

Transit Development Plan

2015

Adopted by:
Spokane Transit Authority Board of Directors

Final

9/17/2015



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Adoption of this plan: The 2015 Transit Development Plan was adopted by the Spokane Transit Authority Board of Directors on September 17, 2015 per Board Resolution Number 735-15.

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Section 1: Introduction, Agency and System Overview

Section I: Introduction and Agency and System Overview

Spokane Transit Authority's Transit Development Plan (TDP) contains the Six-year Plan, Annual Report, Service Implementation Plan and Capital Improvement Program. The TDP is submitted to the Washington State Department of Transportation (WSDOT) on an annual basis. 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. Spokane Transit's 2015 TDP also fulfills the planning requirements defined in Policy MI-3.3 of STA's Comprehensive Plan *Connect Spokane: A Comprehensive Plan for Public Transportation*.

The first section of this plan provides an agency and system overview as it exists in 2015.

Mission

We are dedicated to providing safe, convenient and accessible transportation service to the Spokane region's neighborhoods and businesses and activity centers;

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

Vision

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

STA Priorities

1. Ensure Safety
2. Earn and Retain the Community's Trust
3. Provide Outstanding Customer Service
4. Enable Organizational Development
5. Exemplify Financial Stewardship

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 the gradual decline in transit ridership. The added burden of declining revenues resulted in the transfer of the transit system to the City of Spokane in 1968 in order to obtain public funding.

Initially, public funding for the transit system was derived from a household tax approved by voters. Increasing costs and a need for more funding precipitated a statewide effort to provide a more stable and responsive public funding source. In 1981, a new municipal corporation called the Spokane County Public Transportation Benefit Area, was formed for the sole purpose of providing public transportation via independent taxing and revenue generating authority. As a result of the vote, Spokane Transit Authority was born. At the same time, Spokane voters approved a 0.3% retail sales tax to be levied within the Public Transportation Benefit Area (PTBA) for transit funding. This funding was matched with the Motor Vehicle Excise Tax (MVET) until 2000, when the MVET was rescinded by voter initiative and the state legislature. In May of 2004, voters approved a temporary increase in the sales tax of an additional 0.3% for a total of 0.6% levied in the PTBA. The increase in sales tax was permanently reauthorized by voters in May of 2008. In 2010, the STA Board of Directors adopted the agency's long range planning document *Connect Spokane: A Comprehensive Plan for Public Transportation*. Additionally, reduced revenue as a result of the Great Recession charged STA with restructuring bus service to live within its means. Despite some cutbacks during the recession, STA was able to increase service effectiveness and grow ridership.

In 2014 11.3 million passenger trips were taken on STA buses; the most taken since 1953. In December of 2014, the STA Board of Directors adopted *STA Moving Forward: A plan for more and better transit services*, a ten-year package of service and capital improvements to sustain and grow the transit system. At the same meeting the Board passed a proposition to voters to increase sales tax in the PTBA by 3/10 of 1% to fund the improvements identified in the plan and maintain existing service. In April of 2014 voters narrowly rejected the proposition by a vote of 49.61% for the proposition and 50.39% against it. As of adoption of this plan, the Board of Directors is in the process of reevaluating their strategy to secure funding to maintain and grow the public transportation system.

Agency Leadership

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

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

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

2015 Board of Directors

Name	Jurisdiction
Mayor Tom Trulove, Chair	City of Cheney
Commissioner Al French, Chair Pro Tempore	Spokane County
Commissioner Shelly O'Quinn	Spokane County
Council Member Amber Waldref	City of Spokane
Council Member Candace Mumm	City of Spokane
Mayor Steve Peterson	City of Liberty Lake
Council Member Ed Pace	City of Spokane Valley
Council Member Chuck Hafner	City of Spokane Valley
Council Member Steve Lawrence	City of Airway Heights
Rhonda Bowers	Labor Representative (non-voting)

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:

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

Service Description

All fixed route service is provided by vehicles that are accessible for people with disabilities. Paratransit As of May of 2015 STA has 34 fixed bus routes in operation:

1	Plaza / Arena Shuttle	43	Lincoln / 37 th
2	South Side Medical Shuttle	44	29 th Avenue
20	Spokane Falls Community College	45	Regal
21	West Broadway	60	Airport / Browne's Addition
22	Northwest Boulevard	61	Highway 2 / Browne's Addition
23	Maple / Ash	62	Medical Lake
24	Monroe	66	Cheney / EWU
25	Division	68	Cheney Local
26	Lidgerwood	90	Sprague
27	Hillyard	94	East Central / Millwood
28	Nevada	96	Pines / Sullivan
29	Spokane Community College	97	South Valley
32	Trent / Montgomery	98	Liberty Lake via Sprague
33	Wellesley	124	North Express
34	Freya	165	Cheney Express
39	Mission	173	Valley Transit Center Express
42	South Adams	174	Liberty Lake Express

Service Days and Hours

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 and holidays.

STA operates 365 days a year; however, holiday schedules (8:00 AM to 8:00 PM) are followed for New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Service Connections

STA provides service to the following transportation facilities serving other modes and operators:

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

STA operates three transit centers within the PTBA as of January 1, 2015. The transit centers include:

Transit Center	Location
The Plaza	701 W. Riverside Ave.
Pence-Cole Valley Transit Center	E. 4 th Ave. & S. University Ave.
Spokane Community College	1810 N. Greene St.

STA also operates service to 12 park-and-ride lots within the PTBA:

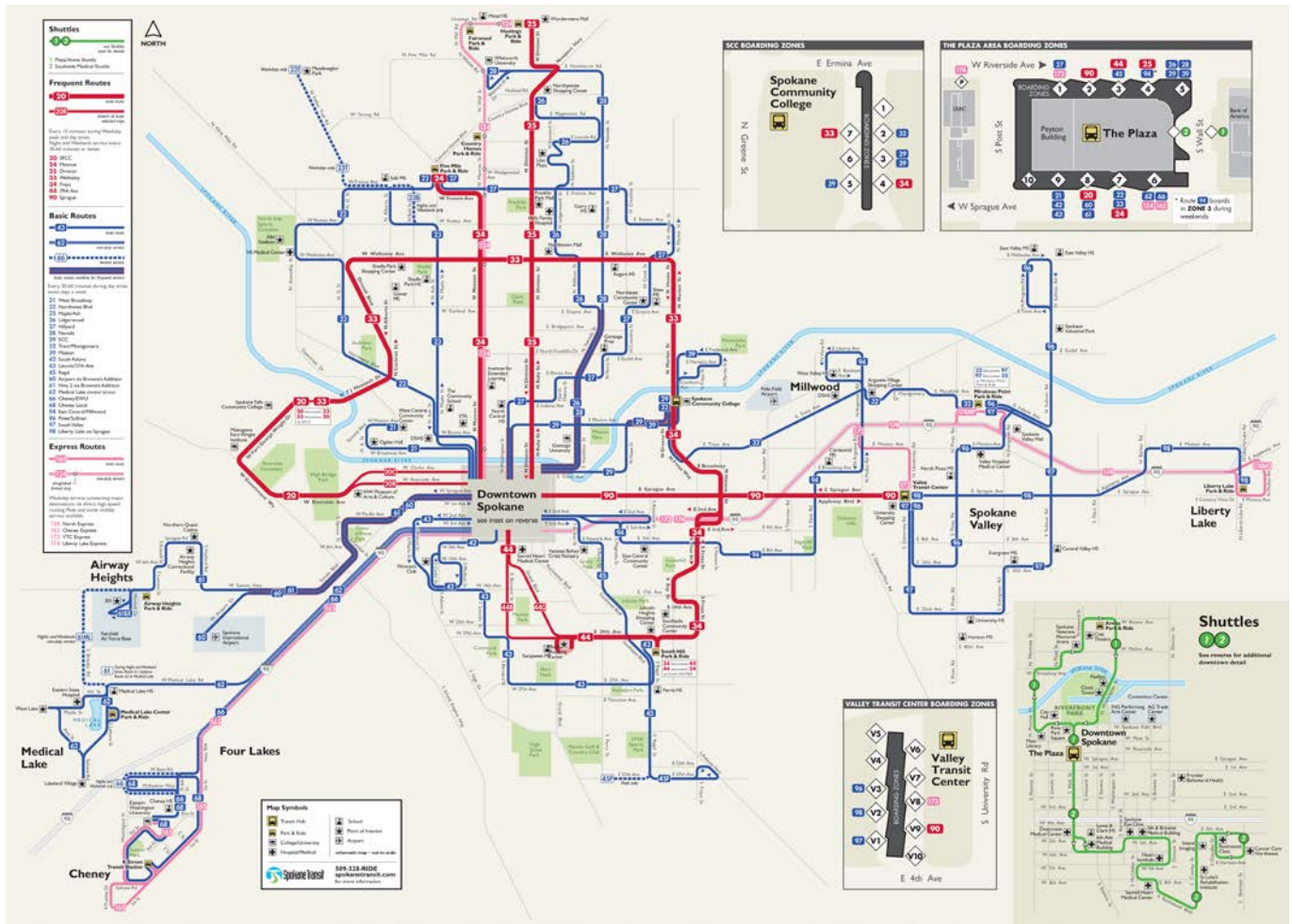
Lot	Location
Airway Heights	W. Highway 2 & S. King St.
Arena	W. Boone Ave. & N. Howard St.
Country Homes	N. Country Homes Blvd. and N. Wall St.
Fairwood	W. Hastings Rd. & N. Mill Rd.
Five Mile	N. Ash St. & W. Five Mile Rd.
Hastings	W. Hastings Rd. & N. Mayfair Rd.
Jefferson	W. 4 th Ave. and S. Walnut St.
“K” Street Station (Cheney)	K St. & W. 2 nd Ave.
Liberty Lake	E. Mission Ave. & N. Meadowwood Ln.
Mirabeau Point	E. Indiana Ave. & Mirabeau Pkwy.
Pence-Cole Valley Transit Center	E. 4 th Ave. & S. University Ave.
South Hill	Southeast Blvd. & E. 31 st Ave.

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, Eastern Washington University (Cheney, WA), Gonzaga University, Whitworth University, and Riverpoint Campus (Eastern Washington University and Washington State University) Spokane.

Service Area

Fixed Route Bus Service Area

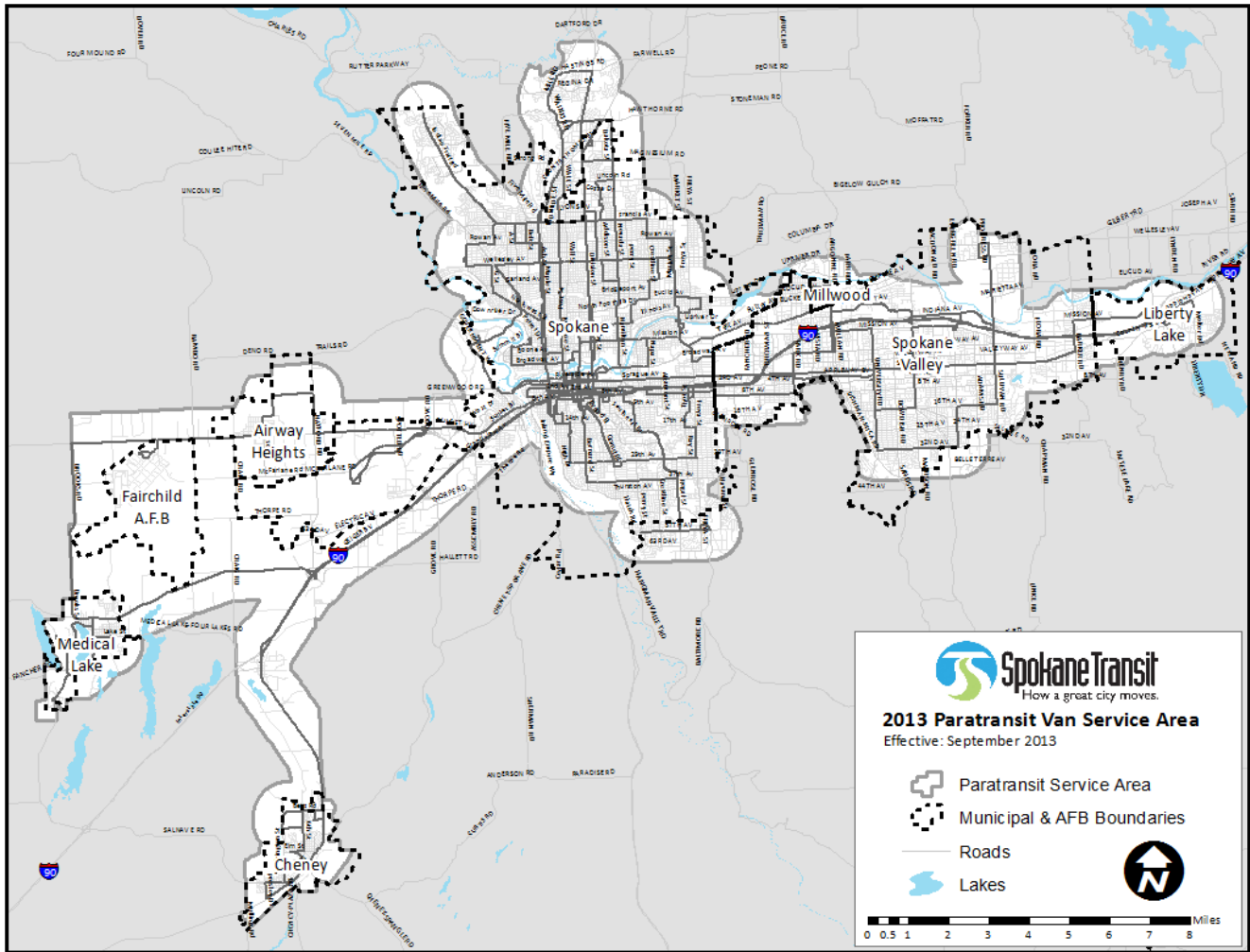
STA provides fixed route bus service and Paratransit service comparable to fixed route service to the cities of Spokane, Spokane Valley, Airway Heights, Cheney, Liberty Lake, Medical Lake and Millwood, as well as to unincorporated areas of Spokane County that are within the PTBA.



STA System Map

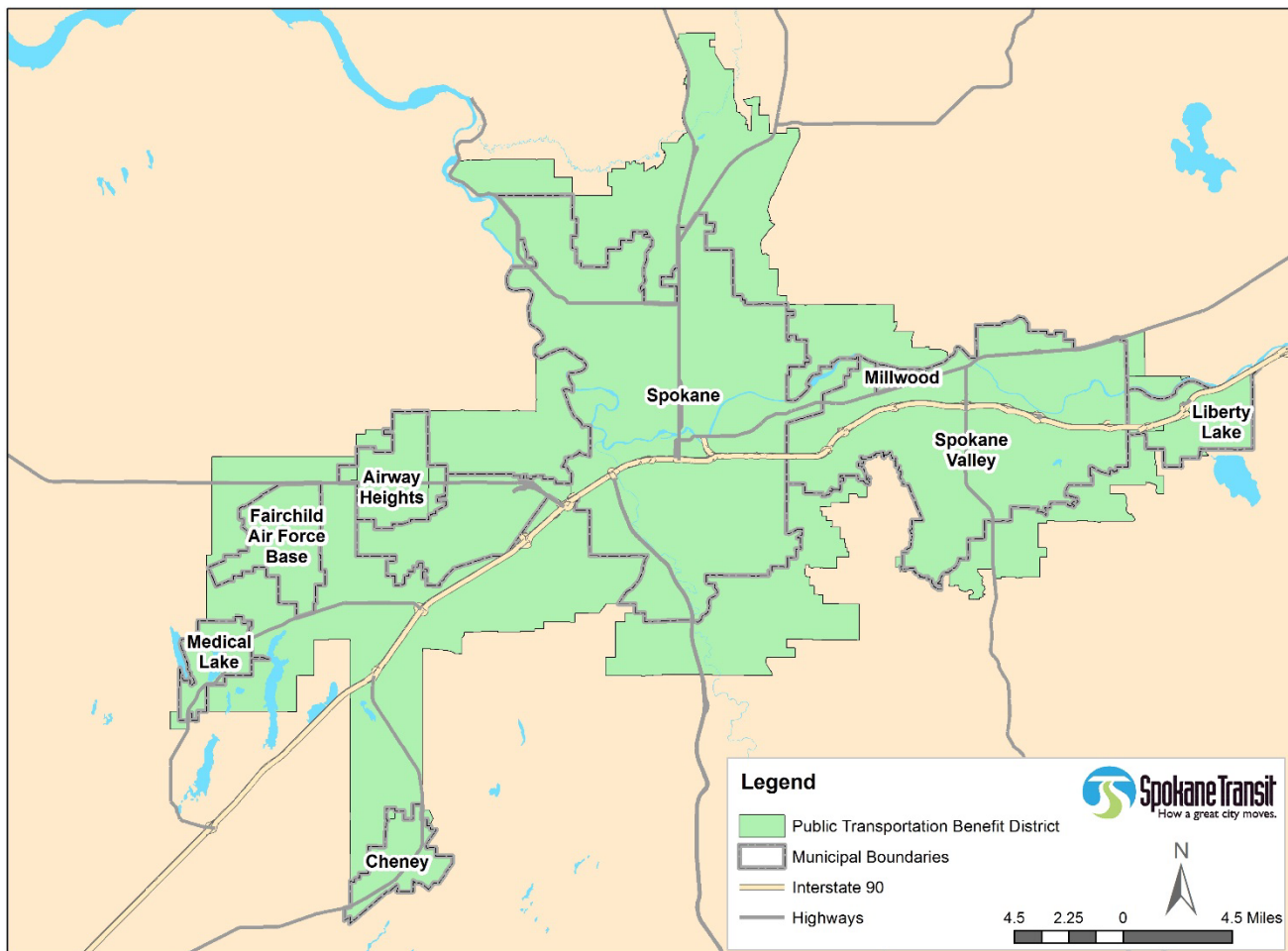
STA Paratransit Boundary

Paratransit service conforms to the Americans with Disabilities Act of 1990 and is comparable to fixed route bus service area for individuals when the effects of their disabilities prevent them from using the regular fixed route buses. This means that due to the effects of a disability a person must be unable to get to or from a bus stop, get on or off a ramp equipped bus, or successfully navigate the fixed route system. The service area extends $\frac{3}{4}$ of a mile on each side of and around each fixed route.



