

Transit Development Plan

2017

Adopted by:
Spokane Transit Authority Board of Directors

Final

7/27/2017



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Adoption of this plan: The 2017 Transit Development Plan was adopted by the Spokane Transit Authority Board of Directors on July 27, 2017 per Board Resolution Number 754-17.

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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 2017 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 2017.

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 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 2015 voters narrowly rejected the proposition by a vote of 49.61% for the proposition and 50.39% against it. Following the failure of the proposition the Board of Directors voted to put a modified measure in front of the voters in the November 2016 election. Voters passed the measure authorizing the collection of an additional sales and use tax of up to 2/10 of 1%, 1/10th effective April 1, 2017 and the second 1/10th effective April 1, 2019 both expiring no later than December 31, 2028. With the local funding secured STA is now working to implement the STA Moving Forward plan.

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 are two non-voting elected officials from area small cities, and one non-voting labor member.

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. As reported in the draft National Transit Database in 2016, STA employed 423.15 people to provide fixed-route service, 2.77 people to provide vanpool services, 114.05 people to provide directly operated paratransit services and 53 full time equivalent contractors to provide purchased paratransit service.

2017 Board of Directors

Name	Jurisdiction
Council Member Pamela Haley, Chair	City of Spokane Valley
Commissioner Al French	Spokane County
Council Member Amber Waldref	City of Spokane
Council Member Candace Mumm	City of Spokane
Council Member Odin Langford	City of Liberty Lake
Council Member Ed Pace	City of Spokane Valley
Commissioner Josh Kerns	Spokane County
Council Member Aspen Monteleone	City of Airway Heights
Mayor John Higgins	City of Medical Lake
Rhonda Bowers	Labor Representative (non-voting)
Mayor Kevin Freeman	City of Millwood (non-voting)
Mayor Tom Trulove	City of Cheney (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
Paratransit Monthly Pass	Unlimited travel on paratransit service during the calendar month.
Reduced Fare	Available to those over 65, people with disabilities or a valid Medicare card
Employer-Sponsored Bus Pass	Matching discount program for employers who meet certain criteria
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
Youth Pass	Discount pass program for those aged 6 to 18
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. As of May of 2017 STA has 35 fixed bus routes in operation:

1	Plaza / Arena Shuttle	44	29 th Avenue
2	South Side Medical Shuttle	45	Regal
20	Spokane Falls Community College	60	Airport / Browne's Addition
21	West Broadway	61	Highway 2 / Browne's Addition
22	Northwest Boulevard	62	Medical Lake
23	Maple / Ash	66	Cheney / EWU
24	Monroe	68	Cheney Local
25	Division	90	Sprague
26	Lidgerwood	94	East Central / Millwood
27	Hillyard	95	Mid-Valley
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
43	Lincoln / 37 th		

Service Days and Hours

Hours of service are generally 5:30 AM to 11:30 PM Monday through Friday, 6:00 AM to 11:00 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 May 2017. 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.

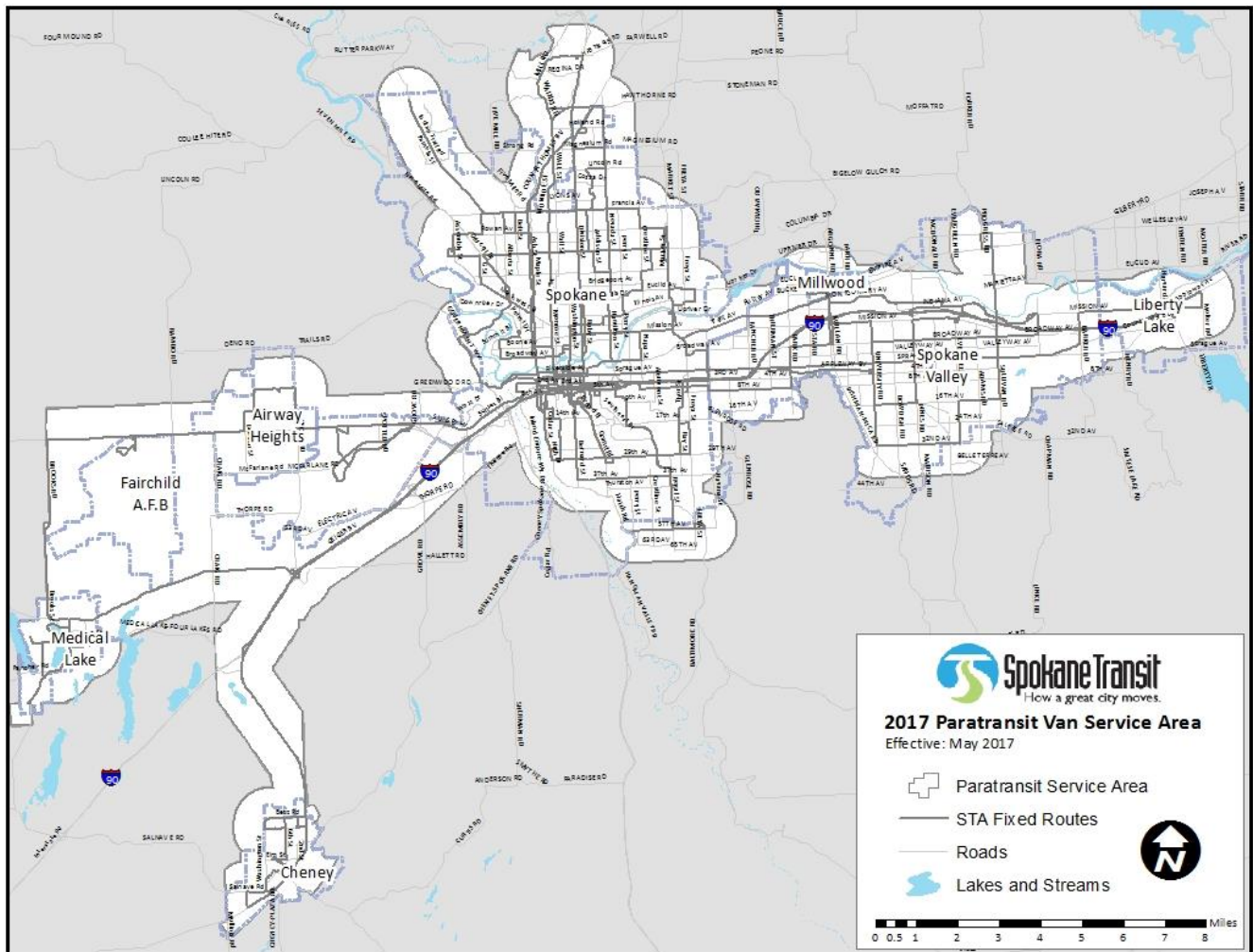
STA also operates service to 13 park-and-ride lots within the PTBA:

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. 1 st Ave.
Liberty Lake	E. Mission Ave. & N. Meadowwood Ln.
Medical Lake	S. Lefevre Rd. & E Campbell St.
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 the Spokane Campus of Eastern Washington University and Washington State University.

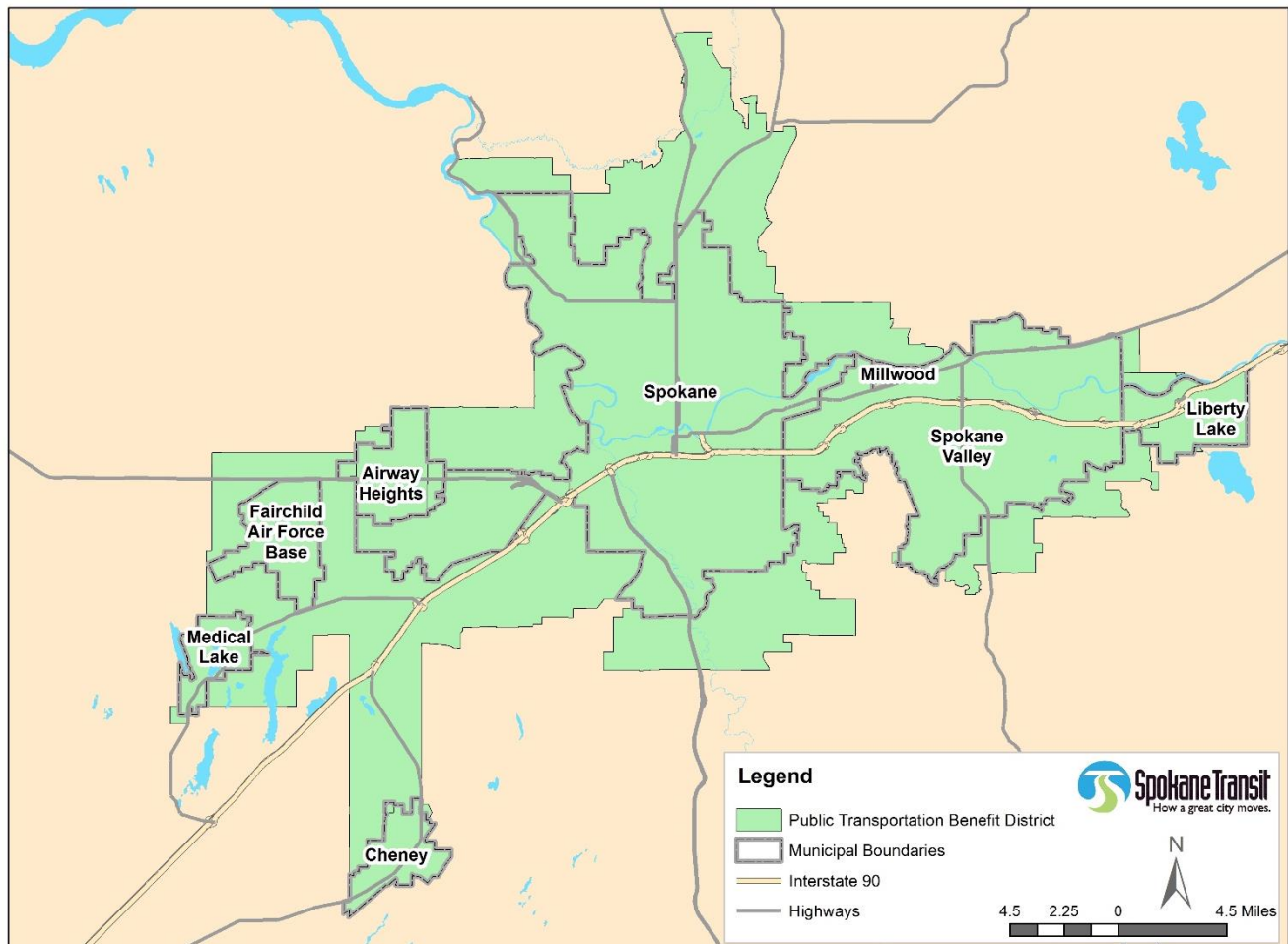
STA Paratransit Boundary

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. The 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 417,116 were people living within the PTBA in 2016.



