
Owned Rolling Stock Inventory
Fleet - Demand Response
Spokane Transit Authority
12/31/2009

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

[Signature] CEO 4.2.10
 Signature and Title Date

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2001 Ford E-450 Cutaways	14	1FDXE45S01HB77521	S110	145711	80	9	0	74,757	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45SX1HB77529	S111	126694	80	9	0	74,757	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45SX1HB75646	S112	144425	80	9	0	74,757	YES	15+3	GA	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB85767	S113	128944	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63HB85768	S114	132231	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83HB85769	S115	140977	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB85770	S116	136112	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63HB85771	S117	138140	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83HB85772	S118	135601	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45FX3HB85773	S119	141744	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13HB85774	S120	138472	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F33HB85775	S121	140977	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F53HB85776	S122	140098	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73HB85777	S123	139639	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93HB85778	S124	138854	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB85779	S125	141355	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73HB85780	S126	145435	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93HB85781	S127	141254	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB85782	S128	143050	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45FX3HB90567	S129	137295	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB79867	S130	135174	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79868	S131	138247	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB79869	S132	85846	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03HB79870	S133	138477	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79871	S134	105957	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB79872	S135	130600	85	6	0	69,251	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13HB79876	S136	139485	85	6	0	69,251	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	119361	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	108476	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA19454	S139	109516	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	115987	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	107750	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	112665	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	119071	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	113194	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA30797	S145	114933	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA30798	S146	113140	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40839	S147	118881	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	106524	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	115368	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40842	S150	117631	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	120198	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	116601	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	111232	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45PX5HA40846	S154	122315	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	132933	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	113894	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40849	S157	108884	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	120744	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	113453	85	5	0	70,537	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	106572	85	5	0	70,537	YES	15+5	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P25HB14003	S161	101398	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P45HB14004	S162	97938	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P75HB19956	S163	94878	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P95HB19957	S164	105729	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P05HB19958	S165	100584	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45PX5HB24889	S166	89916	85	4	1	82,375	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P65HB24890	S167	96617	85	4	1	82,375	YES	13 + 2	DF	NO
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	29198	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	27086	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	28494	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	25666	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	25722	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	22466	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	29051	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	26199	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	22084	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23423	S177	22114	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	25210	95	2	3	69,258	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	20085	95	2	3	69,990	YES	14 + 2	GA	NO
Total				7400552				\$ 4,987,634				

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

FACILITIES

Public Transportation Management System						
Owned Facilities Inventory						
Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
Spokane Transit 12/31/2009						
1. 23	Boone Street Avenue - 1997 & Prior	70	23	38	29,927,105	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
2. 06	Pence Cole Center - 1997 & Prior	70	20	31	4,451,340	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
3. 11	Charles Fleck Center - 1997 & Prior	70	19	32	4,901,388	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	14	37	29,631,888	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	90	20	6	807,917	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	18	0	1,292,088	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 17	The Plaza - 1998	85	12	37	44,273	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
8. 09	Park & Rides - 1998	90	12	14	1,452,781	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
9. 16	Shelters - 1998	90	12	4	49,937	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
10. 17	The Plaza - 1999	90	11	37	44,430	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
11. 23	Boone Street Ave - 1999	90	11	38	16,338	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
12. 09	Park & Rides - 2001	90	9	7	616,098	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
13. 23	Boone Street Ave - 2001	90	9	39	15,625	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
14. 17	The Plaza - 2002	90	8	37	56,902	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
15. 09	Park & Rides - 2003	90	7	9	1,233,857	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2005	90	5	38	110,543	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
17. 16	Shelters - 2005	90	5	4	34,345	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
18. 23	Boone Street - 2006	90	4	38	65,285	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
19. 09	Park & Ride-Turnout - 2006	90	4	22	10,350	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
20. 16	Shelters - 2006	90	4	5	70,895	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
21. 09	Park & Rides - 2007	90	3	23	925,213	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
22. 23	Boone Street Ave - 2007	90	3	38	174,385	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
23. 17	The Plaza - 2007	90	3	37	26,493	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
24. 16	Shelters - 2007	90	3	6	9,483	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
25. 23	Boone Street Ave - 2008	95	2	39	393,361	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
26. 16	Shelters - 2008	95	2	7	3,343	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
27. 23	Boone Street Ave - 2009	100	1	38	453,501	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 16	Shelters - 2009	100	1	5	19,220	Spokane Transit maintains 119 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
29. 09	2009	100	1	4	2,195	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
	Total				\$ 76,842,599	