Public Transportation Benefit Area

The Public Transportation Benefit Area (PTBA) is a special taxing district established by Washington State for the purpose of providing public transportation. Our PTBA includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane and Spokane Valley, as well as portions of the unincorporated county surrounding those municipalities, creating a boundary that is roughly 248 square miles. The State of Washington Office of Financial Management estimates that 409,271 were people living within the PTBA in 2014.



Section 2: 2014 Accomplishments

Section 2: 2015 Accomplishments

Compliance with WSDOT State Transportation Goals

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

- ***Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.*** STA contributes to economic vitality by offering an affordable transportation option for people traveling to work, recreation or to conduct business.
- ***Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA maintains its facilities and equipment in a state of good repair according to its quality standards.
- ***Safety: To provide for and improve the safety and security of transportation customers and the transportation system.*** STA regards safety as a high priority. STA operates in a safe and efficient manner and maintains safe facilities through the implementation of security cameras and security personnel.
- ***Mobility: To improve the predictable movement of goods and people throughout Washington State.*** STA analyzes and modifies service to create efficient and predictable movement of transit vehicles and transit customers. This year STA implemented the Universal Transit Access Pass (UTAP) program with the Community Colleges of Spokane improving the mobility of the community college students
- ***Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA analyzes performance metrics that consider the environmental impacts of providing transit service.
- ***Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.*** STA modified the fixed route system to enhance the quality, effectiveness and efficiency of the system throughout 2014.

Ridership

In 2014, STA provided 11,324,434 rides on its fixed route bus system, up from 11,087,049 rides in 2013. Paratransit ridership decreased to 475,171 passengers in 2014 from 483,038 passengers carried in 2013. Vanpool ridership was up in 2014 to 246,331 passenger trips compared to 241,257 trips in 2013.

Fleet

STA procured 8 fixed route buses, 10 paratransit vans and 29 vanpool vans in 2014.

Capital Projects

In 2014, STA completed the following capital projects to help to maintain and improve transit service:

1212 W. Sharp Interior Improvements

Interior improvements at the 1212 West Sharp facility for Paratransit and Vanpool offices and dispatch. These improvements made more space available at other facilities and allowed for efficiency gains.

Bus Stop Signage Replacement

Replaced approximately 1,600 bus stops throughout the fixed route system. The new signs feature route information, a unique stop identification number and a geocode that is referenced by Computer Aided Dispatch (CAD).

Valley Transit Center Improvements

Replaced the roof and painted the transit center's metal support system and shelters along with other updates.

Paratransit Technology Upgrades

Upgraded mobile data computers in paratransit vans, implemented Computer Aided Dispatch (CAD) and made real time arrival data available to customers on their smart phones.

Communications

Spokane Transit launched a redesigned Vanpool website and brochure and a new *Try Vanpool 5 Free Rides Coupon* promotion.

Planning Efforts

In December of 2014, planning work for the third phase of the three-phase *STA Moving Forward* project was completed. The first phase included an initial evaluation of a long list of potential future projects using criteria that were based on STA's Comprehensive Plan. As a result of the screening, the list was narrowed and the STA Board of Directors adopted a resolution directing staff to further study select projects. Phase II, involved a more detailed analysis, public outreach and monthly meetings with four different Corridor Advisory Panels made up of the members of the public interested in participating in the planning process. Phase III drafted a plan to implement more the 25 transit improvements over 10 to 15 years across the region. Some components of the *STA Moving Forward* plan are included in this document.

In 2014 STA also substantially completed a planning study to identify a preferred location, develop a concept design and generate a preliminary cost estimate for the Upriver Transit Center at Spokane Community College.

Section 3: 2015 Annual Strategic Plan

The 2015 Annual Strategic Plan was adopted by the STA Board of Directors October 23, 2014 and is incorporated into the 2015 Transit Development Plan for reference purposes in order to comply with state law.

Section 3: 2015 Annual Strategic Plan

Overview

Spokane Transit Authority remains a strong and vibrant organization because of the communities we serve, the 500 plus professionals who work here, our commitment to financial stewardship, a strong governing Board that provides robust and thoughtful leadership, and, because of the ever growing number of transit riders. The organization will likely set a ridership record in 2014, the highest since STA began in 1981. Most Park & Ride lots, used primarily by commuters and students, are at or near capacity on weekdays, evidence of the appeal of STA's express services. Proof of how much the people in this region uses STA service is found in comparing the statistics of the other six urban systems in the state. STA is second only to King County Metro for ridership productivity – the average number of passengers on every bus every hour they're in service. Productivity on weekends is now higher than the productivity on the entire system 10 years ago.

Like other transit agencies in Washington State, STA depends on local, voter-approved sales tax revenue for about 70% of its total funding. That dependency on one source means the downturn in the economy and the associated drop in consumer spending greatly impacted STA. Fortunately sales tax revenue has increased for the past two years and it is expected to meet 2007 levels, the high water mark, by the end of this year. Sales tax revenue, year to date actual, is 6.6% above 2013. We have competed for and won more state and federal grants for capital projects and bus and van replacements than ever before. That helps stretch local funding farther.

Strong organizations focus not only on day-to-day operations, but they also prepare for the future. STA Moving Forward is the name of the organization's planning effort to identify and develop projects and service investments for the next 10 years. With ongoing input from the community, and consistent with the cities' and County goals, the plan also will be informed by population projections and demographic changes. Over one hundred sixty five thousand (165,000) more residents are expected to live in the region by 2040 and 68,000 new jobs will be created. According to 2010 census data, the percentage of single-family households and those without children already outnumber households with children. Consistent with national trends, the demand for transit is accelerating as a result of the Millennial Generation (born between 1982 and 2002), some 81 million citizens in the U.S., expressing a strong preference to own smart phones and other technology gadgets, over a car. In addition to the Millennials, some Boomers (born between 1946 and 1964) are choosing an urban lifestyle that requires robust transit service. In keeping with the Board's commitment to quality, we are continuing progress on several essential multi-year capital projects that will make our organization even more efficient and effective and easier for customers to use.

We are guided by our Vision and Mission:

Vision

We aspire to be a source of pride for the region.

Mission

- We are dedicated to providing safe, accessible, convenient, and efficient public transportation services to the Spokane region's neighborhoods, business and activity centers;

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

Priorities

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

Planning for the Future

STA Moving Forward: In 2014, the Board of Directors' goal was to adopt a single package of improvements that represents our communities' shared vision for additional public transportation investments when additional funding is available. The Board is on track to finalize the Moving Forward package by year end and make a decision as to when/if to ask for voter approval of additional funding to support it. STA planning will take one of three directions depending on the outcome of these decisions.

1. If the Board approves a ballot measure, and voters approve it, STA will sustain existing service and begin implementing the plan for more and better bus service, more shelters and new/expanded park and ride lots.
2. If the Board chooses to delay a funding request, STA will continue the Moving Forward planning to include potential modifications due to a delay in receipt of the new revenue.
3. If the public is presented with the funding request, but the vote is not successful, STA will begin planning for alternatives to sustain or curtail existing service levels.

Fares

STA's fare strategy is an essential element of a comprehensive review of all revenue sources. Fares must play a part in meeting the financial requirements to sustain service and fund the additional service the public is requesting in Moving Forward.

The planned evaluation of our current Bus and Paratransit fare structure commenced in the 3rd Quarter of 2014. If that evaluation results in a Board decision to raise passenger fares, staff will recommend the change go into effect in January 2016. Providing this type of advance notice to the public was well received when STA made its last fare-increase decision in 2009.

Consequently, Bus and Paratransit fares and passes will not change in 2015 and vanpool customers will enjoy the same mileage-based fare in place since 2010. Fixed Route is meeting the established farebox recovery objective of 20% and Paratransit is meeting its objective of 5%. Vanpool customers continue to cover 100% of the program's operational and administrative costs.

Service

Fixed Route (Bus)

In 2014, the expansion of the Universal Transit Access Pass (UTAP) program to the Community Colleges of Spokane and WSU Spokane will result in the highest ridership since STA began operating service in 1981. Our goal in 2015 is to increase ridership by another 0.5% over 2014 projected. Even though there is no increase to fixed route bus service in 2015, we expect the current positive ridership trend to continue – especially for our UTAP programs, which also include EWU, Spokane County, and the City of Spokane.

Paratransit

Our goal is to maintain annual ridership levels at approximately 500,000 trips. At the end of 2014 we expect to have experienced a slight drop in ridership compared to 2013. We do not expect this downward trend to continue. Ridership in 2015 should stabilize. Initiatives such as Mobility Training and the Special Use Vanpool Program are two ways we help meet Paratransit demand at a lower cost. The In-Person Assessment program continues to ensure that eligibility for this expensive, mandated, shared-ride service is correctly determined. We will continue to blend Directly Operated service (STA employees) with contracted service.

Vanpool

In 2014, we set an aggressive goal to increase ridership by almost 9% over 2013 (approximately 270,000 total trips). As we close 2014, it does not appear we will meet that goal so we are extending our timeframe to achieve the goal by the end of 2015.

Major Projects

The **Smart Bus technology project** will culminate in the full deployment of the customer interface capabilities (real time bus arrival/departure information) enabled by this technology. Beta-testing with the new customer tools will begin early in 2015 with full capability expected by mid-year. In 2014, we completed the dispatch center, information systems upgrades, hardware installation on the entire fleet, and on-board stop annunciation system. Our expected delivery of the customer interface capabilities did not occur in 2014 because we want to ensure stable and accurate performance of the system before moving to the next phase of implementation. This has caused some delays of the original timeline, but we believe it will result in an overall benefit to the public.

The long-range, comprehensive vision for a **Facility Master Plan** will be completed in 2014.

In accordance with that plan, shorter-term achievements will be implemented in 2015, including:

- The relocation of human resources and access control to the vacated space previously occupied by Paratransit will be complete in early 2015. This fixes an ongoing security concern.
- Design work for the replacement of our fuel delivery system and needed enlargement of our vehicle fueling, servicing, and storage capacity will enable those projects to progress to implementation.

- A major initiative to replace inefficient utilities in the Boone garage will also be completed in 2015. This investment is projected to pay for itself through reduced utility costs.

The **Plaza Renovation** project will move ahead in accordance with the STA Board's direction. Over the past few years, STA has chosen to defer this project until the economy began to recover. STA retained its commitment to maximize the facility's use for transit operations, primarily on the first floor; minimize open, un-programmed space on both floors; and provide for additional community benefits from the building. In the 3rd Quarter 2014, the Board agreed to take additional community input on the 30% design of the project until mid-November. Based on the Board's final decision, the project could be completed in 18 to 24 months. Any change to the design will likely add time and project cost.

The contract for the much needed **Business Systems Upgrade** was awarded in September 2014. Phase I of the project which includes core financial functions such as budgeting, purchasing, accounts payables and receivables, and grant accounting will be completed in 2015. Phases II and III, Human Resources and Fleet Management, will begin in late 2015 with completion expected in 2016.

Staffing

Since 2008, we have taken an incremental approach to adding new positions identified as strategic to the organization's success. This philosophy continues in 2015 with the addition of seven positions; five coach operator positions to help ensure we achieve our goal of limiting the number of hours to 12.5 for employees on the Extra Board, an IS position to support the Smart Bus technology and an Assistant Manager, Facilities and Grounds, a position which has been considered previously, but the impending retirement of the Foreman with 30 years' experience makes now the appropriate time.

Compensation & Benefits

We are fortunate to have smart, dedicated and hard-working employees and our objective is to retain them and attract others by providing competitive, market-based compensation. We compare the wages of STA employees with wages of local businesses, a small group of other transit agencies, and local governments. This methodology will continue as we determine appropriate pay and benefits for all employees. We are currently bargaining a new contract with ATU 1015 (coach operators, maintenance, facilities and grounds; customer service and some clerical). In 2015, we will negotiate the other two contracts ATU 1598 (Fixed Route and Paratransit Supervisors) and AFSCME 3939 (Paratransit employees)

The State Actuary is recommending the employer rates for the retirement benefit be increased from 9.21% to 11.18% starting in July 2015.

Rates for medical plans will be available in October. To contain cost increases, we will introduce a new lower cost high deductible Consumer Driven Health Plan (CDHP), in 2015.

Section 4: Guiding Principles and Major Activities 2014-2020

Section 4: Guiding Principles and Major Activities (2015-2021)

On December 18, 2014, the STA Board of Directors set forth the following six year planning guiding statements as a first step of developing the TDP. Two alternative forth guidance statements were laid out, one for if an increased sales tax proposition was approved and one for if it was rejected. Because the proposition has been rejected the latter of the two is carried forward in this plan:

Board Guidance for 2015 TDP

- **Foster and Sustain Quality.** Continue initiatives and projects that improve the quality and usefulness of STA's service, facilities, information and customer service and sustain STA's commitment to its organizational priorities.
- **Maintain a State of Good Repair.** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Expand Ridership.** Continue to foster ridership markets in line with the principles of *Connect Spokane* to meet growing demand. Ensure that maintenance and operations facilities are sized to accommodate cost effective growth plans.
- **Revise System Growth Strategy.** Adjust the strategy for implementing the *STA Moving Forward Plan* and *Connect Spokane* to be consistent with revised timing and financial forecasts.

Major Activities 2015-2021

Currently Planned

- Expand maintenance facilities to meet existing and planned needs
- Continue Smart Bus: CAD/AVL Implementation
- Continue Business Systems Implementation
- Continue Plaza Renovation
- Fleet Replacement (2015-2021)
- Implement STA Moving Forward/HPT Network Development (2015-2021)
- Fixed Route Radio Replacement
- Smart Card Upgrade/Farebox Upgrade
- Universal Transit Access Pass (UTAP) Expansion

Additional Activities

- Develop a Transit Asset Management Plan pursuant to new federal requirements (2015-2016)
- Coordinate with local and regional jurisdictions to establish Design Standards for Bus Stop Areas (2015)
- 2016 Update to *Connect Spokane: A Comprehensive Plan for Public Transportation*
- Develop an ADA Transition Plan to systematically address obstacles to accessibility to bus stops (2016)
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities.