Section 2: 2016 Accomplishments

Section 2: 2016 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.
- ***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 2016.

Ridership

In 2016, STA provided 10,261,816 rides on its fixed route bus system, which was down compared to the 10,815,736 rides provided in 2015. The decline in ridership may have been influenced by low gas prices and construction related detours. Paratransit ridership increased to 467,286 passengers in 2016 from 463,463 passengers carried in 2015. Vanpool ridership decreased to 193,006 passenger trips compared to 219,578 trips in 2015.

Fleet

STA procured 3 small trucks, 1 road car, 7 paratransit vans, and 7 fixed-route coaches.

Capital Projects

In 2016 STA completed the following capital projects to help to maintain and improve transit service:

2016 Transit Enhancements & Bus Stop Improvements

Transit enhancements included design and construction projects along selected corridors and in neighborhood sponsored installations.

2016 Operational Improvements

Operational Improvements include design and construction projects that extend the useful life of STA's park and rides or parking lots that STA has agreements to utilize as a park and ride.

Pine Street Restriping

An operational improvement that included restriping and installation of new signs on one block section of Pine Street between Main and Spokane Falls Boulevard which allows for new routing that also improves on-time performance and reliability.

Boone Fire Separation

Improvements were made to the fire alarm system that allow for more efficient locating of a fire or other emergency incident which, in turn, improved the ability for fire and rescue to respond in a timely manner, and in the process improved the accessibility of the skywalk between the north and south buildings.

Pit Mounted Hoist Replacement & Alignment Pit Extension (Fixed Route)

One existing in-ground hoist was removed and the maintenance bay brought back to level grade with the concrete slab restored. A second existing in-ground hoist was removed and a new, shallower, in-ground hoist installed. Additionally an existing front end alignment pit was extended to allow for rear-end alignments.

Paratransit Hoist Replacement

One existing in-ground hoist was removed and a new and much shallower flush mounted scissor lift installed.

Mirabeau and 5-Mile Park and Ride Real Time Signage

Real-Time Signage and all associated infrastructure and structural elements were installed at both Mirabeau and 5-Mile Park & Rides providing real time departure information to customers.

Jefferson Lot P&R Improvements

Improvements were made to update lighting, add security cameras, rehab existing paving, restripe parking stalls, as well as reconfigure the transit waiting areas by adding an elevated loading platform. This improved the safety and accessibility of the lot by eliminating at grade and in lot bus stops and waiting areas. New passenger amenities including real time signage and benches were also installed.

Computer Aided Dispatch and Automated Vehicle Location

Computer Aided Dispatch and Automated Vehicle Location (CAD-AVL) are integral pieces of Spokane Transit's Smart Bus initiative. CAD enables a quicker response time to service slow-downs, emergencies or interruptions, and aids in communicating these disruptions to customers in real time. AVL provides real-time bus tracking and schedule adherence for dispatchers and customers. New hardware on the vehicles provides customers with both audible and visual automated stop announcements. Passenger counters mounted above each vehicle door measure ridership and route effectiveness providing information for future route design that is quantitatively responsive to passengers' needs.

Radio Replacement

Spokane Transit's 12 year old analog voice radio communications system had reached the end of its useful life. A P25 Phase II digital system was implemented to enhance STA's quality of service by improving communications reliability, providing adequate future capacity, and ensuring preparation for anticipated Federal Communication Commission mandates. The system also integrates with STA's newly implemented CAD/AVL system, both on board the vehicles and at the dispatch consoles.

Business Administration

Spokane Transit Authority Resource System

The Spokane Transit Authority Resources System (STARS) is the new organization-wide business system. In 2016 maintenance and human resource functions were incorporated into the system.

Communications

In addition to ensuring consistent, transparent communications with the community and stakeholders in 2016, STA completed the following communication projects:

Proposition 1 Public Education Program

A comprehensive public outreach and education program to help ensure a successful outcome to STA Proposition 1 on the 2016 November ballot. The program included widespread public outreach through community meetings, open houses, at local events and shopping centers, direct mail, consistent social media communication, and extensive media outreach. Communications tools included a brochure/direct mail piece, presentation deck, dedicated website, and a display with detailed project information, maps, and timelines. The ballot passed, community perception continued to improve, and STA Communications received a First Place Award for Best Comprehensive Campaign to Highlight Transit Needs/Funding by the American Public Transportation Association Ad Wheel Awards recognizing exceptional marketing and communications work in advancing public transit all over North America.

Social Media Strategy

STA Communications implemented a social media strategy to educate current and potential riders, the public, and business and community leaders on how STA can connect the region, specifically by connecting people to services, workers to jobs, and helping advance regional economic development. As a result STA increased their social audience by 55% in less than a year and has become an involved, relevant, and viable community resource. This campaign was also recognized with a First Place Award for

Planning Efforts

In 2016 STA completed the following planning projects that further the visions and goals of the *Connect Spokane*, STA's Comprehensive Plan:

Central City Line Downtown Alignment

The Central City Line will be STA's first installment of Bus Rapid Transit and the planned High-Performance Transit network outlined in STA's Comprehensive Plan. As part of the project development phase of the Central City Line project, STA engaged the Downtown Community and the Central City Line Steering Committee to review the alternatives and select a final alignment for the route through Downtown Spokane.

STA Moving Forward Revisions

In June of 2016 the STA Board adopted revisions to *STA Moving Forward* to reflect changes due to the passage of time and changes in regional economic conditions, the timing for implementing the Plan, as well as funding assumptions since the original adoption in 2014.

Ft. George Wright Drive Station and Corridor Plan

Spokane Transit coordinated with the West Hills Neighborhood, the City of Spokane and Spokane Falls Community College to plan for a new transit station to accommodate increasing ridership at Spokane Falls Community College, improve the safety and aesthetics of the Ft. George Wright Drive Corridor and encourage transit oriented development in the corridor.

Central City Line Strategic Overlay Plan

As part of ongoing planning for the Central City Line (CCL), the City of Spokane and STA developed a Strategic Overlay Plan to identify transit-supported economic development opportunities and land use policy changes. The plan examines a range of potential policy changes aimed at increasing ridership, maximizing economic opportunity, and helping to catalyze transit-supported development around the CCL.

Section 3: 2017 Annual Strategic Plan

The 2017 Annual Strategic Plan was adopted by the STA Board of Directors December 15, 2016 and is incorporated into the 2017 Transit Development Plan for reference purposes in order to comply with state law.

Section 3: 2017 Annual Strategic Plan

Introduction

On November 8 voters approved funding for STA's bold vision contained in the 10 year *Moving Forward* plan. Each of the two dozen projects represents remarkably better access to new places and new vitality for residents and visitors to the region. But the real story is found in the dramatic way the entire system will be transformed starting in May 2017 when the Spokane region will begin to see the kind of robust public transportation befitting a county whose population will eclipse ½ million people in the next several years.

As we enter into this decade long plan, we will continue to be guided by the organization's vision, mission and priorities which are the foundation of our commitment to excellent customer service, financial stewardship and retaining community trust.

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

Background

In some ways 2016 was not unlike other years as we focused on delivering cost effective and efficient service to the region's residents: connecting them to employment, education, and services. For the 11th straight year, the annual audit performed by the State Auditor's Office was 'clean', meaning there were no findings. Ridership, though lower than expected, continues to beat other areas of the state, except by King County Metro service, in numbers of rides per hour of service. Operating costs are below budget, largely because of lower fuel costs. Actual sales tax revenue, projected to grow 3 percent, is about 5.5 percent higher than budget. As planned, revenue above expenses is used to fund capital projects.

The difference in 2016 is what followed the narrow loss of Proposition 1 in the April 2015 election, the measure to fund the 10-year *Moving Forward* plan. The Board took seriously the lessons from that election, re-affirmed the plan and accelerated the implementation of new service. Most importantly, the Board developed a way to fund the plan with fewer new resources. One year later, in April 2016, the Board

passed a resolution to return the measure to voters in November. That ballot passed providing 1/10th percent increase in the sales tax rate starting in April 2017 and another increase of 1/10th in April 2019. Both increases will sunset in 2028, unless voters approve to extend them.

Also in 2016, we expect to complete two essential capital projects. First is the multi-year **Smart Bus** project which includes Computer Aided Dispatch/Advanced Vehicle Locators (CAD/AVL), with real-time traveler information for customers, a minimum of eight on-board cameras, automatic passenger counters and automated annunciators that call out bus stops. The **STARS** project (new organization-wide business system) consumed significant staff resources, but the technology represents a sea of change in the way we do budgeting, maintenance and human resources functions. We successfully began using the financial system on January 1, 2016. The majority of the maintenance and human resources functions and Human Resources functions will 'go live' January 1, 2017, but we expect to make modifications in our business processes as we gain familiarity with the tools.

2017 Plan

1. Introduce New Service

The first investments in Moving Forward are associated with the introduction of:

- a. Later Saturday night service system wide (affecting both fixed-route bus and Paratransit)
- b. More trips and buses on weekend service in Airway Heights;
- c. A new route in Spokane Valley serving destinations on Indiana Avenue and Broadway Avenue east of Sullivan Road on days, nights and weekends;
- d. Better weekend service on Wellesley Avenue in North Spokane;
- e. An upgrade to HPT-Lite service between Spokane and Liberty Lake, including more mid-day weekday trips and new night and weekend service;
- f. New Sunday service on North Nevada

2. Increase Ridership

Similar to bus ridership across the country, bus ridership is down in the Spokane region. Low fuel prices are thought to be drawing away some in the college and university markets in spite of students being able to use their school ID for unlimited travel as part of the Universal Transit Access Pass (UTAP) program.

- a. Current service is expected to produce the same ridership as 2016, but new and improved bus service is projected to add between 50,000 and 120,000 rides. It takes 18 to 24 months for ridership to fully develop on new routes. This will require continued robust marketing efforts during 2017.
- b. Increase Paratransit ridership 0.5% over 2016; and
- c. Sustain Vanpool ridership.

3. Begin Implementation of STA Moving Forward Capital Projects

Central to the *STA Moving Forward* Plan are investments in the High Performance Transit Network, adding service, passenger amenities and improving reliability increases ridership. Investments across the country in bus rapid transit and other frequent service transit alternatives have consistently proven the community, economic and passenger benefits of such investments. Of the six corridors prioritized for

investments in *STA Moving Forward*, two will see improved service in 2017, two others will see construction activity, and the remaining two will be engaged in design activities.