Public Transportation Management System						
Owned Equipment Inventory						
For Spokane Transit Authority						
12/31/2009						
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck-1997 & Prior	05	70	17	8	294,738	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package. This computer system is a PC network made up of various types of printers, screens, and subsystems. The old financial system was deleted in 1998. These bike lockers are distributed at park and ride lots throughout the ridership area of STA.
2. Computer Network-1997 & Prior	04	20	14	0	743,834	
3. Bike Lockers-1997 & Prior	13	70	14	1	223,700	
4. Bus Washer-1997 & Prior	21	60	20	0	626,760	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance. This revenue equipment includes Diamond fareboxes used in paratransit vehicles purchased in 1983 to our Cubic Fast Fare Automatic Collection system used in our fixed route coaches purchased in 1987. This equipment also includes revenue equipment used in the "money room". This equipment has been replaced with GFI fareboxes in 2006. Most of the surplus equipment was sold in 2007.
5. Fareboxes-1997 & Prior	02	50	19	0	823,509	This communication equipment varies in age and type, example includes Uniden radios purchased in 1985 to Motorola Spectra radio system including base stations purchased in 1988.
6. Radios-1997 & Prior	08	50	18	0	602,580	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1998. Some of the file cabinets are worn out.
7. Office Eqpt & furn-1997 & Prior	16	70	19	1	1,459,346	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include: mobile tool cribs, brake monitors, hand tools, and multi-meters.
8. Maint Eqpt-1997 & Prior	09	70	17	0	2,084,206	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a sweeper purchased in 1981 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
9. Shop Vehicles-1997 & Prior	05	50	17	0	669,633	The licensed shop vehicles vary from a 1979 Chevrolet truck to a 1991 Ford utilities truck. This fleet is used in support of all vehicles and building maintenance which also includes sanders used on the road in winter conditions and a van used for training. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
10. Shop Vehicles (lic)-1997 & Prior	05	50	17	0	1,008,232	The road cars vary in age from a 1984 Dodge van to two 1997 Chevy Malibus purchased in 1997. This equipment is used by supervisory staff and administration in support of Spokane Transit Authority operations. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
11. Road Cars-1997 & Prior	05	60	17	0	427,771	
12. AVI Info System-1997 & Prior	16	60	11	0	1,503,707	The AVI information system is located at The Plaza. Seem to be having problems-old technology.
13. Computer Network-1998	04	20	13	0	50,808	Upgrade of computers through out the company in 1998.
14. Radios-1998	08	80	12	0	27,095	Replacement of van radios and portable radios in 1998.
15. Office Eqpt & furn-1998	16	90	12	8	71,617	1998 office furniture & equipment includes six workstations in the Paratransit Scheduling office.
16. Maint Eqpt-1998	09	50	12	3	145,184	Maintenance equipment in 1998 includes a TMC wheelchair lift and a copier for the Maintenance Department. Copier ready for replacement.
17. Computer Network-1999	04	20	11	0	51,782	The computer Network included Inventory Bar Coding equipment and four notebook computers purchased for Y2K readiness.
18. Office Eqpt & furn-1999	16	90	11	9	61,313	Office furniture & Equipment in 1999 includes Y2K upgrade of the Access System and six workstations.
19. Maint Eqpt-1999	09	80	11	4	50,494	The maintenance equipment includes several generators for Y2K and a portable air compressor.
20. Shop Vehicles (lic)-1999	05	80	11	4	114,962	Two trucks were purchased to be used in the maintenance of shelters and park & rides.
21. Computer Network-2000	04	20	10	0	68,438	The computer network is to upgrade systems.
22. Maint Eqpt-2000	09	80	10	0	3,233	The Maintenance equipment is a solvent recycler.
23. Wheelchair Lifts-2000	09	50	10	2	634,040	The Wheelchair lifts have been upgraded.
24. Computer Network-2001	04	40	10	0	34,347	The computer network is to upgrade systems.
25. Shop Vehicles (lic)-2001	05	75	9	0	60,939	The service vehicles include two 2001 Toyota Prius. One the Toyota Prius was totaled in 2006.
26. Maint Equip-2001	09	75	9	0	127,288	The Maintenance equip include a new Tennant floor scrubber.
27. Office Equip-2001	16	90	9	0	5,302	The office equipment includes a copier.
28. Radios-2001	08	80	9	6	658,419	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
29. Computer Network-2002	04	60	8	0	18,838	The 2002 computer network is to upgrade system.
30. Radios-2002	08	80	8	7	28,657	These are 14 additional Mobile Data Computers.
31. Office Equip-2002	16	90	8	0	2,666	Two (2) bill counters for the money room.
32. Maint Equip-2002	09	90	8	0	5,831	Portable Vehicle lift system.
33. Shop Vehicles (lic)-2002	05	90	8	0	137,437	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.
34. Computer Network-2003	04	80	7	0	65,279	The 2003 computer network is to upgrade system.
35. Office Equip-2003	16	95	7	0	5,246	Evacuation chair and projector.
36. Maint Equip-2003	09	95	7	0	140,806	Exhaust stream analyzer.

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

Introduction

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

Policy Statement

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

Definitions

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

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

- (a) Large, heavy-duty transit buses (approximately 35’-40’, and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.
- (b) Medium-size, heavy-duty transit buses (approximately 30’): 10 years or 350,000 miles.
- (c) Medium-size, medium-duty transit buses (approximately 30’): 7 years or 200,000 miles.
- (d) Medium-size, light-duty transit buses (approximately 25’-35’): 5 years or 150,000 miles.
- (e) Other light-duty vehicles such as small buses: 4 years or 100,000 miles.
- (f) Rideshare vehicles (vans): 5 years regardless of mileage.

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

For purposes of the spare ratio calculation, “vehicles operated in maximum service” is defined as the total number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak season of the year, on the week and day that maximum service is provided excluding atypical days and one-time special events. Scheduled standby vehicles are permitted to be included as “vehicles operated in maximum

service.” Spare ratio is usually expressed as a percentage, e.g., 100 vehicles operating in maximum service with 20 spare vehicles is a 20 percent spare ratio.

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

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

Catastrophic Loss of Active Bus Fleet – A sudden unanticipated decrease in the availability of buses in the active bus fleet could require that buses in the contingency fleet be placed back into service. Such an event could occur if a significant number of buses were damaged or destroyed by fire, tornado, flood, or other act of nature. A similar need could arise as a result of the premature failure of a major component of a group or sub fleet of buses, e.g., an engine or transmission failure, or cracking of structural frame members.

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