- Continue the surplus van grant program
- Study strategies to address gaps in services to populations with special mobility needs (2017)
- Procure a new contract for supplemental Paratransit service (as early as 2018)
- Implement a small vehicle paratransit pilot program
- Pilot an Interactive Voice Response (IVR) system for paratransit “no shows”
- Study and implement changes to the fare structure

The following section provides a general summary of STA’s proposed strategic actions for meeting WSDOT’s State Transportation Goals for 2015 – 2021:

- **Economic Vitality:** STA will continue facilitate commerce by offering an affordable transportation option for people traveling to work, recreation or to conduct business. STA will continue to coordinate with local jurisdictions and regional partners to plan for economically vibrant communities.
- **Preservation:** STA will ensure the continued maintenance and operation of its fleet and facilities.
- **Safety:** STA will ensure that its fleet continues to operate in a safe manner and to operate its facilities in the same safe manner.
- **Mobility:** STA will continue to emphasize the role that public transit plays in the community, work to expand rideshare programs and improve park & ride options.
- **Environment:** By continuing to grow ridership, STA can continue to lessen transportation’s impact on the environment in the Spokane region.
- **Stewardship:** STA understands the trust the community places upon it and works to maintain a sound, efficient transit system that people can depend on.

Funding Considerations

As noted above after the recent failure of the proposed proposition to increase funding to improve and maintain public transportation service, Spokane Transit’s Board of Directors are in the process of reevaluating funding strategies for the future. In the interim this plan assumes that there will be adequate funding to construct and operate all of the projects highlighted within this plan. There are several options to ensure that revenues continue to meet expenditures:

- Federal and State grant opportunities
 - STA will continue to seek grant opportunities in order to preserve essential capital projects and implement the High Performance Transit Network. This will enable existing local funding to be focused on preserving service operations.
- Increase fare revenue and ridership

- o STA will aggressively pursue opportunities to grow ridership through the expansion of the Universal Transit Access Pass (UTAP) and effective marketing campaigns. Ridership growth contributes to higher fare revenues as well as lower cost per passenger.
 - o Current financial projections assume a 15% fare increase averaged across all fare types in 2016. Public outreach, analysis, including analysis of Title VI impacts, and Board action are required prior to any fare increases.
- Increased sales tax revenue
 - o Currently, Spokane Transit Authority collects 0.6% sales tax within the Public Transportation Benefit Area in the Spokane Region. STA has the authority, with voter approval to collect up to 0.9% sales tax for general public transportation and an additional 0.9% sales tax for high capacity public transportation.

Section 5: Service Implementation Plan (2016-2018)

Section 5: Service Implementation Plan (2016-2018)

Introduction

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

The performance standards listed in the Annual Route Report are resources for the planning and operation of fixed-route transit service as it provides the foundation for route design and resource management. Spokane Transit recognizes the importance of evaluating its services in order to consider numerous requests and proposals for service modifications that are received from a variety of sources including customers, employees, and employers throughout the region. To help improve effectiveness and efficiency, it is prudent to provide cost effective transit service that supports both existing and emergent origin-destination patterns.

Performance standards also help influence which and when service modifications will take effect. For example, a poor performing route could be subject to modifications such as frequency changes and or segment re-route changes in order to increase productivity.

Overview

Based on years of input from citizens and technical preparation, the Spokane Transit Board of Directors approved a plan on December 18, 2014 that aims to maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. The *STA Moving Forward* plan includes more than 25 projects to provide more and better transit service throughout the region. The plan is estimated to increase fixed route ridership by more than 3.4 million rides a year by 2024; more than a 30% increase over today.

With the rejection of the proposition to increase sales tax for public transit by Spokane County voters on April 28, 2015, which would have provided additional funding to maintain and improve bus service beginning in September 2015, this SIP assumes a one year delay of additional funding with the same 3/10 of a cent increase in the local option sales tax for transit. The objective of using this assumption is to avoid making any hasty assumptions about which projects in *STA Moving Forward*, if any, would not be implemented without giving the STA Board of Directors ample time to carefully consider revised funding strategies and system growth alternatives. Therefore until a decision on a course of action can be made, for the purpose of this plan it is assumed implementation of some of the basic service improvements identified in *STA Moving Forward* would be delayed one year and would be in operation by the end of September 2016. At the time of publication of this document, an alternate funding plan has not been approved by the STA Board of Directors.

Subsequent phases of the *STA Moving Forward* plan are assumed to be implemented throughout a delayed ten-year plan horizon. This SIP covers years 2016 through 2018. More information on *STA Moving Forward* projects

can be found online at stamovingforward.com (refer to STA Moving Forward: Plan for Implementation Appendix A).

The anticipated magnitude of any proposed change will determine the level of public involvement and board action. Please refer to the Communications and Public Input Element of the Comprehensive Plan for Public Transportation for more information.

Service Change Dates

Generally, major changes take place in September of each year. Service modifications can take place three times a year, the third Sunday in January, May, and September of each year. This coincides with the selection and assignment of coach operator work schedules. The following is a table summarizing the 2016, 2017, and 2018 service change dates following the September 20, 2015 service change.

2016	2017	2018
January 17, 2016	January 15, 2017	January 21, 2018
May 15, 2016	May 21, 2017	May 20, 2018
September 18, 2016	September 17, 2017	September 16, 2018

Existing Conditions

There are existing conditions which are identified because of one or more of the following:

- 1) Conditions represent service deficiencies per the principles and policies of the adopted *Connect Spokane: Comprehensive Plan for Public Transportation*;
- 2) Current service fails all three route performance standards; and
- 3) High Performance Transit (HPT) Network-related modifications that may be feasible within the three-year planning horizon of this document.

The following is a table summarizing the current SIP existing conditions. Some conditions have been addressed since the last publication of the TDP and are noted in the table below. Spokane Transit will continue to evaluate possible solutions.

ROUTE	Existing Conditions	Action/Opportunity/Status
1 Plaza/Arena Shuttle	Although it does not under perform in all three performance standards, the route has failed two of three standards in consecutive years (Ridership and Energy)	Continue to monitor. The proposed new night trip in September 2015 that would serve Travelers Insurance employees could help improve ridership without increasing costs; however, boardings per revenue hour numbers have been low the past two years despite the 10 minute peak frequency.
2 South Side Medical Shuttle	Although it does not under perform in all three performance standards, the route has failed two of three standards in consecutive years (Ridership and Energy)	Continue to monitor. The proposed extension of the route to serve the new U-District pedestrian bridge in 2017 could help improve ridership.
21 West Broadway	Although not a policy deficiency, the West Central neighborhood lacks direct trip connectivity to area activity centers outside of the neighborhood.	Continue to evaluate opportunity to extend route north or northeast, but likely cannot be addressed during the planning horizon as this is an improvement listed in <i>STA Moving Forward</i> slated for implementation in September 2022 or earlier pending further funding.
23 Maple/Ash	Nights and weekends, the route does not travel to the Indian Trail weekday terminal.	Proposed to be solved for the September 2017 service change pending further funding. (Mid-day condition was solved with the September 2014 service change)
24 Monroe	Monroe St is a designated green HPT Service corridor with just 60 minute service on Sunday/holidays.	<i>STA Moving Forward</i> : North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) is proposed to be solved for the September 2017 service change pending further funding. Frequency on Sunday/Holidays would also improve to 30 minutes.
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center.	Long term network plan illustrates that much of existing routing would be covered by other routes. There are no immediate plans to remedy the existing condition. (Weeknight condition was resolved with the May 2014 service change)

ROUTE	Existing Conditions	Action/Opportunity/Status
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center.	Proposed to be solved for the September 2016 service change pending further funding. (Weeknight condition was resolved with the May 2014 service change)
33 Wellesley	Wellesley Ave is a designated red HPT Service corridor with just 60 minute service on Saturdays and Sunday/Holidays	Improved Saturday frequency is proposed to be solved for the September 2016 service change pending further funding. Improved Sunday/Holiday frequency is proposed to be solved for the September 2017 service change.
34 Freya	Current City Loop route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency	Reductions in frequency likely cannot be addressed during the planning horizon. This route began service in September 2013 and operates along the former Route 33 segment. This will allow frequency to be adjusted in the future if Route 44 is interlined with Route 24. It should be noted that the route failed all three performance in 2014 despite operating with 15 minute frequency on weekdays.
44 29th Ave	Although not a policy deficiency, 29 th Ave and Regal St are designated green HPT corridors with just 60 minute service on Saturdays and Sunday/holidays; no service on Bernard St nights and weekends	STA Moving Forward: North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) is proposed to be solved for the September 2017 service change pending further funding. Service on Bernard St nights and weekends is likely not a long term strategy that will be pursued as the corridor is proposed to be served during the weekday peak only for the September 2017 service change.
60 Airport via Browne's Addition	Although it does not under perform in all three performance standards, the route has not met two of three standards in consecutive years (Ridership and Energy)	Continue to monitor. The proposed construction of the West Plains Transit Center in 2018 could provide an opportunity to modify the route in order to increase ridership. Longer term, the Central City Line would cover most of the current routing through Browne's Addition.

Existing Conditions Addressed

Below is a table summarizing the existing conditions that were addressed since the last approved plan or are planned to be incrementally addressed in 2014.

Route	Existing Condition	Status
23 Maple/Ash	Weekday 60 minute mid-day headway violates maximum base headway of 30 minutes for Basic Urban service.	Frequency was improved to 30 minutes in the weekday mid-day period in 2013.
25 Division	The last two weekday outbound trips do not continue to the end of the line at Hastings Park and Ride.	Last two trips were extended to Hastings Park and Ride in 2013.
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center.	This condition also occurs on weeknights. Weeknights was resolved at the May 2014 Service Change.
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center.	This condition also occurs on weeknights. Weeknights was resolved at the May 2014 Service Change.

Programming of Major Service Improvements and Revisions

The following table represents the possible changes that could take place over the coming years. It is not designed to be a final list in order of importance, but to show the potential service changes that current riders could expect or mobility improvements that Spokane Transit is working to implement. **A majority of the improvements would require further funding and service concepts would be presented for public outreach per communication and public input polices described in *Connect Spokane* policies CI-1.0 and CI-1.1.** It should be noted that the proposals contained in these tables are very broad and have not been developed on a more detailed level (connections, schedules etc...). Routes listed below as well as other routes not listed may have schedule changes as a more detailed network is developed.

2016	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed Route 28 – extend to end of line Saturday nights and all day Sunday/Holidays Route 29 – U-District re-route to use Martin Luther King Way and Sherman St subject to input by University District Route 33 – improve Saturday frequency to 30 minutes All Routes – later service system-wide on Saturday nights

All Service Days	Estimated Annual Revenue Hours	Peak Vehicle Requirement
TOTAL	+6,400	N/A

2017	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from September 2016 service change
May	Minor routing and schedule adjustments as needed based on feedback from September 2016 service change
September	<p>Route 2 – extend to serve new U-District pedestrian bridge (no added costs anticipated)</p> <p>Route 21 – interline with Route 27</p> <p>Route 22 – interline with Route 45</p> <p>Route 23 – extend all trips to Indian Trail end of line weekdays and weekends; interline with Route 94</p> <p>Route 24 – implement North Monroe to South Regal line as part HPT implementation (interline with Route 44); improve Sunday/Holiday frequency to 30 minutes</p> <p>Route 25 – improve weekday outbound departure reliability (moved from 2015 in previous SIP); eliminate Plaza dwell (“load and go”)</p> <p>Route 26 – modify route to serve Cincinnati St on the east side of the Gonzaga campus contingent on street improvements made by the university (future Central City Line corridor)</p> <p>Route 27 – assist with overcrowding and improve reliability (moved from 2015 in previous SIP); interline with Route 21</p> <p>Route 28 - modify route to serve Cincinnati St on the east side of the Gonzaga campus contingent on street improvements made by the university (future Central City Line corridor)</p> <p>Route 33 – improve Sunday/Holiday frequency to 30 minutes</p> <p>Route 44 - implement North Monroe to South Regal HPT line (route modified to serve S. Regal and interlined with Route 24); improve weekend frequency to 30 minutes</p> <p>Route 45 – modify route to end at South Hill Park & Ride (S. Regal route segment served by Route 44); interline with Route 22</p> <p>Route 61 – does not serve Medical Lake nights and weekends (due to low ridership and to accommodate interline with other service)</p> <p>Route 90 – improve weekday outbound departure reliability (moved from 2015 in previous SIP); eliminate Plaza dwell (“load and go”)</p> <p>Route 94 – interline with Route 23</p> <p>Route 144 – create peak only south express route serving 57th Ave and Bernard St (no mid-day service on Bernard St)</p> <p>Plaza – zones 4 and 5 are modified into one super zone (Routes 25 and 90 “load and go”)</p>

All Service Days	Estimated Annual Revenue Hours	Peak Vehicle Requirement
TOTAL	+20,700	+7 AM peak; +10 PM peak

Estimates for revenue hours and peak vehicle requirement (increase in coaches deployed for a weekday) are based on an increase from the September 2016 service change. On a typical weekday, there is a greater total requirement in AM peak vehicles compared to PM peak vehicles. The increase in the weekend vehicle requirements were not listed due to the fact the vehicle requirement is significantly lower compared to weekday service.

2018	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from September 2017 service change
May	Minor routing and schedule adjustments as needed based on feedback from September 2017 service change
September	Minor routing and schedule adjustments as needed based on feedback from September 2017 service change West Plains/Cheney – Implement Cheney HPT service to expand capacity quality and reliability (West Plains Transit Center operational); add direct service between Airway Heights and Medical Lake; revise service in downtown Cheney (subject to public outreach)

All Service Days	Estimated Annual Revenue Hours	Peak Vehicle Requirement
TOTAL	+5,500	+2 AM peak; +2 PM peak

Estimates for revenue hours and peak vehicle requirement (increase in coaches deployed for a weekday) are based on an increase from the September 2017 service change. On a typical weekday, there is a greater total requirement in AM peak vehicles compared to PM peak vehicles. The increase in the weekend vehicle requirements were not listed due to the fact the vehicle requirement is significantly lower compared to weekday service.

Passenger Load Standards

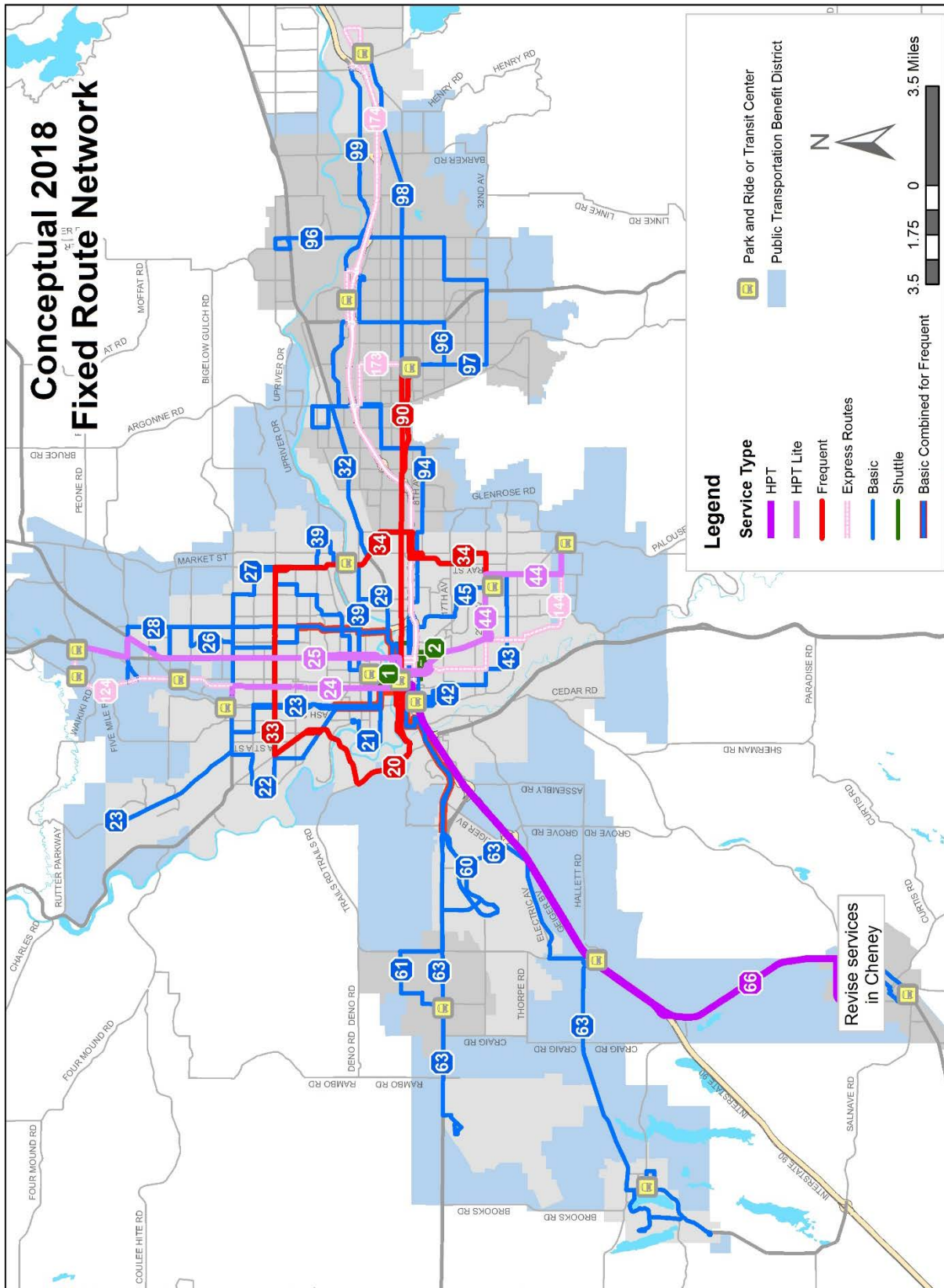
To ensure resources are effectively deployed, the below passenger load standards have been adopted to adjust for further ridership growth. These standards originally were published in the 2012 SIP and will be included each year forward as a reminder.