- Valley/I-90 East Corridor – we will introduce additional mid-day service on Route 174, which connects Liberty Lake, Spokane Valley and the City of Spokane to improve service quality and reliability.
- Central City Line Corridor – Project development will continue on this six-mile corridor-based Bus Rapid Transit route through 2017 and 2018. In the first quarter 2017 we plan to submit the application to the Federal Transit Administration for a Small Starts capital grant. The local capital share of approximately \$18M, which included \$15M from the state, has been secured to match the federal \$54M grant. This means the project, which is already in the FTA grant pipeline, is anticipated to be included in Federal Transit Administration’s 2018 annual report/budget and in the Administration’s budget in Federal Fiscal Year 2019. Service is planned to commence in 2021.
- Cheney Corridor – The centerpiece of this corridor is the West Plains Transit Center. Capital funding is complete for the West Plains Transit Center and real estate has been authorized for purchase. Final design and engineering will be completed early in 2017. Construction is expected to begin summer 2017 and be completed in 2018. Work will begin on safety improvements at The Four Lakes Station. The overall corridor will enter into design in preparation for a 2020 implementation.
- Division Corridor Improvements – Route 25 Division carried over 1 million passengers in 2015, a slight increase over 2014 figures. The current project includes filling in gaps in the sidewalk network along the route and increasing the number of sheltered bus stops.
- Monroe-Regal Corridor Improvements – This project is scheduled to be completed in 2019. Work in 2017 will include property acquisition for the Moran Prairie Park and Ride, and design of bus stop improvements.
- Sprague Corridor Improvements – While the project is not expected to be completed until 2023, there is an early opportunity to partner with the City of Spokane in making improvements to bus stops in the East Sprague Business District.

4. Update Connect Spokane, STA Comprehensive Plan

Last updated in 2015, the Comprehensive Plan is a guiding planning policy document, an educational tool, and a vision of what transit may look like across the Spokane region over the coming years and decades. The goal is to set forth a vision and policy framework to guide decisions made by the STA Board of Directors and staff which will further STA’s mission and vision for at least 30 years. This update is the appropriate place to assess new trends and technologies in transportation and opportunities to leverage the public’s investment in transit including the opportunities created by transportation network companies (TNCs) among other emerging trends.

5. Finalize Emergency Operations and Business Continuity Plans

6. Maintain essential capital projects

- **Fare collection:** Complete mid-life upgrades planning and begin implementation. Existing fareboxes were installed in 2006.
- **Plaza Renovation:** Is underway to support a vibrant downtown and improve the transit center's functionality for our customers. The project will be complete mid-year with all customer-related services, including customer service, retail and public restrooms, located on the first floor. Overall project is in sync with input from customers and downtown partners.
- **Northwest Garage:** This new facility will be used to maintain and store vehicles to accommodate the existing fleet and to make room for growth resulting from service expansion in STA Moving Forward. It will be located on property purchased from Spokane County immediately to the north of the auxiliary employee parking. The facility will be under design in 2017 and completion is projected for 2019.

Another important activity will be preparing for and participating in the Federal Transit Administration's Triennial Review, now called a Comprehensive Review, which audits compliance with federal regulations and is a requirement for those transit agencies receiving federal transit funds.

We also will be managing the transition of a number of long-tenured, senior employees who are retiring or otherwise leaving. This presents a significant challenge, even if we are successful in recruiting top talent, as the majority of positions are in the Operations division.

Fares

The first of two board-approved fare increases for Bus and Paratransit service will be effective in July when a regular adult fare will go from \$1.50 to \$1.75. A second increase to \$2 will go into effect in July 2018. After the second increase, the farebox recovery (the portion of costs paid by riders) is expected to meet the Board's objective to cover 20% of the cost per trip.

Section 4: Guiding Principles and Major Activities 2017-2023

Section 4: Guiding Principles and Major Activities (2017-2023)

On April 20, 2017, the STA Board of Directors set forth the following six-year planning guiding statements as a first step of developing the TDP:

Board Guidance for 2017 TDP

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

Major Activities 2017-2023

Customer and Community Outreach

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

Service Development

- Procure a new contract for supplemental paratransit service (as early as 2020)
- Implement HPT "Lite" - North Monroe to South Regal
- Implement the Central City Line and restructure service in Spokane
- Implement Cheney HPT and restructure service on the West Plains

Facilities and Fleet

- Complete the Plaza renovation
- Fleet replacement (2017-2023)
- 3-position bicycle racks for fixed-route coaches
- Complete the West Plains Transit Center
- Construct new maintenance facility on Boone Campus
- Construct Upriver Transit Center at Spokane Community College
- Construct Moran Prairie Park & Ride
- Division HPT “Lite” improvements
- Implement Mirabeau Transit Center
- East Sprague HPT “Lite” improvements

System Management

- Study and implement approved changes to the fare structure
- Implement FTA Safety Management Systems (SMS)
- Conduct manager and supervisor leadership training
- Undertake comprehensive employee compensation study
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities

Technology

- Fixed-route and paratransit camera systems upgrade 2020
- Smart Card upgrade/farebox upgrade
- Vanpool financial software implementation

Planning

- 2016/2017 update to *Connect Spokane: A Comprehensive Plan for Public Transportation*
- Conduct Division HPT study to define elements of future Bus Rapid Transit (BRT) investments
- Conduct I-90 HPT preliminary engineering
- Bus Stop Accessibility Improvement Plan
- Study strategies to address gaps in services to populations with unmet mobility needs
- Prepare Transit Asset Management Plan pursuant to new federal requirements
- Title VI Program update (every three years)

The following section provides a general summary of STA’s proposed strategic actions for meeting WSDOT’s State Transportation Goals for 2017 – 2023:

- **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

This plan assumes that there will be adequate funding to construct and operate all of the projects highlighted within this plan unless noted. STA has three sources of revenue:

- Federal and State grant opportunities
 - o STA will continue to seek grant opportunities in order to construct capital projects and implement the High Performance Transit Network. This will enable more local funding to be focused on service operations.
- 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 include a phased fare increase across all fixed route and paratransit fare types over the next two years as adopted by the STA Board of Directors in July 2016. Public outreach and analysis, including an analysis of Title VI impacts was conducted prior to the Board action.
- Increased sales tax revenue
 - o Currently, STA collects 0.7% sales tax within the Public Transportation Benefit Area in the Spokane Region. STA will begin collecting 0.8% sales tax effective April 1, 2019 per voter approval of STA Proposition 1 in November of 2016. 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 (2018-2020)

Section 5: Service Implementation Plan (2018-2020)

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. 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 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, which is the basis of the voter approved Proposition 1 ballot measure, and includes more than 25 projects to provide more and better transit service throughout the region.

With the voter approval of the STA Proposition 1, the multi-year implementation of *STA Moving Forward* projects is beginning with some of the basic service improvements that are scheduled to be in operation by the end of 2017. Subsequent phases of the *STA Moving Forward* plan will be implemented throughout a ten-year plan horizon. Virtually every improvement in the *STA Moving Forward* plan will have an appropriately scaled public input process that precedes the implementation of the service or as specific design considerations are under evaluation. Voters' approval of the funding for *STA Moving Forward* represents more of a beginning to public input rather than the final decision.

This SIP covers years 2018 through 2020 and includes many *STA Moving Forward* projects. More information on *STA Moving Forward* projects can be found online at stamovingforward.com (refer to *STA Moving Forward: Plan for Implementation* Appendix A).

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 2018, 2019, and 2020 service change dates following the September 17, 2017 service change.

2018	2019	2020
January 21, 2018	January 20, 2019	January 19, 2020
May 20, 2018	May 19, 2019	May 17, 2020
September 16, 2018	September 15, 2019	September 20, 2020

Existing Conditions

There are existing conditions which STA uses to identify opportunities to improve the fixed route system:

- 1) Conditions represent service deficiencies per the principles and policies of the adopted in *Connect Spokane: A 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 table lists routes that exhibit one or more of the three existing conditions described above. 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 still underperforms in the Ridership standard and has not met the Energy standard for seven consecutive years.	Continue to monitor. Outbound loop routing will be discontinued in favor of two-way service with the September 2017 service change which could attract additional riders with more direct return service to the Arena lot. It should be noted that the 2016 boardings per revenue hour was 21.84 despite operating with 10 minute peak frequency on weekdays. There are several 30 minute routes that perform better.
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 2018 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 <i>STA Moving Forward</i> improvement scheduled for implementation in 2021.
23 Maple/Ash	Nights and weekends, the route does not travel to the Indian Trail weekday terminal.	Listed as an improvement in <i>STA Moving Forward</i> and is proposed to be implemented at the time of the September 2018 service change.
24 Monroe	Monroe St is a designated HPT corridor with just 60 minute service on Sunday/holidays.	<i>STA Moving Forward</i> includes the North Monroe to South Regal HPT Corridor (interlining of Routes 24 and 44) and is proposed to be implemented at the time of the September 2019 service change. Frequency on Sunday/Holidays would improve to 30 minutes at the time of the September 2017 service change with the extensions of Routes 26/28 to their prospective end-of-lines.
26 Addison	Route does not operate to the end-of-line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal near key activity centers.	Although not listed as an <i>STA Moving Forward</i> improvement, the route is proposed to be extended to the end-of-line at the time of the September 2017 service change. Route will also be modified to end between Walmart and Winco Foods on North Dakota St.

ROUTE	Existing Conditions	Action/Opportunity/Status
28 Nevada	Route does not operate to the end-of-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 (key activity centers).	Listed as an improvement in <i>STA Moving Forward</i> and is proposed to be implemented at the time of the September 2017 service change.
33 Wellesley	Wellesley Avenue is a designated HPT corridor with just 60 minute service on Saturdays and Sunday/Holidays.	Improved Saturday frequency was implemented in May 2017. Improved Sunday/Holiday frequency likely cannot be addressed during the planning horizon as this is listed as an <i>STA Moving Forward</i> improvement scheduled for implementation in 2021.
34 Freya	Current City Loop route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency.	The reduction in frequency is proposed to be implemented at the time of the September 2019 service change. It should be noted that the 2016 boardings per revenue hour decreased to 11.55 (down from 12.63 in 2015) despite operating with 15 minute frequency on weekdays. Other frequent 15 minute routes are in the 30 to 40 range. Current resources may be used to fund new service in the 17 th Avenue and Perry Street area which lost service during the Great Recession.
44 29th Ave	Although not a policy deficiency, 29 th Avenue and Regal Street are designated HPT corridors with just 60 minute service on Saturdays and Sunday/holidays; no service on Bernard Street nights and weekends.	<i>STA Moving Forward</i> includes the North Monroe to South Regal HPT Lite Corridor (interlining of Routes 24 and 44) which is proposed to be implemented at the time of the September 2019 service change. Service on Bernard Street nights and weekends is likely not a long term strategy that will be pursued as the corridor is proposed to be served by a new South Express Route (144) during only the weekday peak period at the time of the September 2019 service change.

ROUTE	Existing Conditions	Action/Opportunity/Status
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 route was modified to serve key locations in Airway Heights including Northern Quest Casino on weekends in May 2017 which could improve productivity. The proposed construction of the West Plains Transit Center in 2018 could also 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.
94 East Central/Millwood	Although it does not under perform in all three performance standards, the route has not met the Ridership standard in consecutive years. It should be noted that the route did not meet the Energy standard in 2016 for the first time in seven years. The route travels out of direction in the East Central neighborhood which adds travel time for riders thereby reducing the attractiveness of service.	Evaluate opportunity to eliminate inbound out of direction travel during the three-year planning horizon (currently planned for September 2018).
173 VTC Express	Although it does not under perform in all three performance standards, the route has not met the Ridership standard for six consecutive years. The route is not true express service due to the number of stops along the current routing in Spokane Valley.	The route may be modified and replaced with two new routes (Routes 190 and 194) in order to provide a majority of the riders with a faster, more direct trip from the Valley Transit Center (VTC) to Downtown Spokane. This concept may implemented at the time of the September 2018 service change.

Programming of Major Service Improvements and Revisions

The following table represents the possible changes that could take place in 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 are *STA Moving Forward* projects and service concepts would still be presented for public outreach per communication and public input policies described in *Connect Spokane* policies CI-1.0 and CI-1.1. It should be noted that the concepts contained in these tables are very broad and have not been developed on a more detailed level (connections, schedules etc...); therefore, these concepts could be interchangeable between years based on final interline structure and cycle time development. Routes listed below as well as other routes not listed may have schedule changes as a more detailed network is developed. The increase in the weekend vehicle requirements are not listed due to the fact the vehicle requirement is significantly lower compared to weekday service. PM peak vehicles are not listed because they are lower than AM peak on weekdays.

2018	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from the May 2017 and the September 2017 service changes.
May	Minor routing and schedule adjustments as needed based on feedback from the September 2017 and the January 2018 service changes.
September	<p>Minor routing and schedule adjustments as needed in addition to:</p> <p>Route 2 South Side Medical Shuttle– extend to serve new U-District pedestrian bridge (no added costs anticipated).</p> <p>Route 23 Maple/Ash – extend route to Indian Trail end-of-line weeknights and weekends.</p> <p>Route 25 Division – improve weekday outbound departure reliability by adding a downtown layover location other than the Plaza; eliminate Plaza dwell and implement “load and go” due to Plaza zones 4 and 5 being modified into one super zone.</p> <p>Route 27 Hillyard – assist with overcrowding, improve reliability, and improve frequency.</p> <p>Route 66 Cheney/EWU, Route 68 Cheney Local, & Route 165 Cheney Express - revise service on the EWU campus due to the PUB reconfiguration. Explore providing return express trips from Cheney to the Valley Transit Center (VTC), South Hill Park & Ride, Five Mile Park & Ride, and Hastings Park & Ride on Route 66.</p> <p>Route 90 Sprague –eliminate Plaza dwell and implement “load and go” due to Plaza zones 4 and 5 being modified into one super zone</p> <p>Route 94 East Central/Millwood – modify inbound routing in the East Central neighborhood to reduce out of direction travel.</p> <p>Route 173 VTC Express – provide a majority of the current Route 173 riders with a faster, more direct trip between the Valley Transit Center (VTC) and Downtown Spokane (implementation of the Route 190/194 concept listed in the September 2017 Service Revisions Final Recommendation).</p> <p>Route 175 Liberty Lake Direct – Implement Phase 2 of direct, non-stop service between Liberty Lake and Downtown Spokane during peak hours. In this phase, the routing will be extended further east to serve new areas in Liberty Lake after the construction of Country Vista Blvd between Appleway and Mission Avenues is completed. Phase 1 between Liberty Lake Park & Ride and Downtown Spokane is scheduled to be implemented in September 2017. The current plan in September 2017 is to operate with three AM peak inbound trips from Liberty Lake Park & Ride and three PM peak outbound trips from Downtown Spokane.</p> <p>West Plains – West Plains Transit Center (WPTC) becomes operational. It should be noted that the WPTC would not reach its full potential until WSDOT completes their interchange improvements (estimated to be 2020-2021); therefore, I-90 express routes would initially serve the transit center (Route 62 and select Route 66/165 trips). A new route connecting Airway Heights and Medical Lake via the WPTC is proposed to begin service in 2020.</p>

2019	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from the September 2018 service change.
May	Minor routing and schedule adjustments as needed based on feedback from the September 2018 and the January 2019 service changes.
September	<p>Minor routing and schedule adjustments as needed in addition to:</p> <p>Route 24 Monroe & Route 44 29th Ave – implement the North Monroe to South Regal corridor as part HPT lite implementation (interline of Routes 24 & 44) disconnecting what is now known as the City Loop; both routes operate on 30 minute frequency on weekends.</p> <p>Route 34 Freya – reduce weekday frequency to 30 minutes disconnecting what is now known as the City Loop; possibly direct current Route 34 resources to serve 17th Ave to Perry (new Route 36).</p> <p>Route 36 Perry – new route would serve 17th Ave and Perry. Route may be interlined with the modified Route 45 at the South Hill Park & Ride.</p> <p>Route 45 Regal – modify route to end at South Hill Park & Ride due to South Regal route segment being served by Route 44.</p> <p>Route 144 South Hill Express – create peak only south express route connecting 57th Avenue and Bernard Street with Downtown Spokane (results in no weekday mid-day service on Bernard St).</p> <p>Spokane Community College – new transit center operational. Routes serving the new transit center could experience minor schedule changes.</p> <p>Spokane Falls Community College – new transit center operational. Route 33 could experience minor schedule changes including using the new facility to turn around on weekends. Route may also be modified in Northwest Spokane (Driscoll Boulevard portion of route) in order to reduce turning movements and improve reliability.</p> <p>Moran Prairie South Hill – new transit center/park & ride operational providing a true end-of-line for the South Regal route with a restroom facility for coach operators. New Express Route 144 would also serve this new transit center/park & ride.</p>

2020	Description of Service Changes
January	Minor routing and schedule adjustments as needed based on feedback from the September 2019 service change.
May	Minor routing and schedule adjustments as needed based on feedback from the September 2019 and January 2020 service changes.
September	Minor routing and schedule adjustments as needed.

2020	Description of Service Changes
	<p>Route 63 West Plains - new route would connect Airway Heights and Medical Lake via the new West Plains Transit Center (contingent on WSDOT interchange improvements).</p> <p>Route 66 Cheney/EWU & Route 68 Cheney Local - Revise service in Downtown Cheney and I-90 due to West Plains Transit Center full completion (subject to public outreach); Route 66 would serve the new transit center (contingent on WSDOT interchange improvements completed).</p> <p>West Plains Transit Center (WPTC) – WPTC becomes fully operational. Full implementation of routes that serve the transit center (contingent on WSDOT interchange improvements) in preparation for HPT service in 2021. Routes 60, 61, 62, and 165 all subject to changes.</p>

Year	Estimated Additional Annualized Revenue Hours*	Estimated Additional AM Peak Vehicle Requirement
2018	12,300	6
2019	20,300	5
2020	12,800	1
TOTAL	45,400	12

*These annualized hours reflect the 1st year of operation beginning on the service change date listed. For this reason these will differ from the annual operating hour increases contained in Operating Projections in Section 7 of this plan.

Please note: Revenue hours and peak vehicle estimates are subject to change and could be lower or higher based on final interlines. The three-year total increase in revenue hours is approximately 45,400 and is based off 2016 estimates by year of implementation. The three-year total increase in AM peak vehicles is 12.

As described in *Connect Spokane* policy FR 6.0, STA shall adopt a route numbering policy consistent with industry standards. A clear numbering system helps customers to make effective travel choices based on the service characteristics which are most important for their particular transportation needs. STA routes are currently grouped in series with the first digit reflective of either common geographical attribute or common service characteristic (service type). Many of STA's express routes are labeled "express" but really are not due to the quantity of stops served along the particular route. STA may explore updating the FR 6.0 policy to allow further exploration in updating the entire fixed-route route numbering nomenclature in addition or in conjunction with the service revisions listed above.

Summary of Service Planning Customer Input

The Planning Department receives comments from external sources and itemizes each comment in order to follow up and document feedback used for emerging opportunities for future service changes. These comments are obtained from a variety of sources since customer engagement cannot be a one-size-fits-all approach. Planning Department staff obtains feedback from customers at public meetings, through the Customer Service department, phone calls, letters, emails, voice messages, emails from STA Questions (STA website), and feedback from Coach Operators and Supervisors. Planning staff may also receive inquiry requests from STA Board

Members. STA's planning staff responds to every comment received when valid contact information is provided. Comments are also discussed at the Service Improvement Committee meetings.

The purpose of this section is to summarize the feedback received by the Planning Department in terms of service requests to areas within the PTBA (or just outside the PTBA) that currently have no bus service in the event the request can be incorporated into future service change concepts and plans. The below requests for new service covers quarters two, three, and four of 2016 as well as quarter one of 2017. The Planning staff received and responded to 28 new requests for service.

New Service Request	Geographic Location	Number of Requests	Description
9 Mile Rd	North Spokane	3	Northwest Terrace neighborhood and neighborhood north of 9 Mile Rd
Reinstate Route 31	North Spokane	2	Return of Garland service
Market St	North Spokane	2	Chas Clinic on Market between Rowan and Francis; Neighborhood northwest of Market St. and Francis Ave.
Mead area	North Spokane	2	Market St./Center Rd. and Boys & Girls Club
Wandermere area	North Spokane	1	Blue Point Apartments just off Hwy 395
S Riverton Ave.	North Spokane	1	North of Mission Ave. along the Spokane River
Indiana Ave east of Sullivan Rd.	Spokane Valley	4	New Route 95 begins service on Indiana Ave. in May 2017
Pines Rd at Mirabeau Parkway	Spokane Valley	3	Pinecroft Business Park
Broadway Ave.	Spokane Valley	1	North Pines Middle School (New Route 95 begins service on Broadway Ave. in May 2017)
E. Trent Ave.	Spokane Valley	1	Between Pines Rd. and University Rd. just north of railroad tracks
Latah Valley	South Spokane	3	Cascade Mobile Home Park, Eagle Ridge, and Vinegar Flats
E 37th Ave	South Spokane	1	East of Regal St.
Geiger Blvd	West Plains	1	Between Sunset Blvd and Flightline Blvd. parallel to I-90
Spotted Rd	West Plains	2	Near Longhorn BBQ north of Airport Dr. and near the United States Postal Service facility at Spokane International Airport
Government Way and Trails Rd	West Plains	1	North of Hwy 2 (requested connection to SFCC)