Ideally, a seat should be available for every STA passenger during all periods of operation. However, this is not always possible because of funding constraints or limited vehicle or driver availability. From the passenger’s perspective, passenger loads reflect the comfort level of the on-board vehicle portion of a transit trip. The purpose of load guidelines is to ensure that most passengers will have a seat for at least the majority of their trip.

Load standards are thresholds of the ratio of passengers on board to seats available. Historically, STA's standards have been categorized based on Local Service and Express Commuter service with the most recent standard being 150% of seating capacity during weekday peak/off-peak and 110% of seating capacity at all times for Express Commuter service. For example, a bus that has 40 seats would have no more than 20 standees for a total of 60 passengers.

Today, depending on the type of bus, STA will attempt to address any load where passenger loads exceed 150% of seating capacity or the legal weight limit of the bus during all periods of the day for local service. This translates into 20 standees for a total of 60 passengers. For Express Commuter service, STA will attempt to address any load where passenger loads exceed 125% of seating capacity. It would be lower compared to local service due to high speed travel on I-90. This translates into 10 standees on a 40-foot coach and 16 standing on a 60-foot articulated coach.

Conceptual 2018 Transit Network



Section 6: Capital Improvement Program (2016-2021)

Section 6: Capital Improvement Program (2016-2021)

Introduction

The Capital Improvement Program covers capital programs and projects for the period January 1, 2016 through December 31, 2021. This section of the Transit Development Plan is organized as follows:

- Overview of Capital Programming and Implementation
- Capital Programs 2016-2021
- Section 5307 Program of Projects
- Section 5310 Apportionment Program
- Section 5339 Bus and Bus Facilities
- Fleet Replacement Plan
- Unfunded Projects

Overview of Capital Programming and Implementation

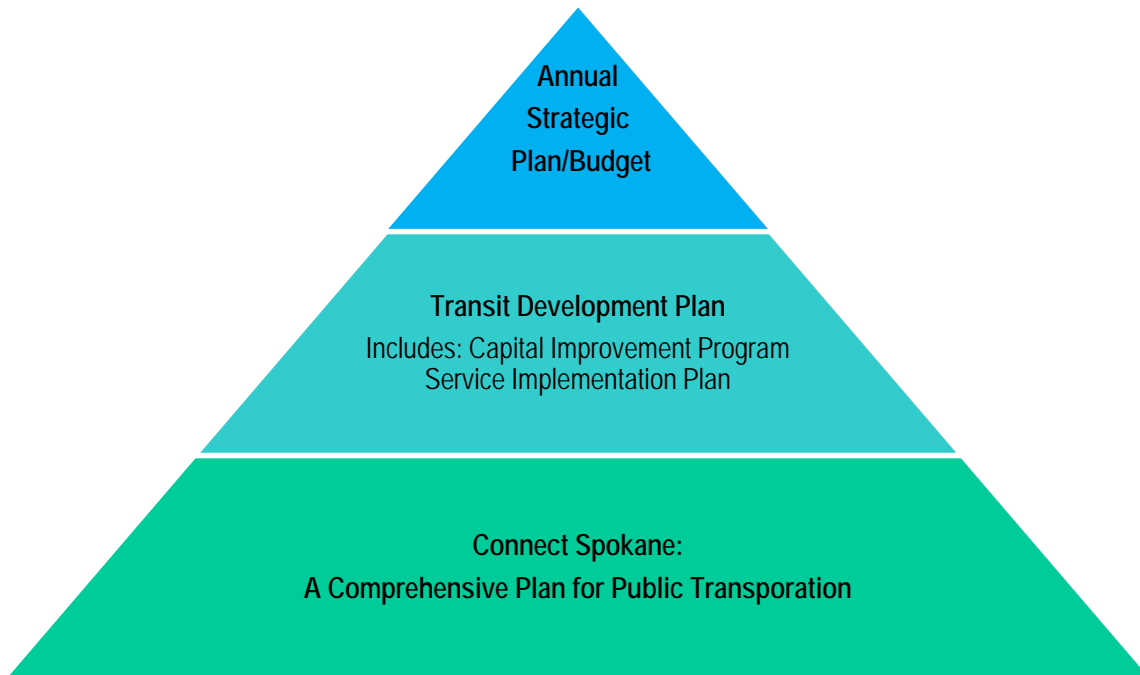
The Capital Improvement Program is developed in accordance with *Connect Spokane*.

4.1 Capital Improvement Program (CIP)

STA shall maintain a capital improvement program that shall cover a period of no less than six years and be in general conformance with the Comprehensive Plan. To enable STA to make educated, coordinated, and financially sound capital investments, a 6-year capital improvement program must be developed. This program will be reviewed annually.

The development of a six-year capital improvement program (CIP) provides a mid-term horizon for prioritizing resources, enhancing the transit system, and maintaining existing assets and resources in good repair. The CIP, in companionship with the Transit Development Plan and Service Improvement Plan, connects the long range vision, goals and policies of the Comprehensive Plan to the near-term strategies outlined in the Annual Strategic Plan. The graphic below depicts the relationship of these planning documents.

Hierarchy of STA Plans



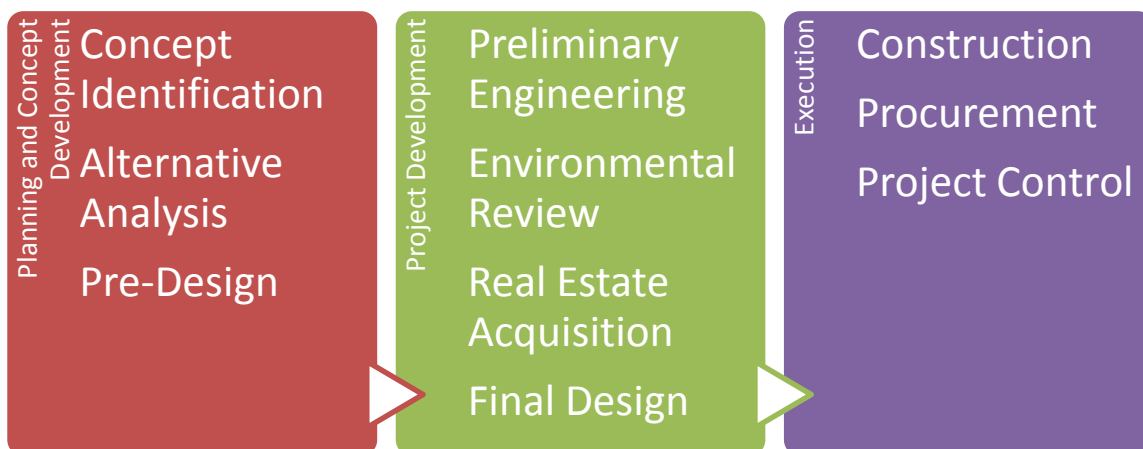
This relationship is further articulated by the following policy statement.

SI 4.2 Capital Projects

Capital projects shall adhere to the capital investment priorities found in Policy 1.0. A capital project is a significant investment project intended to acquire, develop, improve, or maintain a capital asset (such as property, buildings, vehicles, infrastructure, etc.)

Phases of Capital Improvement

There are three major phases of the capital improvement process that result in a capital project.



Planning and Concept Development

The first phase of any project is to develop project justification, scope and budget. The objective of this phase is to have a project that can be programmed for design and construction. This is a planning exercise that may begin with the Planning Department or a sponsoring department. The level of effort for the planning and concept development phase is commensurate with the magnitude of costs and complexity of the scope. Inclusion in the CIP permits Spokane Transit to pursue planning grants to fund these efforts as needed.

Example 1: *Based on the age of the fleet, it is anticipated that ten buses will need to be replaced in three years. In this phase the continued operational need for replacement buses is confirmed, basic vehicle specifications are development (size, fuel type) and a budget is established.*

Example 2: *The Comprehensive Plan has identified a corridor for future High Performance Transit. The corridor may lend itself to a new mode such as electric rapid transit (rubber-tire). Federal funding will be pursued. An alternatives analysis weighing multiple assessing alignment and mode alternatives should be completed before there is an alternative selected. A preliminary budget is developed in order to seek federal approval to advance into project development.*

Project Development

Project development includes all planning, engineering, specification and design processes that are required prior to construction or capital procurement. Where applicable, environmental review and acquisition of real estate also takes place during this phase. To enter into this phase, a project must have adequate definition in scope and budget and be authorized by the STA Board of Directors. A member of the executive team must be identified as the project sponsor. Authorization is implicit in the adoption of the Capital Improvement Program. Project Development authorization permits Spokane Transit to seek grants for project execution. The costs related to project development normally should be capitalized. The prioritization of capital projects is subject to the annual capital budget. Small projects of similar or related scope may be grouped for simplification of project management and implementation.

Execution

Execution of a project is the final stage of implementation. It includes the procurement of construction services, equipment and project control. In order to be authorized for execution, the project budget is finalized and all funding is secured. Authorization to execute the project is part of the adoption of the CIP or amendments thereto as needed. Authorization of this stage is in addition to the procurement process adopted in the agency's procurement policy. Some projects will require further Board authorization.

Capital Programs 2016-2021

The programs in this Capital Improvement Program are presented in the following pages. Programs may include more than one project that together move forward a common objective, improve a common facility or represent similar kinds of assets. The programs have been reviewed to consider fiscal impact and organizational requirement. As such, the projects are applied to the agency's financial resources during the period as programmed commitments. In some cases, a program may relate to unfunded projects listed later in the Capital Improvement Program. Inclusion of the complete program will require additional resources above that which are

available, or reprioritization of projects when necessary. By identifying a project in the Capital Improvement Program's unfunded program list, it may be eligible for grants and special appropriations from outside sources.

Program Categories

The CIP programs and projects are organized into five program categories. These groups are generally consistent with preceding capital plans adopted as part of the Transit Development Plan.

Vehicles

This includes fixed route coaches, Paratransit vans, vanpool vans and other vehicles for internal operations and service.

Facilities - Maintenance & Administration

This includes maintaining existing major operating facilities, such as the Boone Avenue complex and the Fleck Service Center a state of good repair. It also includes expansion of maintenance facilities commensurate with service operations requirements.

Facilities – Passenger & Operational

This includes operational improvements, transit improvements focused on improved customer experience, and long-range capital projects related to system expansion.

Technology

This group includes information systems, technology projects and computer preservation for both internal and external customers.

High Performance Transit Implementation

This includes developing local and regional transportation corridors offering frequent, reliable, all day mass transit service. One main goal of the HPT is to establish a high level of connectivity.

Vehicles

Fixed Route Coaches

Replaces fixed-route coaches as vehicles reach their planned useful life, typically three years later than minimally required.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$3,664,485	\$0	\$4,498,520	\$1,487,792	\$0	\$9,121,355	\$18,772,152
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$1,121,265	\$0	\$0	\$0	\$1,121,265
Total	\$3,664,485	\$0	\$5,619,785	\$1,487,792	\$0	\$9,121,355	\$19,893,417

Non-Revenue Vehicles

This program involves the replacement of non-revenue vehicles which are used to maintain transit facilities, transport employees, road supervisors and equipment.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$292,850	\$70,000	\$413,000	\$133,000	\$220,000	\$70,000	\$1,198,850
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$292,850	\$70,000	\$413,000	\$133,000	\$220,000	\$70,000	\$1,198,850

Paratransit Vans

This program replaces Paratransit vehicles on a routine schedule and in accordance with the fleet plan. The program does not include an expansion of the current fleet size.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$260,335	\$0	\$0	\$0	\$366,262	\$923,785	\$1,550,382
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$1,041,341	\$0	\$0	\$0	\$1,465,048	\$923,780	\$3,430,169
Total	\$1,301,676	\$0	\$0	\$0	\$1,831,310	\$1,847,565	\$4,980,551

Vanpool Vans

This program will purchase vanpool vans over the course of the Capital Improvement Program for replacement of retired vehicles and planned expansion of Vanpool program. Expansion of the fleet is contingent on grants from WSDOT.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$361,693	\$506,368	\$493,710	\$508,332	\$349,055	\$262,494	\$2,481,652
State	\$0	\$253,184	\$263,312	\$271,104	\$0	\$0	\$787,600
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$361,693	\$759,552	\$757,022	\$779,436	\$349,055	\$262,494	\$3,269,252

Total: Vehicles							
	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$4,579,363	\$576,368	\$5,405,230	\$2,129,124	\$935,317	\$10,377,634	\$24,003,036
State	\$0	\$253,184	\$263,312	\$271,104	\$0	\$0	\$787,600
Federal	\$1,041,341	\$0	\$1,121,265	\$0	\$1,465,048	\$923,780	\$4,551,434
Total	\$5,620,704	\$829,552	\$6,789,807	\$2,400,228	\$2,400,365	\$11,301,414	\$29,342,070

Facilities - Maintenance & Administration

Boone - Facility Master Plan Program

This program will increase general capacity for transit operations by making improvements to existing structures and constructing and/or improving administrative and operational space on the Boone Transit Campus. Expanded vehicle storage capacity projected by the master plan is not included in the funded program.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$815,234	\$0	\$80,000	\$1,110,000	\$0	\$0	\$2,005,234
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$815,234	\$0	\$80,000	\$1,110,000	\$0	\$0	\$2,005,234

Boone - Preservation and Enhancements

This program contains projects which will extend the useful life of the Boone facilities through replacement of equipment, fixtures and other aspects of the facility.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$168,750	\$155,000	\$12,000	\$10,000	\$1,860,000	\$50,000	\$2,255,750
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$168,750	\$155,000	\$12,000	\$10,000	\$1,860,000	\$75,000	\$2,280,750

Fleck Center Preservation and Improvements

This program contains funded projects which will extend the useful life of the Fleck Center facility located at 123 S Bowdish Road.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$22,885	\$0	\$0	\$995,000	\$64,000	\$0	\$1,081,885
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$22,885	\$0	\$0	\$995,000	\$64,000	\$0	\$1,081,885



Capital Programs: 2016-2021

Miscellaneous Equipment and Fixtures

This program is used to fund smaller capital projects, including fixtures, equipment and minor facility upgrade requirements on a routine basis.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$239,000	\$58,000	\$20,000	\$20,000	\$20,000	\$100,000	\$457,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$239,000	\$58,000	\$20,000	\$20,000	\$20,000	\$100,000	\$457,000

Total: Facilities - Maintenance & Administration

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$1,245,869	\$213,000	\$112,000	\$2,135,000	\$1,944,000	\$150,000	\$5,799,869
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Total	\$1,245,869	\$213,000	\$112,000	\$2,135,000	\$1,944,000	\$175,000	\$5,824,869

Facilities - Passenger & Operational

Miscellaneous Equipment and Fixtures

This program is used to fund smaller capital projects, including fixtures, equipment and minor facility upgrade requirements on a routine basis.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Park and Ride Development

This program introduces new park and ride facilities at key locations adjacent to planned or existing commuter express service, freeway interchanges or future HPT corridors.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000



Capital Programs: 2016-2021

Park and Ride Upgrades

This program extends or enhances the useful life of Spokane Transit park and ride facilities.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$275,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$400,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$275,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$400,000

Plaza Preservation and Improvements

This program will extend the useful life of the Plaza, including mechanical equipment and associated facilities.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$0	\$0	\$40,000	\$30,000	\$100,000	\$0	\$170,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$40,000	\$30,000	\$100,000	\$0	\$170,000

Plaza Renovation

This program includes projects to renovate both the interior and exterior of the downtown Plaza facility consistent with the 2008 Plaza Renovation Plan adopted by the STA Board and subsequent Board action.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$1,443,258	\$1,443,258	\$229,318	\$0	\$0	\$0	\$3,115,834
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,443,258	\$1,443,258	\$229,318	\$0	\$0	\$0	\$3,115,834

Route & Stop Facility Improvements

This program implements various projects that improve the functionality of STA bus stop, routes and related infrastructure, including but not limited to signage, shelters and ADA access. Many of these projects are considered "associated transportation improvements" and are programmed to meet or exceed the annual minimum federal requirement in such improvements.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$570,000	\$920,000	\$470,000	\$320,000	\$300,000	\$320,000	\$2,900,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$80,000	\$80,000	\$80,000	\$80,000	\$0	\$80,000	\$400,000
Total	\$650,000	\$1,000,000	\$550,000	\$400,000	\$300,000	\$400,000	\$3,300,000



Capital Programs: 2016-2021

Valley Transit Center (Pence Cole) Preservation

This program contains projects which will extend the useful life of the Valley Transit Center (Pence Cole) facility.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$3,050	\$0	\$0	\$0	\$0	\$0	\$3,050
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$3,050	\$0	\$0	\$0	\$0	\$0	\$3,050

Total: Facilities - Passenger & Operational

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$2,351,308	\$2,388,258	\$764,318	\$375,000	\$425,000	\$345,000	\$6,648,884
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$80,000	\$80,000	\$80,000	\$80,000	\$0	\$80,000	\$400,000
Total	\$2,431,308	\$2,468,258	\$844,318	\$455,000	\$425,000	\$425,000	\$7,048,884

Technology

Business Systems Replacement

This program will replace and improve Spokane Transit's current enterprise resource programs and processes including but not limited to financial, human resource and inventory software systems.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$615,229	\$403,200	\$0	\$0	\$0	\$0	\$1,018,429
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$660,000	\$412,800	\$0	\$0	\$0	\$0	\$1,072,800
Total	\$1,275,229	\$816,000	\$0	\$0	\$0	\$0	\$2,091,229

Communications Technology Upgrades

This program includes in-vehicle and stationary communications systems to replace existing systems as they become obsolete.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$305,522	\$625,000	\$0	\$0	\$0	\$0	\$930,522
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$305,522	\$625,000	\$0	\$0	\$0	\$0	\$930,522



Capital Programs: 2016-2021

Computer Equipment Preservation and Upgrades

This program funds the replacement of computers and associated hardware items on a routine basis

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,350,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,350,000

Fare Collection and Sales Technology

This program invests in updated hardware and software for fare collection systems in use by Spokane Transit to extend the useful life and expand the functionality of said systems.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$908,357	\$1,094,770	\$0	\$0	\$0	\$0	\$2,003,127
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$294,770	\$405,230	\$0	\$0	\$0	\$0	\$700,000
Total	\$1,203,127	\$1,500,000	\$0	\$0	\$0	\$0	\$2,703,127

Operating & Customer Service Software

This program includes the purchase and installation of software designed to improve the ease and efficiency of tasks performed in providing customer service.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$125,000	\$125,000	\$46,214	\$0	\$0	\$0	\$296,214
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$125,000	\$125,000	\$46,214	\$0	\$0	\$0	\$296,214

Security and Access Technology

This program provides for security and access technology, including replacement equipment, at transit facilities, infrastructure and vehicles. These investments include secure access control and video-monitoring.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$541,250	\$541,250	\$541,250	\$541,250	\$0	\$0	\$2,165,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$541,250	\$541,250	\$541,250	\$541,250	\$0	\$0	\$2,165,000



Capital Programs: 2016-2021

Smart Bus Implementation

This program will plan for and install Smart Bus components on our fixed-route fleet. The components will include CAD/AVL, automatic passenger counters, visual/audio stop announcements and other improvements.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000

Total: Technology

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$2,820,358	\$3,114,220	\$912,464	\$866,250	\$325,000	\$325,000	\$8,363,292
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$954,770	\$818,030	\$0	\$0	\$0	\$0	\$1,772,800
Total	\$3,775,128	\$3,932,250	\$912,464	\$866,250	\$325,000	\$325,000	\$10,136,092

High Performance Transit Implementation

Central City Line

When complete, the Central City Line will provide High Performance Transit service between Browne's Addition and Gonzaga University using a Modern Electric Trolley. Current funded elements of the program includes project definition, preliminary engineering and environmental review. Final design and construction is currently unfunded.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$250,000	\$1,200,000	\$500,000	\$0	\$0	\$0	\$1,950,000
Federal	\$687,500	\$0	\$0	\$0	\$0	\$0	\$687,500
Total	\$937,500	\$1,200,000	\$500,000	\$0	\$0	\$0	\$2,637,500

Cheney High Performance Transit Corridor

This program implements the corridor infrastructure and station facilities for High Performance Transit between Spokane and Cheney.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$34,200	\$56,400	\$58,400	\$7,200	\$0	\$0	\$156,200
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$51,300	\$84,600	\$87,600	\$10,800	\$0	\$0	\$234,300
Total	\$85,500	\$141,000	\$146,000	\$18,000	\$0	\$0	\$390,500



Capital Programs: 2016-2021

HPT Program Development

This program advances High Performance Transit implementation by addressing programmatic requirements that are not isolated to a particular corridor, including facility and communication standards.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000

Incremental HPT Investments

This program makes investments into passenger facilities and operational treatments along heavily used bus corridors that are identified as future HPT Corridors, including Division, Sprague and N. Monroe/S. Regal.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$0	\$0	\$54,000	\$103,500	\$72,500	\$0	\$230,000
State	\$0	\$0	\$62,594	\$15,649	\$0	\$0	\$78,243
Federal	\$0	\$0	\$379,555	\$454,889	\$290,000	\$0	\$1,124,444
Total	\$0	\$0	\$496,149	\$574,038	\$362,500	\$0	\$1,432,687

West Plains Transit Center

This program supports the implementation of a new West Plains Transit Center adjacent to Exit 272 along I-90. The current CIP includes preliminary engineering and design. Unfunded elements include right of way acquisition and construction. Depending on future decision-making, the project may be incorporated into the implementation of High Performance Transit between Spokane and Cheney.

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$22,275	\$0	\$0	\$0	\$0	\$0	\$22,275
State	\$243,000	\$0	\$0	\$0	\$0	\$0	\$243,000
Federal	\$142,725	\$0	\$0	\$0	\$0	\$0	\$142,725
Total	\$408,000	\$0	\$0	\$0	\$0	\$0	\$408,000

Total: High Performance Transit Implementation

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$76,475	\$56,400	\$112,400	\$110,700	\$72,500	\$0	\$428,475
State	\$493,000	\$1,200,000	\$562,594	\$15,649	\$0	\$0	\$2,271,243
Federal	\$961,525	\$84,600	\$467,155	\$465,689	\$290,000	\$0	\$2,268,969
Total	\$1,531,000	\$1,341,000	\$1,142,149	\$592,038	\$362,500	\$0	\$4,968,687



Capital Programs: 2016-2021

Total Capital Improvement Program

	2016	2017	2018	2019	2020	2021	2016-2021
Local	\$11,073,373	\$6,348,246	\$7,306,412	\$5,616,074	\$3,701,817	\$11,197,634	\$45,243,556
State	\$493,000	\$1,453,184	\$825,906	\$286,753	\$0	\$0	\$3,058,843
Federal	\$3,037,636	\$982,630	\$1,668,420	\$545,689	\$1,755,048	\$1,028,780	\$9,018,203
Total	\$14,604,009	\$8,784,060	\$9,800,738	\$6,448,516	\$5,456,865	\$12,226,414	\$57,320,602

Section 5307 Program of Projects

The Section 5307 Urbanized Area Formula Funding program (49 U.S.C 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The following is a schedule of 5307 Apportionment from 2015-2018 and represents a Program of Projects for this funding source as required federal statute. The 2015 apportionment values published in the Federal Register dated February 9, 2015, represent 8/12th of the annual amount. Congress must extend authorization of the program for the remaining 4/12th of the funding to be made available. The table below reflects 2015 annual values which were estimated based on the 8/12th allocation. 2016 -2018 are estimates based off the 2015 estimated allocation. As part of the annual Program of Projects public process, STA will publish a notice (as part of the TDP) in the local newspaper and also post on the STA Website stating:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

The notice will be sent to interested parties including private transportation providers and also agencies that assist persons with Limited English Proficiency (LEP). The public notice will include a description of the proposed projects as shown below:

Preventive Maintenance

The majority of funds proposed are for preventive maintenance which is defined in FTA Circular 9030.1E dated January 16, 2014. *“All maintenance costs related to vehicles and nonvehicles. Specifically, it is defined as all activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset.”* Preventive Maintenance is considered an eligible capital project by FTA definitions but for accounting purposes is included in STA’s annual operations budget.

Transit Improvements

FTA Circular 5010.1D, published August 27, 2012, states that at least one percent of the annual Section 5307 apportionment funds be allocated to projects “designed to enhance public transportation service or use and are physically or functionally related to transit facilities.” Spokane Transit will use the transit enhancement funds for bus shelters, ADA access, signage, landscaping, and pedestrian access and walkways.

2015 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,604,282	\$1,901,071	\$9,505,353
Associated Transit Improvements	\$76,810	\$19,203	\$96,013
Total	\$7,681,092	\$1,920,274	\$9,601,366

2016 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,680,324	\$1,920,081	\$9,600,405
Associated Transit Improvements	\$77,579	\$19,395	\$96,974
Total	\$7,757,903	\$1,939,476	\$9,697,379

2017 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,757,127	\$1,939,282	\$9,696,409
Associated Transit Improvements	\$78,355	\$19,589	\$97,944
Total	\$7,835,482	\$1,958,870	\$9,794,352

2018 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,834,698	\$1,958,675	\$9,793,373
Associated Transit Improvements	\$79,138	\$19,785	\$98,923
Total	\$7,913,837	\$1,978,459	\$9,892,296

Section 5310 Apportionment Program

The Section 5310 program is formula is intended to enhance mobility for seniors and persons with disabilities when existing public transportation is insufficient, inappropriate, or unavailable. Spokane Transit Authority is the designated recipient of Section 5310 funds. At least 55% of the funds must be used on Traditional projects, which are capital projects that are carried out by private, non-profit organizations to meet the special needs of seniors and individuals with disabilities. Examples of traditional capital projects include:

- Purchase of accessible buses or vans;
- Placement of passenger facilities (i.e. benches, shelters)
- Support for mobility management and coordination programs

The remaining 45% may be used by non-profits, local governments, and other public transportation providers for Other 5310 projects, which are for capital or operating projects and may be either:

- Public transportation projects that exceed the requirements of ADA Paratransit services;
- Public transportation projects that improve access to fixed route service and decrease reliance on Paratransit; or
- Alternatives to public transportation that assists seniors and individuals with disabilities.

Projects are reviewed to make sure that the need for the project is contained in the *Spokane County Coordinated Public Transit-Human Services Transportation Plan*. The Spokane Transit Board of Directors has final approval of projects awarded funding.

2013 was the first time STA received Section 5310 formula funds. The amount for 2013 was \$362,985. Spokane Transit was awarded \$155,525 for the Mobility Orientation (Travel Training) project which is considered an operating project. There were no project applications for the remaining operating and capital funds (\$207,460). The remaining funds from both 2013 and 2014 have been added to the apportioned funds for 2015 for the 2015 call for projects. Below is a table showing the federal allocations broken into Traditional (55% of total apportionment) and Other (45% of total apportionment) project categories. The local share required for operational projects is a 50% match and 20% for capital projects. The 2015 federal allocation, based on the Federal register dated February 9, 2015, is actually 8/12th of the annual amount (or \$239,419). The 2015 values shown below are estimates that include the additional federal allocations expected from FTA in 2015. 2016-2018 federal allocations are estimates based on a one percent growth rate from the estimated annual amount.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities			
Year	Traditional Projects (55%)	Other Projects (45%)	Total Apportionment
2013*	\$199,642	\$7,818	\$207,460
2014	\$198,143	\$162,117	\$360,260
2015	\$197,520	\$161,608	\$359,129
2016	\$199,496	\$163,224	\$362,720
2017	\$201,491	\$164,856	\$366,347
2018	\$203,506	\$166,505	\$370,011
Total	\$1,199,798	\$826,128	\$2,026,198

*A portion of the 2013 allocation has already been obligated (Mobility Orientation project).

Section 5339 Bus and Bus Facilities

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) created a new formula grant program under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. Section 5339 is a capital program that provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Spokane Transit is the designated recipient of Section 5339 funds. The match ratio for this program is 80% federal and 20% local. The following is a schedule of the 5339 estimated apportionments for 2015-2018 and represents a Program of Projects. The 2015 apportionment values published in the Federal Register dated February 9, 2015, represent 8/12th of the annual amount. Congress will have to extend the authorization of the program for the remaining 4/12th to be made available. The table below reflects 2015 annual values which were estimated based on the 8/12th allocation. 2016 -2018 are estimates based off the 2015 allocation. As part of the annual Program of Projects public process, STA will publish a notice (as part of the TDP) in the local newspaper and also post on the STA Website stating:

- The public hearing will be held in coordination with the TDP process
- The proposed program will be the final program unless amended
- Final notice is considered as part of the Final Adopted TDP

The funds for 2015 and 2016 will be used to purchase Paratransit vans. The funds for 2017 and 2018 will be used to purchase fixed route coaches. Below are the estimated allocations for Section 5339 funding.

Section 5339 Bus and Bus Facilities			
Year	Federal	Local	Total
2015	\$885,363	\$221,341	\$1,106,704
2016	\$894,217	\$223,554	\$1,117,771
2017	\$903,159	\$225,790	\$1,128,949
2018	\$912,190	\$228,048	\$1,140,238
Total	\$3,594,929	\$898,733	\$4,493,662

Fleet Replacement Plan

Funded and Proposed Fixed Route Vehicle Acquisition Plan 2014-2020							
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>FLEET AT START</u>							
Diesel Buses	113	113	115	108	108	106	106
Hybrid Electric Vehicles	28	28	28	28	28	28	28
Fixed route Vans	2	2	2	0	0	0	0
Buses to be Surplused	0	5	7	9	5	0	17
Vans to be Surplused	0	0	2	0	0	0	0
New Replacement Buses – Hybrid	0	0	0	0	0	0	0
New Replacement Buses – Diesel	0	7	0	9	3	0	17
<u>FLEET AT END</u>	143	145	136	136	134	134	134
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	110	112	112	112	112	112	112
Spare Fleet	24	22	22	22	22	22	22
Operating Fleet	134	134	134	134	134	134	134
Contingency Fleet	9	11	2	2	0	0	0

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2015 – 2021*							
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>FLEET AT START</u>							
Gasoline Vans	12	12	0	0	0	0	0
Diesel Vans	58	57	69	69	69	69	69
Propane Vans	0	1	1	1	1	1	1
Vans to be Surplused	7	12	0	0	0	15	16
New Replacement Vans – Gasoline	0	0	0	0	0	0	0
New Replacement Vans – Diesel	6	12	0	0	0	15	16
New Replacement Vans - Propane	1	0	0	0	0	0	0
<u>FLEET AT END</u>	70	70	70	70	70	70	70
<u>FLEET UTILIZATION</u>							

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2015 – 2021*							
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Maximum Peak Requirement	60	60	60	60	60	60	60
Spare Fleet	10	10	10	10	10	10	10
Operating Fleet	70	70	70	70	70	70	70
Contingency Fleet	0	0	0	0	0	0	0

*This fleet replacement plan excludes vans for purchased service; growth of paratransit service is allocated to purchased paratransit services.