Passenger Load Standards

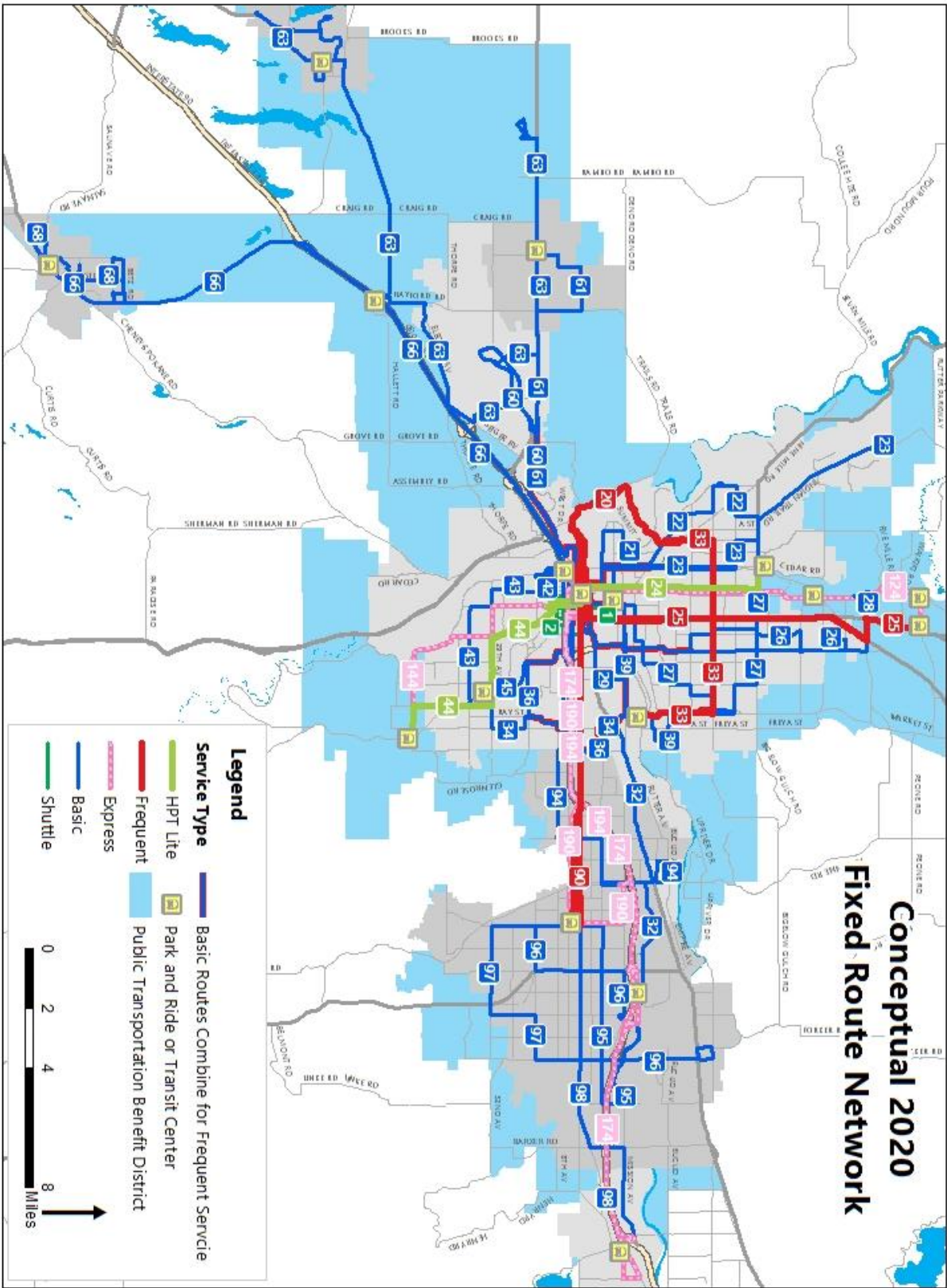
To ensure resources are effectively deployed, the below passenger load standards have been adopted to adjust for further ridership growth. These standards originally were published in the 2012 SIP and will be included each year forward as a reminder.

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 2020 Transit Network



Revised Section 6: Capital Improvement Program (2018-2023)

Section 6: Capital Improvement Program (2018-2023)

Introduction

The Capital Improvement Program covers capital programs and projects for the period January 1, 2018 through December 31, 2023. This section of the Transit Development Plan is organized as follows:

- Overview of Capital Programming and Implementation
- Capital Programs 2018-2023
- 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

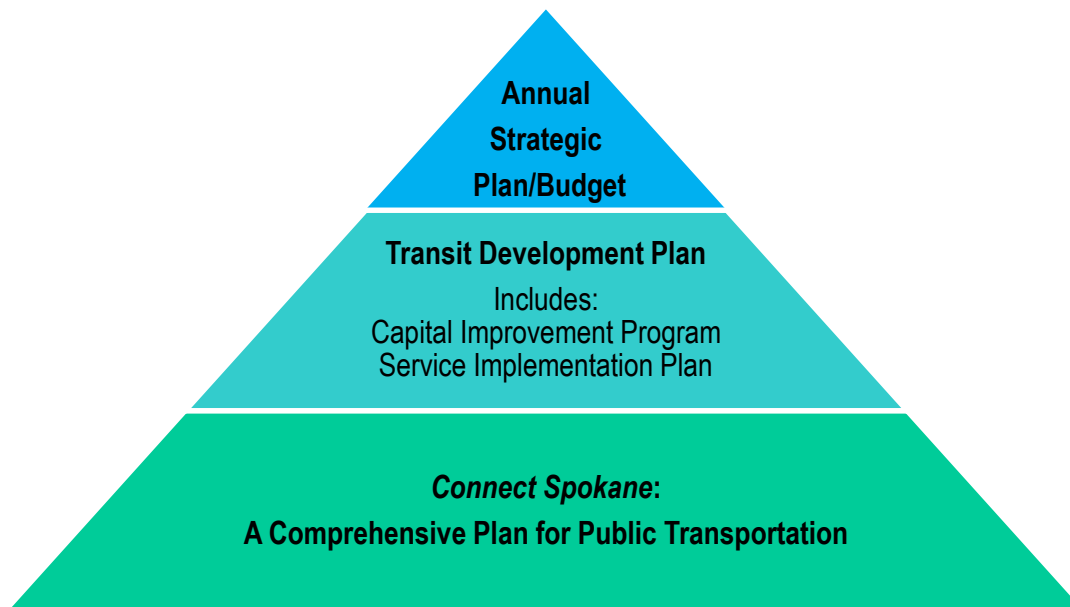
The Capital Improvement Program is developed in accordance with *Connect Spokane*.

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 Implementation 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



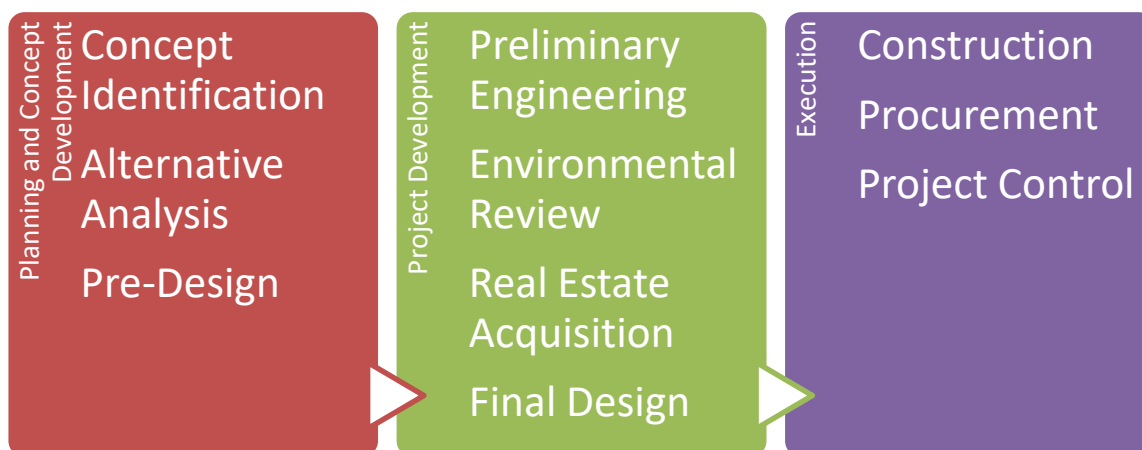
This relationship is further articulated by the following policy statement.

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 2018-2023

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 - Replacement

Replaces fixed-route coaches as they reach their planned useful life, typically three years later than the minimum requirement.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$1,466,261	\$1,487,792	\$4,393,156	\$8,680,938	\$8,038,822	\$5,756,004	\$29,822,973
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$1,353,471	\$0	\$874,403	\$0	\$902,544	\$0	\$3,130,418
Total	\$2,819,732	\$1,487,792	\$5,267,559	\$8,680,938	\$8,941,366	\$5,756,004	\$32,953,391

Fixed Route Fleet - Expansion

In order to implement STA Moving Forward, this program includes the acquisition of new coaches that increase the total fleet size. May include electric buses as grants allow. Note: program does not include the fleet requirement for the Central City Line.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$4,570,802	\$3,053,025	\$0	\$0	\$3,890,513	\$3,436,211	\$14,950,551
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$1,200,000	\$2,373,282	\$0	\$0	\$3,890,512	\$2,671,146	\$10,134,940
Total	\$5,770,802	\$5,426,307	\$0	\$0	\$7,781,025	\$6,107,357	\$25,085,491

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$413,000	\$30,000	\$386,500	\$70,000	\$90,000	\$0	\$989,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$413,000	\$30,000	\$386,500	\$70,000	\$90,000	\$0	\$989,500

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$0	\$259,390	\$1,031,193	\$291,143	\$1,215,547	\$1,252,014	\$4,049,287
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$853,000	\$0	\$889,000	\$0	\$0	\$1,742,000
Total	\$0	\$1,112,390	\$1,031,193	\$1,180,143	\$1,215,547	\$1,252,014	\$5,791,287

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 and evidence of increased demand for this service.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$512,664	\$443,475	\$406,025	\$336,059	\$384,601	\$277,297	\$2,360,121
State	\$0	\$225,257	\$174,012	\$0	\$307,681	\$0	\$706,950
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$512,664	\$668,732	\$580,037	\$336,059	\$692,282	\$277,297	\$3,067,071

Total: Vehicles

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$6,962,727	\$5,273,682	\$6,216,874	\$9,378,140	\$13,619,483	\$10,721,526	\$52,172,432
State	\$0	\$225,257	\$174,012	\$0	\$307,681	\$0	\$706,950
Federal	\$2,553,471	\$3,226,282	\$874,403	\$889,000	\$4,793,056	\$2,671,146	\$15,007,358
Total	\$9,516,198	\$8,725,221	\$7,265,289	\$10,267,140	\$18,720,220	\$13,392,672	\$67,886,740

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 now included in the funded program.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$12,940,000	\$4,905,000	\$206,000	\$600,000	\$4,088,334	\$0	\$22,739,334
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$12,940,000	\$4,905,000	\$206,000	\$600,000	\$4,088,334	\$0	\$22,739,334



Capital Programs: 2018-2023

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$21,000	\$154,200	\$1,935,000	\$25,000	\$200,000	\$467,610	\$2,802,810
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$21,000	\$154,200	\$1,935,000	\$25,000	\$200,000	\$467,610	\$2,802,810

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$0	\$995,000	\$64,000	\$0	\$0	\$0	\$1,059,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$995,000	\$64,000	\$0	\$0	\$0	\$1,059,000

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$122,400	\$50,250	\$20,000	\$100,000	\$0	\$45,000	\$337,650
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$122,400	\$50,250	\$20,000	\$100,000	\$0	\$45,000	\$337,650