Funded and Proposed Vanpool Acquisition Plan 2014 - 2020							
	<u>2015</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2021</u>
<u>FLEET AT START</u>							
Existing Fleet	133	133	133	143	153	163	163
Replacement Vans and Expansion Vans	0	12	14	23	23	20	9
Vans to be Surplused	0	12	14	13	13	10	9
Expanded Special Use	0	0	0	0	0	0	0
<u>FLEET AT END</u>	133	133	133	143	153	163	163
<u>FLEET UTILIZATION</u>							
Vanpool Operating Fleet	118	118	128	138	148	148	148
Vanpool Spare Fleet (100%)	11	11	12	13	14	14	14
Special Operating Fleet*	15	15	15	15	15	15	15
Special Spare Fleet*	4	4	4	4	4	4	4
<u>PEAK REQUIREMENT</u>	133	133	133	153	163	163	163

*included in total fleet vans

Unfunded Projects

Each previous publication of the TDP has included a list of unfunded capital projects. In December of 2014 the STA Board of Directors adopted *STA Moving Forward: A Plan for More and Better Transit Services* (see www.stamovingforward.com). *Appendix A* of *STA Moving Forward* includes a detailed list of projects with cost estimates including capital projects. As of the date of the adoption of this plan no funding has been identified for these projects.

Section 7: Operating and Financial Projections

The operating and financial projections included in this plan and are based on the financial assumptions adopted by the Spokane Transit Board of Directors as of spring 2015.

Section 7: Operating and Financial Projections

Recent economic fluctuations have reminded us that the future of revenues and expenditures is often uncertain and challenging to predict. However, working with best available data and adopting prudent assumptions can provide some guidance for actions that need to be taken in order for Spokane Transit to remain financially sustainable. The one thing that is certain is that to maintain the current levels of service through the life of this plan, STA will need increased revenue to meet the costs of providing service. The following is a representation of the actual numbers from 2014, the budgeted figures for 2015 and the projections for the years 2016-2021.

	2014 Actual	2015 Budgeted	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected
Fixed Route Bus Service								
Revenue Vehicle Hrs.	392,087	402,126	404,137	406,157	408,188	410,229	412,280	414,342
Service Vehicle Hours	413,755	423,971	426,081	428,212	430,353	432,504	434,667	436,840
Revenue Vehicle Miles	5,446,828	5,583,342	5,609,416	5,637,464	5,665,651	5,693,979	5,722,449	5,751,061
Service Vehicle Miles	5,911,102	6,053,583	6,081,729	6,112,138	6,142,699	6,173,412	6,204,279	6,235,301
Passenger Trips	11,324,434	11,309,333	11,364,322	11,421,144	11,478,249	11,535,641	11,593,319	11,651,285
Directly Operated Paratransit Service								
Revenue Vehicle Hrs.	81,138	84,258	84,258	84,258	84,258	84,258	84,258	84,258
Service Vehicle Hours	87,364	90,789	90,789	90,789	90,789	90,789	90,789	90,789
Revenue Vehicle Miles	1,186,434	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658	1,295,658
Service Vehicle Miles	1,294,351	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402	1,450,402
Passenger Trips	247,941	267,806	267,806	267,806	267,806	267,806	267,806	267,806
Contracted Paratransit Service								
Revenue Vehicle Hrs.	68,510	69,165	71,855	74,592	77,376	80,210	83,093	86,026
Service Vehicle Hours	76,635	77,365	80,374	83,436	86,550	89,720	92,945	96,225
Revenue Vehicle Miles	1,103,858	1,091,861	1,133,643	1,176,155	1,219,412	1,263,426	1,308,210	1,353,777
Service Vehicle Miles	1,276,237	1,324,056	1,372,609	1,422,012	1,474,279	1,523,426	1,575,468	1,628,421
Passenger Trips	181,611	178,311	186,118	194,061	202,144	210,368	218,736	227,251
Special Use Van								
Revenue Vehicle Hrs.	10,855	12,732	12,732	12,732	12,732	12,732	12,732	12,732
Service Vehicle Hours	12,330	14,300	14,300	14,300	14,300	14,300	14,300	14,300
Revenue Vehicle Miles	171,711	190,342	190,342	190,342	190,342	190,342	190,342	190,342
Service Vehicle Miles	188,183	205,612	205,612	205,612	205,612	205,612	205,612	205,612
Passenger Trips	45,619	50,774	50,774	50,774	50,774	50,774	50,774	50,774
Vanpool Services								
Revenue Vehicle Hrs.	36,651	39,217	39,217	41,962	44,899	48,042	48,042	48,042
Revenue Vehicle Miles	1,174,536	1,295,584	1,295,584	1,386,275	1,483,314	1,587,146	1,587,146	1,587,146
Passenger Trips	246,331	263,574	263,574	282,024	301,766	322,889	322,889	322,889

	2014 Actual	2015 Budgeted	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected
Revenue								
Fixed Route	\$8.9	\$9.3	\$9.3	\$10.8	\$10.8	\$10.9	\$12.6	\$12.6
Paratransit	0.6	0.6	0.7	0.8	0.8	0.8	0.9	0.9
Vanpool	0.7	0.8	1.1	1.2	1.2	1.3	1.3	1.4
Total Fare Revenue	\$10.3	\$10.7	\$11.0	\$12.7	\$12.8	\$12.9	\$14.8	\$14.9
Sales Tax	48.0	48.4	49.6	50.8	52.1	53.4	54.7	56.1
Fed. Preventive Maintenance Grant	8.2	7.8	7.9	8.1	8.3	8.6	8.8	9.0
State Special Needs Grant	1.8	2.4	0.0	0.3	0.7	0.7	0.7	0.7
Misc. Investments, Earnings & Other	0.6	1.1	0.4	0.7	0.5	0.3	0.0	0.0
Total Revenue Before Capital Grants	\$69.0	\$70.4	\$69.0	\$72.7	\$74.4	\$75.8	\$79.0	\$80.7
Federal and State Capital Grants	5.3	4.7	3.5	2.4	2.5	0.8	1.8	1.0
Total Revenue	\$74.3	\$75.1	\$72.5	\$75.1	\$76.9	\$76.7	\$80.8	\$81.7
Operating Expense								
Fixed Route	45.5	50.6	52.6	54.7	56.9	59.2	61.6	64.0
Paratransit	12.5	14.0	14.7	15.5	16.3	17.2	18.1	19.1
Vanpool	0.9	1.0	1.1	1.2	1.3	1.3	1.4	1.4
Total Operating Expense	\$58.9	\$65.6	\$68.5	\$71.5	\$74.5	\$77.7	\$81.1	\$84.6

	2014 Actual	2015 Budgeted	2016 Projected	2017 Projected	2018 Projected	2019 Projected	2020 Projected	2021 Projected
Capital Projects Expenditures								
Federal Portion	5.3	3.9	3.0	1.0	1.7	0.5	1.8	1.0
State Portion	0.0	0.8	0.5	1.5	0.8	0.3	0.0	0.0
Local Portion	6.0	15.7	11.1	6.3	7.3	5.6	3.7	11.2
Fixed Route/Paratransit Fleet Replacement Fund Distribution	0.0	(0.2)	(3.9)	0.0	(4.5)	(1.5)	(0.4)	(10.0)
Total Capital Expenditures	\$11.3	\$20.2	\$10.7	\$8.8	\$5.3	\$5.0	\$5.1	\$2.2
Fixed Route/Paratransit Fleet Replacement Fund Contribution	0.0	6.3	1.6	6.3	6.9	6.1	7.1	8.0
Cooperative Street & Road Projects	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses and Expenditures	\$70.3	\$92.0	\$80.7	\$86.5	\$86.7	\$88.8	\$93.2	\$94.8

Change in Cash Balance	\$4.0	(\$16.9)	(\$8.2)	(\$11.4)	(\$9.8)	(\$12.1)	(\$12.5)	(\$13.0)
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Beginning Cash Balance	56.5	59.2	42.3	34.1	22.7	12.9	0.8	(11.7)
Ending Cash Balance	59.2	42.3	34.1	22.7	12.9	0.8	(11.7)	(24.7)
Self Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	(13.8)	(14.8)	(15.2)	(15.7)	(16.1)	(16.6)	(17.1)	(17.6)
Cash Balance After Reserves	\$39.9	\$22.0	\$13.4	\$1.6	(\$8.7)	(\$21.3)	(\$34.3)	(\$47.8)

NOTE: Figures in this table are in millions of dollars and rounded to the nearest 100 thousand.

*Figures based on 2016-2021 Capital Improvement Program

Appendix

Appendix A – Performance Measures

Adopted by the Spokane Transit Board of Directors February 19, 2015.

I. Ensure Safety

Emphasize safety of our customers and employees in all aspects of our operations.

Accident Rate (Property)				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Preventable Accidents	0	0.08 (or less) per 10,000 miles	Quarterly
Paratransit	Preventable Accidents	0	0.10 (or less) per 10,000 miles	Quarterly
Injury Rate (Employee Days Lost)				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Work Days Lost Due to Injury	Less than 0.02 per 1000 employee hours		Quarterly
Paratransit	Workers Comp Lost Days	Less than 0.04 per 1000 employee hours		Quarterly
Maintenance	Workers Comp Lost Days	Less than 0.05 per 1000 employee hours		Quarterly
Injury Rate (Employee Claims)				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Claims per 1,000 Hours	Less than 0.05 Claims per 1,000 Hours		Quarterly
Paratransit	Claims per 1,000 Hours	Less than 0.08 Claims per 1,000 Hours		Quarterly
Maintenance	Claims per 1,000 Hours	Less than 0.09 Claims per 1,000 Hours		Quarterly

2. Earn and Retain the Community's Trust

Engender trust and accountability and satisfy and exceed the expectations of citizens, customers, and employees; increase ridership; provide service that is responsive and tailored to the area's needs.

Ridership				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Number of Unlinked Trips	Grow Ridership by 0.5% from 2014 (approximately 11.4 million trips)	Monthly	
Paratransit	Number of Unlinked Trips	0% Increase from 2014 (approximately 475,000 trips)	Monthly	
Vanpool	Number of Unlinked Trips	7% increase from 2014 (approximately 265,000 trips)	Monthly	
Service Effectiveness				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Passengers per Revenue Hour	28 System Wide Average	Quarterly	
Paratransit	Passengers per Revenue Hour	3.0	Quarterly	
Customer Security				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually
Paratransit	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually
Public Outreach				
Category	Measurement	Goal	Standard	Measurement Frequency
Agency Wide	Response to question on annual community survey: STA does a Good Job Listening to the Public	5 on a Scale of 1 to 5	4.5 Average	Annually

3. Provide Outstanding Customer Service

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

On Time Performance				
Category	Measurement	Goal		Measurement Frequency
Fixed Route	0 to 5 Minutes from Scheduled Time Point	85% On Time		Quarterly
Paratransit	0 to 30 Minutes from Scheduled Pick Up Time	95% On Time		Quarterly
Call Center				
Category	Measurement	Goal		Measurement Frequency
Fixed Route Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below		Monthly
Paratransit Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below		Monthly
Fixed Route Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds		Monthly
Paratransit Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds		Monthly
Professionalism and Courtesy				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	5 on a Scale of 1 to 5	4.5 Average	Monthly
Paratransit	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	5 on a Scale of 1 to 5	4.5 Average	Monthly
Administration/ Customer Service/ Paratransit Reservations/ Security	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				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Quality Counts Survey Response to: "Published stops are announced"	100%	95% Average or Above on Quality Counts Surveys. (FTA Standard is Average)	Monthly
Paratransit	Quality Counts Survey Response to: "Operator Identifying Himself/Herself at Pick-Up"	100%	90% Response on Quality Counts Surveys	Monthly
Cleanliness of Coach/Van				
Category	Measurement	Goal	Standard	Measurement Frequency
Fixed Route	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly
Paratransit	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly
Complaint Rate				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Number of Complaints Received	Less Than 8 Complaints per 100,000 Boardings	Monthly	
Paratransit	Number of Complaints Received	Less than 8 Complaints per 10,000 Boardings	Monthly	
Maintenance Reliability				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Number of Road Calls	Less than 1 per 7,500 Miles	Monthly	
Paratransit	Number of Road Calls	Less than 1 per 57,000 Miles	Monthly	

4. Enable Organizational Success

Have a well-trained and highly productive workforce; promote healthy dialogue on important issues. Have an active and engaged Board of Directors.

Training Rate (Employee)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Paratransit	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Maintenance	4 Major Component Training Events + Variety of General Professional Classes	Invest average of 25 hours per maintenance employee per year	Annually
Managers/ Supervisors/ Administrative	Scheduled Professional Development Class	100% of population Receive Either on-Site or off-Site Training Event per Year	Annually
Annual Employee Feedback			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly
Paratransit	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly
Governance			
Category	Measurement	Goal	Measurement Frequency
Board Development	Attendance at a Transit-Related Conference/Training Event	Two Board Members Attend Annually	Annually

5. Exemplify Financial Stewardship

Operate an efficient, cost-effective operation; maintain tight control of operational, administrative, and capital expenditures of public resources; establish reasonable, user-based revenue targets; plan for future operational and capital needs.

Cost Efficiency				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Paratransit	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Cost Effectiveness				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Paratransit	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly	
Cost Recovery from User Fees				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Farebox Return	At least 20%	Quarterly	
Paratransit	Farebox Return	At least 5%	Quarterly	
Vanpool	Fare Revenue Compared to Operational and Administrative Expenses	100%	Quarterly	
Maintenance Cost				
Category	Measurement	Goal	Measurement Frequency	
Fixed Route	Cost per Total Mile by Fleet	\$1.27 per Mile	Quarterly	
Paratransit/ Vanpool	Cost per Total Mile	\$0.93 per Mile	Quarterly	
Financial Capacity				
Category	Measurement	Goal	Standard	Measurement Frequency
Financial Management	Adherence to Approved Operating Budget	Operate at, or Below, Budgeted Expenditures	N/A	Quarterly
Service Level Stability	Number of Years Current Service Level can be Sustained	6 Years	N/A	Annually
Ability to Sustain Essential Capital Investments	Fully Funded Capital Improvement Plan	6 Years	N/A	Annually
Public Perception	Answer to Question on Annual Community Survey: STA is Financially Responsible	5 on a Scale of 1 to 5	4.5	Annually

Appendix B – System Ridership, Miles & Hours 1994 - 2014

Fixed Route Ridership, Mile and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	355,890	5,045,803	7,485,275
1995	369,756	5,223,287	7,467,089
1996	371,431	5,330,929	7,831,964
1997	374,718	5,389,263	8,171,745
1998	377,509	5,411,212	7,944,416
1999	375,175	5,308,483	8,099,072
2000	356,977	4,962,786	8,512,225
2001	336,401	4,641,901	8,370,460
2002	348,675	4,753,745	7,522,394
2003	351,239	4,789,262	7,504,713
2004	354,985	4,839,102	7,740,360
2005	369,494	5,031,171	7,688,002
2006	402,533	5,570,692	8,408,678
2007	406,008	5,592,842	9,436,662
2008	414,751	5,718,006	11,110,476
2009	418,247	5,782,329	11,152,841
2010	414,364	5,772,668	10,710,528
2011	397,000	5,539,541	10,831,987
2012	381,167	5,313,529	11,031,338
2013	383,357	5,317,034	11,087,049
2014	392,087	5,446,828	11,324,434

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	140,137	1,953,261	396,178
1995	159,214	2,269,217	442,334
1996	149,425	2,326,050	453,341
1997	150,178	2,523,866	437,155
1998	144,944	2,479,090	435,412
1999	149,508	2,449,312	435,153
2000	148,814	2,353,028	430,920
2001	153,565	2,349,728	431,210
2002	155,983	2,386,941	435,341
2003	159,421	2,462,488	454,503
2004	158,491	2,401,305	456,969
2005	158,744	2,333,365	463,207
2006	167,309	2,549,716	493,981
2007	172,776	2,675,985	506,710
2008	178,959	2,724,953	516,516
2009	175,081	2,685,157	521,578
2010	172,744	2,592,443	517,192

Paratransit Ridership, Miles and Hours; Combined Service

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2011	166,263	2,368,569	485,551
2012	163,479	2,532,907	490,106
2013	163,222	2,517,992	483,038
2014	160,503	2,462,003	475,171

Paratransit Ridership, Miles and Hours; Directly Operated

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	97,993	1,371,257	279,737
1995	101,589	1,483,982	291,545
1996	93,601	1,489,913	289,274
1997	91,310	1,523,400	268,894
1998	89,671	1,526,709	275,330
1999	84,796	1,377,197	256,744
2000	86,281	1,334,007	259,370
2001	89,814	1,358,293	263,196
2002	93,638	1,377,785	273,496
2003	95,167	1,418,077	288,434
2004	89,156	1,286,478	274,634
2005	87,625	1,229,340	273,581
2006	89,590	1,280,784	276,408
2007	88,894	1,305,017	275,130
2008	91,129	1,337,188	277,528
2009	90,765	1,307,371	277,200
2010	84,769	1,213,471	258,640
2011	84,439	1,229,362	254,171
2012	85,246	1,272,186	257,891
2013	82,630	1,215,021	251,273
2014	81,138	1,186,434	247,941

Paratransit Ridership, Miles and Hours; Purchased Transportation

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

Paratransit Ridership, Miles and Hours; Purchased Transportation

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2010	87,975	1,378,972	258,552
2011	81,824	1,275,612	231,380
2012	78,233	1,260,721	232,215
2013	80,592	1,302,971	231,765
2014	79,365	1,275,569	227,230

NOTE: Purchased Transportation figures include Special Use Van

Vanpool Ridership, Miles and Hours

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	8,139	257,380	86,834
1995	7,219	233,767	73,641
1996	7,733	253,560	77,112
1997	8,414	277,711	89,167
1998	9,110	293,292	87,668
1999	7,165	236,335	68,559
2000	6,531	225,726	66,620
2001	8,221	299,738	85,500
2002	8,881	312,141	88,263
2003	10,334	352,741	102,426
2004	9,938	352,415	101,971
2005	15,157	490,835	129,548
2006	17,462	609,385	163,826
2007	18,720	686,661	166,996
2008	24,267	893,380	224,264
2009	23,703	888,699	209,822
2010	24,198	907,418	208,480
2011	27,304	1,025,192	232,816
2012	33,220	1,189,701	250,436
2013	34,313	1,126,943	241,257
2014	36,651	1,174,536	246,331

Appendix C – Asset Management Plan

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

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

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.