Total: Facilities - Maintenance & Administration

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$13,083,400	\$6,104,450	\$2,225,000	\$725,000	\$4,288,334	\$512,610	\$26,938,794
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$13,083,400	\$6,104,450	\$2,225,000	\$725,000	\$4,288,334	\$512,610	\$26,938,794

Facilities - Passenger & Operational

Capital Programs: 2018-2023

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$260,044	\$838,000	\$25,000	\$82,400	\$515,000	\$515,000	\$2,235,444
State	\$250,000	\$1,022,000	\$65,000	\$0	\$0	\$0	\$1,337,000
Federal	\$0	\$0	\$0	\$329,600	\$2,060,000	\$2,060,000	\$4,449,600
Total	\$510,044	\$1,860,000	\$90,000	\$412,000	\$2,575,000	\$2,575,000	\$8,022,044

Park and Ride Upgrades

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

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$25,000	\$25,000	\$449,400	\$1,723,200	\$5,941,000	\$444,400	\$8,608,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$25,000	\$25,000	\$449,400	\$1,723,200	\$5,941,000	\$444,400	\$8,608,000

Plaza Preservation and Improvements

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

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$205,620	\$30,000	\$0	\$0	\$0	\$0	\$235,620
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$205,620	\$30,000	\$0	\$0	\$0	\$0	\$235,620

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$2,302,793	\$1,559,000	\$2,208,750	\$531,250	\$320,000	\$320,000	\$7,241,793
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$160,000	\$172,000	\$80,000	\$80,000	\$80,000	\$80,000	\$652,000
Total	\$2,462,793	\$1,731,000	\$2,288,750	\$611,250	\$400,000	\$400,000	\$7,893,793



Capital Programs: 2018-2023

SFCC Transit Station

In cooperation with Spokane Falls Community College (SFCC), construct a new on-campus transit staging and passenger facility to improve safety, visibility and quality of service. The program also includes signalizing the the Elliot Drive where buses will exit the campus.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$150,000	\$685,000	\$0	\$0	\$0	\$0	\$835,000
State	\$200,000	\$1,928,000	\$0	\$0	\$0	\$0	\$2,128,000
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$350,000	\$2,613,000	\$0	\$0	\$0	\$0	\$2,963,000

Upriver Transit Center

In cooperation with Spokane Community College (SCC), design and construct a new transit center on the SCC campus to improve safety, service quality and expand capacity, replacing the facility to be potentially impacted by the North Spokane Corridor construction. The project will need to be in place prior to the completion of the Central City Line

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$717,000	\$1,253,657	\$0	\$0	\$0	\$0	\$1,970,657
State	\$250,000	\$2,749,343	\$0	\$0	\$0	\$0	\$2,999,343
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$967,000	\$4,003,000	\$0	\$0	\$0	\$0	\$4,970,000

Total: Facilities - Passenger & Operational

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$3,660,457	\$4,390,657	\$2,683,150	\$2,336,850	\$6,776,000	\$1,279,400	\$21,126,514
State	\$700,000	\$5,699,343	\$65,000	\$0	\$0	\$0	\$6,464,343
Federal	\$160,000	\$172,000	\$80,000	\$409,600	\$2,140,000	\$2,140,000	\$5,101,600
Total	\$4,520,457	\$10,262,000	\$2,828,150	\$2,746,450	\$8,916,000	\$3,419,400	\$32,692,457

Technology



Capital Programs: 2018-2023

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$380,000	\$0	\$0	\$0	\$0	\$0	\$380,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$380,000	\$0	\$0	\$0	\$0	\$0	\$380,000

Communications Technology Upgrades

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

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$173,000	\$0	\$0	\$770,000	\$0	\$0	\$943,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$173,000	\$0	\$0	\$770,000	\$0	\$0	\$943,000

Computer Equipment Preservation and Upgrades

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

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$150,000	\$150,000	\$150,000	\$175,000	\$175,000	\$150,000	\$950,000
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$150,000	\$150,000	\$150,000	\$175,000	\$175,000	\$150,000	\$950,000

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$2,012,500	\$250,000	\$0	\$0	\$0	\$0	\$2,262,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$662,500	\$0	\$0	\$0	\$0	\$0	\$662,500
Total	\$2,675,000	\$250,000	\$0	\$0	\$0	\$0	\$2,925,000



Capital Programs: 2018-2023

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$735,500	\$119,000	\$0	\$0	\$0	\$0	\$854,500
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$735,500	\$119,000	\$0	\$0	\$0	\$0	\$854,500

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$103,100	\$71,500	\$4,059,500	\$85,900	\$74,600	\$0	\$4,394,600
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$103,100	\$71,500	\$4,059,500	\$85,900	\$74,600	\$0	\$4,394,600

Smart Bus Implementation

With the core of Smart Bus Implementation complete, this program is primarily supporting telecommunication infrastructure, including fiber-optics, to allow additional bandwidth as new facilities integrate with Smart Bus capabilities.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$0	\$141,773	\$100,000	\$100,000	\$100,000	\$100,000	\$541,773
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$141,773	\$100,000	\$100,000	\$100,000	\$100,000	\$541,773

Total: Technology

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$3,554,100	\$732,273	\$4,309,500	\$1,130,900	\$349,600	\$250,000	\$10,326,373
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$662,500	\$0	\$0	\$0	\$0	\$0	\$662,500
Total	\$4,216,600	\$732,273	\$4,309,500	\$1,130,900	\$349,600	\$250,000	\$10,988,873

High Performance Transit Implementation



Capital Programs: 2018-2023

Central City Line

When complete, the Central City Line will provide High Performance Transit service between Browne's Addition and Spokane Community College using a bus rapid transit vehicle using electric propulsion. Current funded elements of the program includes project definition, preliminary engineering and project development activities. Construction and related activities are conditioned on Federal Small Starts funding.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$2,800,000	\$8,200,000	\$3,300,000	\$1,000,000	\$0	\$0	\$15,300,000
Federal	\$780,000	\$5,673,500	\$17,695,500	\$28,276,000	\$1,000,000	\$0	\$53,425,000
Total	\$3,580,000	\$13,873,500	\$20,995,500	\$29,276,000	\$1,000,000	\$0	\$68,725,000

Cheney High Performance Transit Corridor

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

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$234,232	\$140,849	\$501,800	\$674,000	\$48,300	\$0	\$1,599,181
State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal	\$200,768	\$231,651	\$836,200	\$919,000	\$74,700	\$0	\$2,262,319
Total	\$435,000	\$372,500	\$1,338,000	\$1,593,000	\$123,000	\$0	\$3,861,500

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, I-90 East Corridor, and N. Monroe/S. Regal.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$1,659,500	\$1,414,402	\$572,500	\$2,098,750	\$2,483,250	\$2,600,000	\$10,828,402
State	\$1,632,594	\$1,055,649	\$0	\$0	\$0	\$0	\$2,688,243
Federal	\$1,208,055	\$444,889	\$290,000	\$360,000	\$0	\$0	\$2,302,944
Total	\$4,500,149	\$2,914,940	\$862,500	\$2,458,750	\$2,483,250	\$2,600,000	\$15,819,589

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.

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$3,207,500	\$500,500	\$250,000	\$0	\$0	\$0	\$3,958,000
Federal	\$473,000	\$60,000	\$0	\$0	\$0	\$0	\$533,000
Total	\$3,680,500	\$560,500	\$250,000	\$0	\$0	\$0	\$4,491,000

Capital Programs: 2018-2023

Total: High Performance Transit Implementation

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$1,893,732	\$1,555,251	\$1,074,300	\$2,772,750	\$2,531,550	\$2,600,000	\$12,427,583
State	\$7,640,094	\$9,756,149	\$3,550,000	\$1,000,000	\$0	\$0	\$21,946,243
Federal	\$2,661,823	\$6,410,040	\$18,821,700	\$29,555,000	\$1,074,700	\$0	\$58,523,263
Total	\$12,195,649	\$17,721,440	\$23,446,000	\$33,327,750	\$3,606,250	\$2,600,000	\$92,897,089

Total Capital Improvement Program

	2018	2019	2020	2021	2022	2023	2018-2023
Local	\$29,154,416	\$18,056,313	\$16,508,824	\$16,343,640	\$27,564,967	\$15,363,536	122,991,696
State	\$8,340,094	\$15,680,749	\$3,789,012	\$1,000,000	\$307,681	\$0	\$29,117,536
Federal	\$6,037,794	\$9,808,322	\$19,776,103	\$30,853,600	\$8,007,756	\$4,811,146	\$79,294,721
Total	\$43,532,304	\$43,545,384	\$40,073,939	\$48,197,240	\$35,880,404	\$20,174,682	231,403,953

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 Apportionments from 2017-2021 and represents a Program of Projects for this funding source as required by federal statute. These apportionments are estimated based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the “Fixing America’s Surface Transportation (FAST) Act. The final apportionments amounts for 2017 are expected to be published by the end of 2017

In the table below the “2017 Program of Projects” represents the “Annual Program of Projects” published within the TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- 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 is sent to interested parties including private transportation providers and also agencies that assist persons with Limited English Proficiency (LEP). The public notice includes 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 as *“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.”* Please note that preventive maintenance is considered an eligible capital project by FTA definitions but, for the purpose of accounting standards, is represented 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 must be allocated to projects *“designed to enhance public transportation service or use” and “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.

2017 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$7,942,752	\$1,985,688	\$9,928,440
Associated Transit Improvements	\$80,230	\$20,057	\$100,287
Total	\$8,022,982	\$2,005,746	\$10,028,728

2018 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,109,550	\$2,027,388	\$10,136,938
Associated Transit Improvements	\$81,915	\$20,479	\$102,393
Total	\$8,191,465	\$2,047,866	\$10,239,331

2019 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,281,473	\$2,070,367	\$10,351,841
Associated Transit Improvements	\$83,651	\$20,913	\$104,564
Total	\$8,365,124	\$2,091,280	\$10,456,405

2020 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,457,040	\$2,114,260	\$10,571,300
Associated Transit Improvements	\$85,425	\$21,356	\$106,781
Total	\$8,542,465	\$2,135,616	\$10,678,081

2021 Program of Projects

Project	Federal	Local	Total
Preventive Maintenance	\$8,626,181	\$2,156,545	\$10,782,726
Associated Transit Improvements	\$87,133	\$21,783	\$108,916
Total	\$8,713,314	\$2,178,329	\$10,891,634

Section 5310 Apportionment Program

The Section 5310 formula program 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 5310 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 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 capital or operating projects and may be:

- 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 year in which Spokane Transit received Section 5310 formula funds. The 2013 funding amount was \$362,985. In early 2013, Spokane Transit issued a call for projects from eligible applicants. Spokane Transit was the only applicant and was awarded \$155,525 for the Mobility Orientation (Travel Training) Program. This left a balance for 2013 of \$207,730. In 2015, another call for projects was issued for both the remaining 2013 funds and the full 2014 apportionment. Based on this call, four applicants were awarded funds: ARC of Spokane, Care Cars, Coast Transportation and Spokane Transit. In early 2016, STA issued a call for projects for both 2015 and 2016 apportionments. Four applicants were awarded funds: Care Cars, Special Mobility Services, City of Spokane Valley, and Spokane Regional Health District.

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 cost share required is a 50% match for operational projects and 20% for capital projects. Years 2013-2016 are actual and come from the annual Federal Register. Years 2017-2021 are estimated apportionments and are based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the “Fixing America’s Surface Transportation (FAST) Act.

In the table below the “2017 Program of Projects” represents the “Annual Program of Projects” published within the TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- 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

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities			
Year	Traditional Projects (55%)	Other Projects (45%)	Total Apportionment
2013	\$199,642	\$163,343	\$362,985
2014	\$198,143	\$162,117	\$360,260
2015	\$197,792	\$161,830	\$359,622
2016	\$203,364	\$166,388	\$369,752
2017	\$207,431	\$169,716	\$377,147
2018	\$211,787	\$173,280	\$385,067
2019	\$216,277	\$176,953	\$393,230
2020	\$220,862	\$180,705	\$401,567
2021	\$225,279	\$184,319	\$409,598
Total	\$1,880,575	\$1,538,652	\$3,419,227

Section 5339 Bus and Bus Facilities

MAP-21 created a new formula grant program under Section 5339, replacing the previous Section 5309 Bus and Bus Facilities Discretionary 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 5339 apportionments for 2013-2021. Years 2013-2016 are actual apportionments and come from the annual Federal Register. Years 2017-2021 are estimated apportionments and are based on the 2016 actual allocation and the growth rates as released December 1, 2015 in the "Fixing America's Surface Transportation (FAST) Act."

In the table below the "2017 Program of Projects" represents the "Annual Program of Projects" published within the TDP. As part of the annual Program of Projects public process, STA publishes a notice (as part of the TDP update) in the local newspaper and also posts the following statement on the STA website:

- 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 estimated 2017-2019 apportionments will be used to purchase fixed route coaches for 2018, 2019, and 2020. The 2020-2021 apportionments will be used for either paratransit vans or fixed route coaches. Below are the estimated allocations for Section 5339 funding.

Section 5339 Bus and Bus Facilities			
Year	Federal	Local	Total
2013	\$881,002	\$220,251	\$1,101,253
2014	\$901,262	\$225,316	\$1,126,578
2015	\$886,578	\$221,645	\$1,108,223
2016	\$818,938	\$204,735	\$1,023,673
2017	\$835,317	\$208,829	\$1,044,146
2018	\$852,858	\$213,215	\$1,066,073
2019	\$870,086	\$217,522	\$1,087,608
2020	\$889,402	\$222,351	\$1,111,753
2021	\$907,190	\$226,798	\$1,133,988
Total	\$7,842,633	\$1,960,658	\$9,803,291

Fleet Acquisition Plan

Funded and Proposed Fixed Route Vehicle Acquisition Plan 2017-2023							
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>FLEET AT START</u>							
Diesel Buses	115	108	115	113	113	113	116
Hybrid Electric Vehicles	28	28	28	28	28	28	25
All-Electric Buses	0	0	0	6	6	16	16
Fixed Route Vans	2	0	0	0	0	0	0
Buses to be Surplused	10	6	5	10	16	23	10
Vans to be Surplused	2	0	0	0	0	0	0
New Replacement/Expansion Buses – Electric	3	13	9	10	26	23	16
<u>FLEET AT END</u>	136	143	147	147	157	157	163
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	114	120	125	126	135	135	142
Spare Fleet	20	21	22	21	22	22	21
Operating Fleet	134	141	147	147	157	157	163
Contingency Fleet	2	2	0	0	0	0	0

<u>Funded and Proposed Paratransit Vans Acquisition Plan (Directly Operated) 2017-2023</u>							
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>FLEET AT START</u>							
Gasoline Vans	0	0	0	0	0	0	0
Diesel Vans	67	67	67	67	67	67	67
Propane Vans	1	1	1	1	1	1	1
Vans to be Surplused	0	0	10	9	10	10	10
New Replacement Vans – Gasoline	0	0	0	0	0	0	0
New Replacement Vans – Diesel	0	0	10	9	10	10	10
New Replacement Vans - Propane	0	0	0	0	0	0	0
<u>FLEET AT END</u>	68	68	68	68	68	68	68
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	60	60	60	60	60	60	60
Spare Fleet	8	8	8	8	8	8	8
Operating Fleet	68	68	68	68	68	68	68
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 2015 - 2022							
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>FLEET AT START</u>							
Existing Fleet	126	123	125	133	131	141	144
Replacement Vans and Expansion Vans	12	16	19	16	6	18	7
Vans to be Surplused	11	19	17	8	11	8	7
<u>FLEET AT END</u>	127	120	127	141	129	151	144
<u>FLEET UTILIZATION</u>							
Vanpool Operating Fleet	100	97	99	106	104	113	116
Vanpool Spare Fleet (10%)	11	11	11	12	12	13	13
Special Operating Fleet	11	11	11	11	11	11	11
Special Spare Fleet	4	4	4	4	4	4	4
<u>OPERATING PEAK REQUIREMENT</u>	111	108	110	117	115	124	127

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 December 2016.

Section 7: Operating and Financial Projections

Recent economic fluctuations have been a reminder that the future of revenues and expenditures is often uncertain and challenging to predict. However, working with the 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 following is a representation of the actual operating numbers from 2016, the budgeted figures for 2017 and the projections for the years 2018-2023.

	2016 Actual	2017 Budgeted	2018 Projected	2019 Projected	2020 Projected	2021 Projected	2022 Projected	2023 Projected
Fixed Route Bus Service								
Revenue Vehicle Hrs.	397,122	408,312	422,554	438,905	454,767	479,633	498,608	500,302
Service Vehicle Hours	419,346	430,843	446,201	463,467	480,217	506,475	526,511	528,300
Revenue Vehicle Miles	5,477,713	5,648,434	5,845,452	6,071,646	6,291,075	6,635,062	6,897,555	6,920,989
Service Vehicle Miles	5,951,216	6,132,574	6,350,743	6,596,490	6,834,886	7,208,608	7,493,791	7,519,251
Passenger Trips	10,261,816	10,400,000	10,762,754	11,179,226	11,583,242	12,216,597	12,699,904	12,743,051
Directly Operated Paratransit Service								
Revenue Vehicle Hrs.	76,905	84,104	84,104	84,104	84,104	84,104	84,104	84,104
Service Vehicle Hours	82,512	90,063	90,063	90,063	90,063	90,063	90,063	90,063
Revenue Vehicle Miles	1,140,689	1,260,759	1,260,759	1,260,759	1,260,759	1,260,759	1,260,759	1,260,759
Service Vehicle Miles	1,246,637	1,417,913	1,417,913	1,417,913	1,417,913	1,417,913	1,417,913	1,417,913
Passenger Trips	227,652	235,490	235,490	235,490	235,490	235,490	235,490	235,490
Contracted Paratransit Service								
Revenue Vehicle Hrs.	75,949	73,717	76,480	79,290	82,149	85,059	88,019	91,031
Service Vehicle Hours	84,961	82,726	85,750	88,827	91,957	95,142	98,384	101,681
Revenue Vehicle Miles	1,199,484	1,165,256	1,207,711	1,250,909	1,294,864	1,339,587	1,385,093	1,431,396
Service Vehicle Miles	1,414,933	1,404,926	1,454,327	1,504,591	1,555,735	1,607,774	1,660,723	1,714,599
Passenger Trips	201,201	206,408	214,141	222,010	230,016	238,162	246,451	254,885
Special Use Van								
Revenue Vehicle Hrs.	9,678	10,636	10,636	10,636	10,636	10,636	10,636	10,636
Service Vehicle Hours	11,309	11,644	11,644	11,644	11,644	11,644	11,644	11,644
Revenue Vehicle Miles	173,888	182,986	182,986	182,986	182,986	182,986	182,986	182,986
Service Vehicle Miles	193,790	202,811	202,811	202,811	202,811	202,811	202,811	202,811
Passenger Trips	39,197	42,958	42,958	42,958	42,958	42,958	42,958	42,958
Vanpool Services								
Revenue Vehicle Hrs.	31,196	37,853	32,455	33,105	33,767	34,442	35,131	35,833
Revenue Vehicle Miles	1,058,496	1,261,384	1,101,258	1,123,283	1,145,749	1,168,664	1,192,037	1,215,878
Passenger Trips	193,006	248,294	200,803	204,820	208,916	213,094	217,356	221,703

	2016 Actual	2017 Budgeted	2018 Projected	2019 Projected	2020 Projected	2021 Projected	2022 Projected	2023 Projected
Revenue								
Fixed Route	7.9	8.3	9.8	10.2	12.2	12.7	13.4	14.9
Paratransit	0.6	0.7	0.8	0.8	1.0	1.0	1.0	1.0
Vanpool	0.6	0.6	0.8	0.8	0.8	0.9	0.9	0.9
Total Fare Revenue	\$9.1	\$9.6	\$11.4	\$11.9	\$14.0	\$14.6	\$15.3	\$16.8
Sales Tax	53.6	57.4	63.1	70.4	76.5	78.8	81.2	83.6
Fed. Preventive Maintenance Grant	7.8	7.9	8.1	8.3	8.5	8.5	8.6	8.7
State Special Needs Grant	1.1	1.4	1.6	1.6	1.6	1.6	1.6	1.6
Misc. Investments, Earnings & Other	1.6	1.0	1.1	0.7	0.6	0.6	0.6	0.5
Total Revenue Before Capital Grants	\$73.2	\$77.3	\$85.4	\$92.9	\$101.2	\$104.2	\$107.3	\$111.2
Federal and State Capital Grants	1.8	8.4	14.4	25.5	23.6	31.9	8.3	4.8
Total Revenue	\$75.1	\$85.8	\$99.8	\$118.4	\$124.7	\$136.0	\$115.6	\$116.1
Operating Expense								
Fixed Route	46.2	50.3	54.5	58.3	62.2	67.5	72.1	74.5
Paratransit	12.9	14.5	15.3	16.0	16.8	17.6	18.4	19.3
Vanpool	0.7	0.8	0.8	0.9	0.9	0.9	0.9	1.0
Total Operating Expense	\$59.8	\$65.6	\$70.6	\$75.2	\$79.9	\$86.0	\$91.5	\$94.8
Capital Projects Expenditures								
Federal Portion	0.8	3.7	6.0	9.8	19.8	30.9	8.0	4.8
State Portion	1.1	4.7	8.3	15.7	3.8	1.0	0.3	0.0
Local Portion	11.3	9.1	29.2	18.1	16.5	16.3	27.6	15.4
Fixed Route/Paratransit Fleet Replacement Fund Distribution	(3.3)	(1.4)	(6.0)	(4.8)	(5.4)	(9.0)	(13.1)	(10.4)
Total Capital Expenditures	\$9.8	\$16.2	\$37.5	\$38.7	\$34.7	\$39.2	\$22.7	\$9.7
Fixed Route/Paratransit Fleet Replacement Fund Contribution	1.6	5.4	11.9	10.0	9.9	9.6	6.8	7.8
Cooperative Street /Road and Amenities Projects/Other Non-operating Expense	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses and Expenditures	\$72.0	\$87.2	\$120.0	\$123.9	\$124.5	\$134.8	\$121.0	\$112.4
Change in Cash Balance	\$3.1	(\$1.4)	(\$20.2)	(\$5.5)	\$0.2	\$1.3	(\$5.4)	\$3.7
Beginning Cash Balance	53.9	57.0	55.6	35.3	29.8	30.0	31.3	25.9
Ending Cash Balance	57.0	55.6	35.3	29.8	30.0	31.3	25.9	29.6
Self-Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	(14.0)	(14.8)	(15.5)	(16.2)	(16.9)	(17.8)	(18.7)	(19.2)
Cash Balance After Reserves	\$37.5	\$35.3	\$14.3	\$8.1	\$7.6	\$8.0	\$1.7	\$4.9