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 12/31/2014					Fleet - Fixed Route				Signature and Title <i>B. Smith</i> CEO		Date 3-31-15		
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
1997 NEW FLYER	1	1FYD2LL19VU017243	9717	825176	50	18	0	675,868	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL12VU017245	9719	813676	50	18	0	575,868	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL14VU017246	9720	835646	50	18	0	575,868	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL1XVU017249	9723	803918	50	18	0	575,868	YES	40 + 2	DF	NO	
1997 NEW FLYER	1	1FYD2LL18VU017251	9725	797711	50	18	0	575,868	YES	40 + 2	DF	NO	
2002 NEW FLYER 60'	5	2FYD2UM1X2U024373	2261	403063	60	13	2	27,288	YES	62+2	DF	NO	
2002 NEW FLYER 60'	5	2FYD2UM112U024374	2262	447404	60	13	2	61,542	YES	62+2	DF	NO	
2002 NEW FLYER 60'	5	2FYD2UM152U024541	2263	355869	60	13	2	27,545	YES	62+2	DF	NO	
2003 GILLIG 35'	2	15GGB271X21073384	2301	496051	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073385	2302	519081	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271131073386	2303	491456	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073387	2304	539317	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073388	2305	522707	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073389	2306	520526	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073390	2307	514805	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073391	2308	518326	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271731073392	2309	519865	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271931073393	2310	520120	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271131073016	2311	517272	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271331073017	2312	516519	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 35'	2	15GGB271531073018	2313	517177	65	12	3	448,242	YES	30 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271231090821	2333	341771	65	12	3	419,729	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271631090823	2335	353636	65	12	3	419,729	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271831090824	2336	359118	65	12	3	419,729	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271X31090825	2337	343119	65	12	3	419,729	YES	24 + 2	DF	NO	
2003 GILLIG 29'	4	15GGE271131090826	2338	347460	65	12	3	419,729	YES	24 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291451074550	2501	424065	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291651074551	2502	410629	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291851074552	2503	419215	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291X51074553	2504	399287	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291151074554	2505	417897	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291351074555	2506	406728	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291551074556	2507	416038	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291751074557	2508	399814	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291951074558	2509	416710	75	10	5	441,803	YES	30 + 2	DF	NO	
2005 GILLIG 35'	2	15GGB291051074559	2510	401809	75	10	5	441,803	YES	30 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291761077750	2601	403988	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291961077751	2602	411432	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291061077752	2603	414722	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291261077753	2604	423277	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291461077754	2605	429417	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291661077755	2606	428424	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291861077756	2607	429821	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291X61077757	2608	404423	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291161077758	2609	413730	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291361077759	2610	397457	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291X81077760	2611	414585	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGB291861077761	2612	419718	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGB291X61077762	2613	414679	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGB291161077763	2614	404164	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGB291361077764	2615	425803	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291961077765	2616	421417	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291461077766	2617	419995	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291661077767	2618	420344	80	9	6	467,307	YES	40 + 2	DF	NO	
2006 GILLIG 40'	1	15GGD291861077768	2619	412190	80	9	6	467,307	YES	40 + 2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	281134	80	8	7	720,477	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	285907	80	8	7	720,477	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	297763	80	8	7	720,477	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	280282	80	8	7	720,477	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	287108	80	8	7	720,477	YES	62+2	DF	NO	
2007 NEW FLYER 60'	5	5FYD4YS126C031042	2666	291658	80	8	7	720,477	YES	62+2	DF	NO	
2007 GILLIG 35'	2	15GGB271571078435	2701	309048	80	8	7	484,594	YES	39+2	DF	NO	
2007 GILLIG 35'	2	15GGB271771078436	2702	317072	80	8	7	484,594	YES	39+2	DF	NO	
2007 GILLIG 35'	2	15GGB271971078437	2703	302875	80	8	7	484,594	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271271078418	2704	369530	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271471078419	2705	355801	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271071078420	2706	357805	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271271078421	2707	367108	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271471078422	2708	351041	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271671078423	2709	349397	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271871078424	2710	345406	80	8	7	495,932	YES	39+2	DF	NO	
2007 GILLIG 40'	1	15GGD271X71078425	2711	344585	80	8	7	495,932	YES	39+2	DF	NO	
Total			72	31255627				\$ 33,962,468					

**Public Transportation Management System
Owned Rolling Stock Inventory**

Fleet - Fixed Route

Spokane Transit Authority
12/31/2014

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

A. S. Munk CEO 3.31.15
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)
2007 GILLIG 40'	1	15GGD271171078426	2712	351813	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	368057	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	361063	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	353527	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	353953	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	352256	80	8	7	495,932	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	334487	80	8	7	804,082	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	334317	80	8	7	804,082	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	336684	80	8	7	804,082	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45P7DA56071	512	65003	90	8	7	92,343	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P3DA56073	514	60508	90	8	7	92,343	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	315894	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	305979	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	301309	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	307382	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	308988	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	301814	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD27181079609	2807	302386	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	310793	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	303796	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD27181079612	2810	314378	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	305863	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	307625	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	294092	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271981079616	2814	257352	85	7	8	494,552	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	295600	85	7	8	721,783	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	311281	85	7	8	721,783	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	294059	85	7	8	721,783	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	294318	85	7	8	721,783	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	295324	85	7	8	721,783	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	301190	85	7	8	721,783	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	210322	90	6	9	804,992	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	202654	90	6	9	804,992	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	197147	90	6	9	804,992	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	199891	90	6	9	804,992	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	255922	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	253688	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	266638	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	260168	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	252190	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	250107	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	262599	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	254831	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	272157	90	6	9	448,530	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	81932	90	6	9	709,143	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	84494	90	6	9	709,143	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	83951	90	6	9	709,143	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	236240	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176255	10702	232366	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3010A1176256	10703	234239	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	244251	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	243435	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	249455	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	257215	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	230386	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	237955	90	5	10	698,351	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	245060	90	5	10	698,351	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3018C1180543	12701	101189	95	3	12	681,420	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD301XC1180544	12702	115878	95	3	12	681,420	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3011C1180545	12703	114597	95	3	12	681,420	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3013C1180546	12704	112404	95	3	12	665,224	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3015C1180547	12705	116415	95	3	12	665,224	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3017C1180548	12706	108460	95	3	12	665,224	YES	39+2	DE	NO
2014 GILLIG 40'	1	15GGD271XE1183561	1401	23675	100	1	14	410,960	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD271E1183562	1402	42023	100	1	14	410,960	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2713E1183563	1403	43845	100	1	14	410,960	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2715E1183564	1404	44684	100	1	14	410,960	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2717E1183565	1405	41891	100	1	14	410,373	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2719E1183566	1406	43113	100	1	14	410,373	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2710E1183567	1407	43186	100	1	14	410,373	YES	39+2	DF	NO
2014 GILLIG 40'	1	15GGD2712E1183568	1408	38125	100	1	14	410,373	YES	39+2	DF	NO
Total			71	16096969				\$ 40,519,898				

**Public Transportation Management System
Owned Rolling Stock Inventory**

Fleet - Vanpool

**Spokane Transit Authority
12/31/2014**

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

J. S. Mung **CEO** **3.31.15**
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	1FDXE45S01HB00194	U4	234607	60	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77517	U5	243650	60	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S61HB75630	U6	233376	60	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77520	U9	208265	60	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77521	U10	161290	60	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S1HB75629	U11	190809	65	14	0	93,607	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S1HB75646	U12	188172	65	14	0	93,607	YES	15+3	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	102890	70	10	0	43,290	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U251163801	R66	94484	70	10	0	43,290	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	U71	149474	65	10	0	43,290	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51160855	U75	92841	70	10	0	43,290	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	99472	70	10	0	42,232	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L76DA26475	U102	106675	70	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26477	R103	71493	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26478	U104	66055	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L06DA26480	R105	72427	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L26DA26481	U106	65889	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L66DA26483	R107	89731	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L66DA26474	R108	70628	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	82520	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26479	U110	119047	70	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L76DA26489	U111	122523	70	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	68549	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	U113	53453	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	U114	72439	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	57838	75	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	U116	103006	70	9	0	34,732	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L66DA26488	R117	58240	75	9	0	34,732	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	65115	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571183012	R120	64767	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U671183102	R121	64390	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71183443	R122	83016	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	59803	80	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571184208	R124	88047	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	53368	80	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	93721	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	43781	80	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185544	R129	86381	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71185581	U130	94857	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185611	U131	93894	75	7	0	29,188	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	64327	80	7	0	29,188	NO	15	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	65244	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	61916	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216358	R135	59923	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	75169	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	45323	80	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	56975	80	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	77893	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33WX7D217554	R140	43871	80	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	70764	75	7	0	32,576	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	44780	80	7	0	32,576	NO	7	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	58829	90	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	65630	85	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K291155668	R145	34344	90	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	45395	90	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	49515	90	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	57185	90	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K991156770	R149	89632	85	6	0	32,271	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K891154220	R150	72128	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	39617	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	79505	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91154767	R153	105523	80	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K791154838	R154	104003	80	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891154881	R155	72192	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	52337	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K991155148	R157	79026	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	87403	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	77492	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691156366	R160	36680	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155445	R161	76636	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	37951	90	6	0	33,248	NO	15	GA	No
Total			71	6,156,183				\$ 2,789,679				

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**

**Spokane Transit Authority
12/31/2014**

Fleet - Vanpool

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

J. Mung CEO 3.31.15
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)
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	68208	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	91244	85	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155882	R166	44533	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	40816	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	36860	90	6	0	33,248	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291156822	R169	64364	90	6	0	33,248	NO	15	GA	No
2010 CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	60245	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG1A1176182	R171	39990	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG3A1176216	R172	47375	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1176298	R173	45429	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176830	R174	71201	85	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176742	R175	35141	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDGXA1177007	R176	40568	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG7A1177014	R177	55174	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177113	R178	41670	90	5	0	31,723	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177242	R179	39092	90	5	0	31,723	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG8BR732864	R180	28241	95	4	1	26,647	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	29300	95	4	1	26,647	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG1BR732866	R182	30751	95	4	1	26,647	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732867	R183	22118	95	4	1	26,766	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732868	R184	25206	95	4	1	26,766	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732869	R185	29696	95	4	1	26,766	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732870	R186	43200	95	4	1	26,766	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732871	R187	47060	95	4	1	26,766	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732872	R188	30624	95	4	1	26,766	NO	15	GA	No
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	17443	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	19602	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	14073	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	13314	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	17958	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	20708	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	20448	95	3	2	25,973	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG2CR374084	R196	33697	95	3	2	25,973	NO	15	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49579	R197	11907	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL8DDA49580	R198	10744	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BLXDDA49581	R199	10675	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL1DDA49582	R200	15421	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA49583	R201	16503	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL3DDA56341	R202	17582	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL5DDA56342	R203	29841	95	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL7DDA56343	R204	9596	100	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL9DDA56344	R205	4418	100	1	4	27,449	NO	12	GA	Yes
2013 FORD ECONOLINE XL VAN	13	1FBNE3BL0DDA56345	R206	4972	100	1	4	27,449	NO	12	GA	Yes
2014 DODGE GRAND CARAVAN	13	2C4RDGBGXER263110	R207	5329	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG1ER263111	R208	2802	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG3ER263112	R209	6854	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG5ER263113	R210	11078	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG7ER263114	R211	5706	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG9ER263115	R212	6101	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG0ER263116	R213	6143	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG2ER263117	R214	3035	100	0	5	23,715	NO	15	GA	No
2014 DODGE GRAND CARAVAN	13	2C4RDGBG4ER263118	R215	3580	100	0	5	23,715	NO	15	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL7EDA71782	R216	3977	100	0	5	26,400	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL9EDA71783	R217	4971	100	0	5	26,400	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL0EDA71784	R218	3838	100	0	5	26,400	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL4EDA71786	R219	2869	100	0	5	26,400	NO	12	GA	No
2014 FORD ECONOLINE XL VAN	13	1FBNE3BL6EDA71787	R220	2009	100	0	5	26,400	NO	12	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1210964	R221	524	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1211219	R222	108	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211342	R223	2267	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	109	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	109	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	109	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	109	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	515	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1212329	R229	109	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FGSE1212819	R230	2777	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1212911	R231	1924	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	2008	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	892	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213765	R234	3298	100	0	5	29,584	NO	15	GA	No
2014 CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	2597	100	0	5	29,584	NO	15	GA	No
Total			72	1,402,337				\$ 1,263,239				

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**

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

Fleet - Demand Response
Spokane Transit Authority
12/31/2014

[Signature]
Signature and Title
Date: 3/31/15

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)
2005 CHEVROLET EX 3500	13	1GAHG39U251163622	P65	84042	70	10	0	43,290	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U751161767	P74	73920	70	10	0	43,290	NO	15	GA	No
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	216585	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	186846	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	205649	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	196411	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	205908	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	211499	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	210464	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	190451	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	209637	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	194507	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	211919	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	200678	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	213679	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	212184	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	188131	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	206548	70	10	0	88,323	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	192681	70	10	0	88,323	YES	15+5	DF	NO
2008 DODGE CARAVAN	13	2D8GP44L76R769063	P98	64667	75	9	0	34,732	NO	7	GA	No
2008 DODGE CARAVAN	13	2D8GP44L96R769064	P99	63101	75	9	0	34,732	NO	7	GA	No
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	136292	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	125879	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	140870	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	130943	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	126654	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	130307	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	138781	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	132522	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	125898	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S08DB23423	S177	126658	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	136427	85	7	0	86,721	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	125231	85	7	0	87,638	YES	14 + 2	GA	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	74485	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	71478	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	63507	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	55913	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	75664	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	73082	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	74751	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189709	S187	74840	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	73076	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	61036	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	77235	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190612	S191	45652	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190673	S192	24193	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	78470	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1190977	S194	71887	95	3	4	99,692	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180412	S195	57836	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	52080	95	3	4	101,120	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1180577	S197	56291	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	47775	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	52193	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	56102	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	48963	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	40232	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1183158	S203	40251	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	53926	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	54107	95	3	4	101,120	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	54358	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182127	S207	51782	95	3	4	101,120	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	48022	95	3	4	101,461	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180672	S209	55465	95	3	4	101,120	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182706	S210	45201	95	3	4	101,461	YES	14 + 2	DF	NO

Total 64 6,970,860 \$ 5,729,935

NOTE:
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
12/31/2014**

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

J. Smiley CEO *3/15*
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)
2013 Eldorado Cutaway	14	1GB8G5BL4D1188830	S211	30266	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL0D1188503	S212	32846	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL9D1188984	S213	32599	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189842	S214	33422	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189422	S215	31648	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL6D1189753	S216	32446	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL7D1189468	S217	24037	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1189307	S218	31546	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL0D1190574	S219	31096	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Eldorado Cutaway	14	1GB8G5BL5D1190005	S220	32636	95	1	6	98,068	YES	14 + 2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1181667	601	74661	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1180303	602	68512	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1183451	603	74101	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184910	604	74466	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184490	605	79093	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184857	606	73199	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1183040	607	74557	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183709	608	72421	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1183502	609	74347	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1183495	610	59864	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXC1184666	611	74089	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1184290	612	78501	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1185241	613	74246	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1183665	614	69252	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1185404	615	74942	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLOC1185129	616	80148	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184583	617	81076	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1184162	618	67834	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1184052	619	55275	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1184786	620	76063	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1184137	621	73046	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1184213	622	78653	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1185338	623	73305	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1181513	624	66538	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1198263	625	73946	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLOC1198799	626	78113	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2C1198190	627	74748	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198659	628	79321	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1199448	629	72245	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1199109	630	74163	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL7C1200029	631	71846	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL3C1198473	632	74187	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1198645	633	65407	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL8C1198968	634	74584	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5C1200093	635	70374	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9C1199621	636	71789	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4C1199809	637	72612	95	2	5	96,673	YES	14+2	DF	NO
2013 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6C1199777	638	71759	95	2	5	96,673	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLOF1108345	S221	1593	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL6F1106003	S222	1597	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2F1107441	S223	1762	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL5F1106574	S224	1947	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLXF1106344	S225	1601	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL9F1106836	S226	1588	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL1F1106717	S227	1599	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL2F1107584	S228	1576	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BL4F1106145	S229	1580	100	1	4	94,130	YES	14+2	DF	NO
2015 Chevrolet Eldorado Aerotech Van	14	1GB8G5BLOF1105736	S230	1992	100	1	4	94,130	YES	14+2	DF	NO

Total			58	3,102,660				\$ 5,595,569				
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NOTE:
Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.

Spokane Transit Authority Owned Facilities Inventory

12/31/2014

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue - 1997 & Prior	70	28	32	37,394,399	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	25	25	5,573,772	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	24	26	6,139,807	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	19	31	37,103,745	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	85	25	0	809,919	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	23	0	1,347,677	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 23	Boone Street Ave - 1998	85	16	32	22,585	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.
8. 17	The Plaza - 1998	85	17	31	55,437	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.
9. 09	Park & Rides - 1998	85	17	8	1,862,442	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
10. 16	Shelters - 1998	85	17	0	62,529	Spokane Transit maintains 112 passenger shelters throughout the service area most

						of which are on land not owned by Spokane Transit.
11. 17	The Plaza 1999	85	16	31	55,658	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.
12. 23	Boone Street Ave - 1999	85	16	32	20,458	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.
13. 09	Park & Rides - 2000	85	14	1	147,634	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
14. 23	Boone Street Ave - 2000	85	14	33	76,226	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.
15. 09	Park & Rides - 2001	85	14	1	771,450	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2001	85	14	33	19,564	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. 17	The Plaza - 2002	85	13	33	71,250	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.
18. 09	Park & Rides - 2003	85	12	3	1,544,981	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
19. 23	Boone Street Ave - 2005	90	10	32	138,417	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.
20. 23	Boone Street - 2006	90	9	32	81,748	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.

21. 16	Shelters - 2006	90	9	0	81,588	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
22. 09	Park & Rides - 2007	90	8	17	1,158,511	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
23. 23	Boone Street Ave - 2007	90	8	32	218,357	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.
24. 17	The Plaza - 2007	90	8	31	33,174	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.
25. 16	Shelters - 2007	90	8	0	11,874	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
26. 23	Boone Street Ave - 2008	90	7	33	492,549	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.
27. 23	Boone Street Ave - 2009	95	6	33	567,854	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 16	Shelters - 2009	95	6	0	20,389	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
29. 09	Park & Rides - 2009	95	6	0	2,749	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
30. 16	Shelters - 2010	95	5	1	34,771	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
31. 17	The Plaza - 2010	95	5	31	55,322	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
32. 23	Boone Street - 2010	95	5	33	3,901	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.
33. 23	Boone Street - 2011	95	5	31	953,233	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.
34. 23	Boone Street - 2012	95	3	31	2,357,995	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.
35. 17	The Plaza - 2012	95	3	31	366,864	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.
36. 09	Park & Rides - 2012	95	3	2	64,220	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
37. 16	Shelters - 2012	95	3	2	34,139	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
38. 17	The Plaza - 2013	95	1	14	22,705	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.
39. 23	Boone Street - 2013	95	1	19	680,803	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.
40. 16	Shelters - 2013	95	1	4	184,396	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
41. 09	Park & Rides - 2013	95	1	4	7,732	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
42. 06	Pence Cole Center - 2013	95	1	9	37,008	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.
43.06	Pence Cole Center - 2014	95	0	10	356,620	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.
44.23	Boone Street - 2014	95	0	20	55,060	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.
45.23	Sharp Street - 2014	95	0	15	0	Sharp Avenue Administration and Operations Facility for Paratransit and Vanpool Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 6,384 square foot facility.
46.09	Park & Rides - 2014	95	0	5	0	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area.
46.16	Shelters - 2014	95	0	5	250,735	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
	Total				\$100,689,832	

Spokane Transit Authority Owned Equipment Inventory

12/31/2014

Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck-1997 & Prior	05	70	21	4	540,810	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package.
2. Computer Network-1997 & Prior	04	10	18	0	1,140,210	This computer system is a PC network made up of various types of printers, screens, and subsystems.
3. Bus Washer-1997 & Prior	21	50	24	0	1,148,585	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.
4. Office Eqpt & furn-1997 & Prior	16	60	23	0	2,042,664	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.

5. Maint Eqpt-1997 & Prior	09	60	21	0	3,017,393	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.
6. Shop Vehicles-1997 & Prior	05	50	21	0	714,737	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a forklift purchased in 1987 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
7. Shop Vehicles (lic)-1997 & Prior	05	50	21	0	1,159,489	The licensed shop vehicles vary. 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.
8. Road Cars-1997 & Prior	05	60	21	0	428,513	The road car is a 1994 Dodge van. 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.
9. Maint Eqpt-1998	09	50	16	0	180,878	Maintenance equipment in 1998 includes a set of 6 SEFAC Lifts for the Maintenance Department.
10. Office Eqpt & furn-1999	16	80	15	5	83,329	Office furniture & Equipment in 1999 includes some workstations.
11. Maint Eqpt-1999	09	70	15	0	77,257	The maintenance equipment includes a portable air compressor.
12. Shop Vehicles (lic)-1999	05	70	15	0	170,024	A Ford truck to be used in the maintenance of shelters and park & rides.
13. Shop Vehicles-2001	09	70	13	0	171,038	The shop vehicles include a de-icer holding tank. This is not licensed equipment and is used in support of vehicle and building maintenance.
14. Radios-2001	08	80	13	2	971,873	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
15. Shop Vehicles (lic)-2002	05	80	11	0	165,973	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.
16. Computer Network-2004	04	80	10	0	258,779	The 2004 computer network upgrade of system.
17. Maint Equip-2004	09	80	10	0	50,167	The Maintenance equip includes 2 roller jacks and a carpet extractor.
18. Steam Pit Lift-2004	09	80	10	0	406,283	Steam Pit Lift.
19. Computer Network-2005	04	80	9	0	51,995	The 2005 computer network is to upgrade systems.
20. Radios-2005	08	80	9	1	6,036,821	Replacement of fixed route radio system and radios.
21. Maint Equip-2005	09	85	9	0	33,534	The Maintenance equip is a brake lathe.

22. Road Cars-2005	05	80	9	0	387,409	Road Cars are 3 Chevy Colorado trucks for fixed route supervisors and three Dodge Caravans.
23. Computer Network-2006	04	80	8	0	177,424	The 2006 computer network is multiple new workstations.
24. Maint Equip-2006	09	80	8	0	77,610	Maintenance equipment includes a pressure washer and engine analyzer.
25. Road Cars-2006	05	80	8	0	162,372	Roads Cars are one Ford Taurus and one Dodge Caravan.
26. Computer Network-2007	04	80	7	0	419,471	The 2007 computer network is printers, network equipment and software, wi-fi switches, and fiber optic connectivity.
27. Maint Equip-2007	09	80	7	1	432,127	Maintenance equipment includes a six post hoist, air compressor, keywatch system, trash compactor, transmission tools, and a wheel alignment machine.
28. Road Cars-2007	05	80	7	0	162,260	Roads Cars are a Toyota Prius, a Chevrolet Impala, Chevrolet van.
29. Fareboxes-2007	02	85	7	3	702,551	Fareboxes for additional fixed route coaches.
30. Computer Network-2008	04	80	6	0	719,141	The 2008 computer network includes multiple new workstations, wireless network equipment, several laptops, network storage equipment, printers, and a phone system.
31. Maint Equip-2008	09	80	6	2	863,076	Maintenance equipment includes a fuel injection cleaning kit, bus vacuum system, emergency generator, and king pin press.
32. Road Cars-2008	05	80	6	0	163,413	Road cars are 2 Chevy Uplanders and 2 Ford Focus.
33. Fareboxes-2008	02	85	6	4	73,312	Fareboxes include Mobile Data Terminals for paratransit vans.
34. Shop Vehicles-2008	05	80	6	2	74,158	Shop vehicles are a John Deere Tractor and a Tennant Floor Scrubber. These vehicles are not licensed.
35. Shop Vehicles(lic)-2008	05	80	6	2	174,747	Shop vehicles are 2 Ford F350 Trucks.
36. Computer Network-2009	04	80	5	0	483,525	The 2009 computer network includes several new servers, switches, routers, and storage arrays.
37. Office Equip & Furn-2009	16	90	5	1	66,072	Office equipment includes three currency counters.
38. Maint Equip-2009	09	90	5	3	103,903	Maintenance equipment includes two wheel balancers, and an ironworker machine.
39. Shop Vehicles-2009	05	90	5	2	8,395	Shop vehicle is a Noble Speed Scrubber. This vehicle is not licensed.
40. Shop Vehicles(lic)-2009	05	90	5	5	324,191	Shop vehicles are 2 Ford F450 Trucks.
41. Farebox Equip-2009	02	90	5	0	49,602	Five Mobile Data Terminals for additional paratransit vans.
42. Computer Network-2010	04	90	4	2	449,521	The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.

43. Maint Equip-2010	09	90	4	2	104,968	Maintenance equipment includes a diesel opacity tester and a trash compactor.
44. Road Cars-2010	05	90	4	2	307,826	Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance.
45. Safety/Security Equip-2010	03	90	4	0	1,715,087	Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility.
46. Computer Network-2011	04	95	4	0	1,153,018	The 2011 computer network includes six new network switches, two new network servers, four printers, nine Trapeze Software modules, an upgrade for the Fleet-Net Accounting Software, and some other miscellaneous computer software and equipment.
47. Maint Equip-2011	09	95	4	4	57,315	Maintenance equipment includes a tire changer and four mobile column lifts with lights.
48. Shop Vehicles-2011	05	95	4	3	22,828	Shop vehicles are 2 electric carts for use inside the shop. These vehicles are not licensed.
49. Shop Vehicles(lic)-2011	05	95	4	3	128,973	Shop vehicles are 2 Ford F450 Trucks.
50. Farebox Equipment-2011	02	95	4	2	4,506,431	Complete upgrade of the farebox system for fixed route and paratransit, including all fareboxes for coaches(qty-146), cash boxes for vans (qty-98), mobile data computers (qty-102), vaulting systems, three ticket vending machines, counting equipment, and other miscellaneous equipment.
51. Office Equip & Furn-2011	16	95	4	6	61,149	Office equipment includes two check scanners, eight chairs, and a deck sign for training.
52. Computer Network-2012	04	100	3	0	449,030	The 2012 computer network includes additional network storage, switches, and servers, as well as a digital scanner and Trapeze software.
53. Safety/Security Equip-2012	03	100	3	0	304,387	Safety and security equipment is additional facility cameras installed at Boone and facility cameras at The Valley Transit Center.
54. Shop Vehicles (lic)-2012	05	100	3	4	395,896	Shop vehicles are four Ford F150 trucks (including two snow blades), one F350 Ford Truck, one tow truck, and a Knapheide Body and tommy lift for shop vehicle #808.
55. Computer Network-2013	04	100	2	1	2,625,330	The 2013 computer network includes additional network storage, switches, and servers, as well as a camera systems for all revenue vehicles, phone system upgrade and Trapeze Vanpool software.
56. Road Cars-2013	05	100	2	4	54,665	Road cars include two Ford Escapes.
57. Maint Equip-2013	09	100	2	18	462,948	Maintenance equipment includes a one primary and four secondary mobile lifts as well as two emergency generators.
58. Safety/Security Equip-2014	03	100	1	2	26,298	Safety and security equipment is additional facility cameras installed at Boone Fuel Island and facility cameras at Paratransit and Vanpool Administrative Office at 1212 Sharp.

59. Computer Network-2014	04	100	1	2	132,741	The 2014 computer network includes additional network storage, switches, and servers, as well as a Trapeze IVR software.
60. Shop Vehicles-2014	05	100	1	6	86,883	Shop vehicles are a John Deere Gator and a floor scrubber. This vehicle is not licensed.
61. Road Cars-2014	05	100	1	5	51,300	Road cars include two Ford Escapes.
62. Maint Equip-2014	09	100	1	19	80,537	Maintenance equipment includes a total of two four column lifts.
	Total				\$ 37,652,244	

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.

RESOLUTION NO. 735-15

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE 2015 TRANSIT DEVELOPMENT PLAN; AND OTHER MATTERS PROPERLY RELATING THERETO.

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

WHEREAS, the Spokane Transit Authority (STA) is a municipal corporation operating and existing under and pursuant to the Constitution and Laws of the State of Washington, including RCW Title 36, Chapter 57A, Public Transportation Benefit Area; and,

WHEREAS, it is to the benefit of STA to define the general direction for the delivery of public transportation service in the future, assign a general timeline for future improvements to the public transportation system, and assign general cost and revenue requirements for future improvements to the public transportation system; and,

WHEREAS, RCW 35.58.2795 requires all transit agencies prepare a six-year transit development plan for that calendar year and the ensuing five years; and,

WHEREAS, STA has prepared the 2015 Transit Development Plan, which includes the previously approved 2015 Annual Strategic Plan, the 2016-2021 Capital Improvement Program, Federal Transit Section 5307, 5310 and 5339 anticipated programs of expenditure, Service Implementation Plan 2016-2018, and other sections and information included in the Plan for the aforementioned purposes; and,

WHEREAS, STA sought input from other transportation agencies, including private transportation operators pursuant to requirements related to Federal Transit Section 5307 funding; and,

WHEREAS, the STA Board of Directors conducted a duly noticed public hearing on June 18, 2015; and,

WHEREAS, a Washington State Environment Policy Act (SEPA) Checklist was completed for the proposed amendments and a determination of Non-Significance (DNS) was issued on June 30, 2015; and,

WHEREAS, the 2015 Transit Development Plan, is consistent with the policies of *Connect Spokane*, STA's comprehensive plan for public transportation; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of STA as follows:

Section 1. The STA Board of Directors hereby adopts the 2015 Transit Development Plan.

Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to administer the 2015 Transit Development Plan with the exception that the 2016 Capital Improvements included in the Capital Improvement Program are subject to further consideration and inclusion in an approved 2016 Capital Budget.

Section 3. This resolution shall take effect and be in force immediately upon passage.

Section 4. All prior resolutions inconsistent herewith are repealed.

ADOPTED by STA at a meeting thereof held on the 17th day of September 2015.

ATTEST:



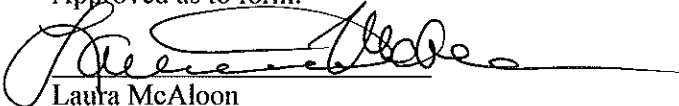
Jan Watson
Clerk of the Authority

SPOKANE TRANSIT AUTHORITY



Tom Trulove
STA Board Chair

Approved as to form:



Laura McAloon
Legal Counsel