1. Figures in this table are in millions of dollars and rounded to the nearest 100 thousand.
2. 2018-2023 Operating Revenue and Expenses are generated from the forecast model 2017 Forecast V1.
3. 2017-2023 Capital expenses are generated from the CIP updated 4/17/2017; 2017 based on forecast as of 4/17/2017.
4. 2017 Budget represents the budget adopted in December 2016 and does not represent projected amounts except for 2017 Capital.
5. 2016 Ending cash balance excludes the Fleet Replacement Fund (\$4.3 Million).

Appendix

Appendix A – Performance Measures

Adopted by the Spokane Transit Board of Directors December 16, 2017.

I. Ensure Safety

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

Accident Rate (Property)			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Preventable Accidents	0.08 (or less) per 10,000 miles	Quarterly
Paratransit	Preventable Accidents	0.10 (or less) per 10,000 miles	Quarterly
Injury Rate (Employee Days Lost)			
Category	Measurement	Goal	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	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 1.5% from 2016 (approximately 10.3 million trips)	Monthly
Paratransit	Number of Unlinked Trips	0.5% Increase from 2016 (approximately 470,000 trips)	Monthly
Vanpool	Number of Unlinked Trips	Sustain 2016 ridership level (approximately 190,000 trips)	Monthly
Service Effectiveness			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Passengers per Revenue Hour	25 or above system Wide Average	Quarterly
Paratransit	Passengers per Revenue Hour	3.0	Quarterly
Customer Security			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	4.5 (or above) average*	Annually
Paratransit	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	4.5 (or above) average*	Annually
Public Outreach			
Category	Measurement	Goal	Measurement Frequency
Agency Wide	Response to question on annual community survey: STA does a Good Job Listening to the Public	4.5 (or above) average*	Annually

* out of 5

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	90% 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	Measurement Frequency
Fixed Route	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	4.5 (or above) average*	Monthly
Paratransit	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	4.5 (or above) average*	Monthly
Administration/ Customer Service/ Paratransit Reservations/ Security	Quality Counts Survey Response to: "Employee was Professional and Courteous Throughout the Call/Interaction"	4.5 (or above) average*	Monthly
Driver Announcements/Introduction			
Category	Measurement	Goal	Measurement Frequency

Fixed Route	Quality Counts Survey Response to: “Published stops are announced”	95% (or above) on Quality Counts Surveys.	Monthly
Paratransit	Quality Counts Survey Response to: “Operator Identifying Himself/Herself at Pick-Up”	90% (or above) average on Quality Counts Surveys	Monthly
Cleanliness of Coach/Van			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Response to Quality Counts Survey	Score 90% (or above) on Quality Counts survey	Monthly
Paratransit	Response to Quality Counts Survey	Score 90% (or above) on Quality Counts Survey	Monthly
Complaint Rate			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Number of Complaints Received	8 complaints (or less) per 100,000 boardings	Monthly
Paratransit	Number of Complaints Received	8 complaints (or less) 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 75,000 Miles	Monthly

* out of 5

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 (not including Special Use Vanpool)	100%	Quarterly
Maintenance Cost			
Category	Measurement	Goal	Measurement Frequency
Fixed Route	Cost per Total Mile by Fleet	\$1.28 (or less) per Mile	Quarterly
Paratransit/ Vanpool	Cost per Total Mile	\$0.91 (or less) per Mile	Quarterly
Financial Capacity			
Category	Measurement	Goal	Measurement Frequency
Financial Management	Adherence to Approved Operating Budget	Operate at, or Below, Budgeted Expenditures	Quarterly
Service Level Stability	Number of Years Current Service Level can be Sustained	6 Years	Annually
Ability to Sustain Essential Capital Investments	Fully Funded Capital Improvement Plan	6 Years	Annually
Public Perception	Answer to Question on Annual Community Survey: STA is Financially Responsible	4.5 (or above)*	Annually

* out of 5

Appendix B – System Ridership, Miles & Hours 1996 - 2016

Fixed Route Ridership, Mile and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2015	395,972	5,480,629	10,815,736
2016	397,122	5,477,713	10,261,816

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2011	166,263	2,368,569	485,551
2012	163,479	2,532,907	490,106

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2013	163,222	2,517,992	483,038
2014	160,503	2,462,003	475,171
2015	161,390	2,492,302	463,463
2016	162,433	2,515,454	467,286

Paratransit Ridership, Miles and Hours; Directly Operated			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2015	80,123	1,189,206	232,508
2016	76,807	1,138,893	226,888

Paratransit Ridership, Miles and Hours; Purchased Transportation			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
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
2010	87,975	1,378,972	258,552
2011	81,824	1,275,612	231,380

Paratransit Ridership, Miles and Hours; Purchased Transportation

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
2012	78,233	1,260,721	232,215
2013	80,592	1,302,971	231,765
2014	79,365	1,275,569	227,230
2015	81,267	1,303,096	230,955
2016	85,626	1,376,561	240,398

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>
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
2015	33,434	1,114,100	219,578
2016	31,196	1,058,496	193,006

Appendix C – 2016 Fuel Consumption

Service Type	Gallons of Diesel Fuel	Gallons of Gasoline	Gallons of Propane
Fixed Route	1,133,890	-	-
Directly Operated Paratransit	111,563	21,798	2,726
Purchased Paratransit	137,274	20,583	-
Vanpool	-	69,869	

Appendix D – 2016 Reportable Collisions, Injuries, and Fatalities

Reportable Events*	Fixed Route	Vanpool	Directly Operated Paratransit	Purchased Paratransit
Collisions	4	0	1	1
Collision Related Injuries	2	0	0	0
Collision Related Fatalities	0	0	0	0
Non-Collision Related Injuries	17	0	0	0

*As reported to the draft 2016 National Transit Database. Includes events equaling or exceeding \$25,000 in damages, events in which medical attention was sought away from the scene, events in which the vehicle was towed from the scene or evacuations.

Appendix E – 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:

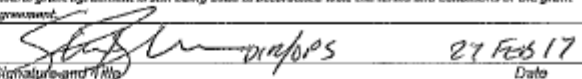
1. Rolling Stock (all passenger service vehicles owned by the agency)
2. Facilities (all facilities with a replacement value of \$25,000 or greater)
3. Equipment (all equipment with a replacement value of \$100,000 or greater)

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

FIXED ROUTE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System										I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.									
Rolling Stock Inventory & Verification of Continued Use										Fleet - Fixed Route									
Agency/Organization: <u>Spokane Transit Authority</u>										Signature and Title: <u>[Signature]</u> <u>Dir/OPS</u>									
Reporting Year: 2017 (12/31/2016)										Date: <u>27 Feb 17</u>									
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Months)	Media Financial Needs of SGR (Yes/No)	In the Vehicle Safe? (Yes/No)	Agency's U/L (Year)	Agency's U/L (Miles)	Maintenance Current (Yes/No)	Performs Its Designated Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)		
1	2002	NEW FLYER 60'	5	2FV02UM120020393	2261	462738	Yes	Yes	15	555,000	Yes	Yes	29,457	YES	62+2	DF	NO		
2	2002	NEW FLYER 60'	5	2FV02UM120020394	2262	510345	Yes	Yes	15	555,000	Yes	Yes	29,457	YES	62+2	DF	NO		
3	2002	NEW FLYER 60'	5	2FV02UM120020395	2263	462638	Yes	Yes	15	555,000	Yes	Yes	29,457	YES	62+2	DF	NO		
4	2003	GILLIG 35'	2	15G0227121073384	2301	572379	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
5	2003	GILLIG 35'	2	15G0227121073385	2302	589703	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
6	2003	GILLIG 35'	2	15G0227121073386	2303	360036	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
7	2003	GILLIG 35'	2	15G0227121073387	2304	615450	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
8	2003	GILLIG 35'	2	15G0227121073388	2305	582648	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
9	2003	GILLIG 35'	2	15G0227121073389	2306	507344	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
10	2003	GILLIG 35'	2	15G0227121073390	2307	562870	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
11	2003	GILLIG 35'	2	15G0227121073391	2308	594023	No	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
12	2003	GILLIG 35'	2	15G0227121073392	2309	582670	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
13	2003	GILLIG 35'	2	15G0227121073393	2310	584355	No	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
14	2003	GILLIG 35'	2	15G0227121073394	2311	583104	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
15	2003	GILLIG 35'	2	15G0227121073395	2312	521023	No	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
16	2003	GILLIG 35'	2	15G0227121073396	2313	569949	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
17	2003	GILLIG 29'	4	15G0227121022831	2335	574337	Yes	Yes	15	645,000	Yes	Yes	452,232	YES	24+2	DF	NO		
18	2003	GILLIG 29'	4	15G0227121022832	2336	365302	Yes	Yes	15	645,000	Yes	Yes	452,232	YES	24+2	DF	NO		
19	2003	GILLIG 29'	4	15G0227121022833	2337	200121	Yes	Yes	15	645,000	Yes	Yes	452,232	YES	24+2	DF	NO		
20	2003	GILLIG 29'	4	15G0227121022834	2338	343483	Yes	Yes	15	645,000	Yes	Yes	452,232	YES	24+2	DF	NO		
21	2003	GILLIG 29'	4	15G0227121022835	2339	348133	Yes	Yes	15	645,000	Yes	Yes	452,232	YES	24+2	DF	NO		
22	2005	GILLIG 35'	2	15G0227121046510	2501	480476	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
23	2005	GILLIG 35'	2	15G0227121046511	2502	482313	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
24	2005	GILLIG 35'	2	15G0227121046512	2503	483004	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
25	2005	GILLIG 35'	2	15G0227121046513	2504	478205	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
26	2005	GILLIG 35'	2	15G0227121046514	2505	480599	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
27	2005	GILLIG 35'	2	15G0227121046515	2506	479900	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
28	2005	GILLIG 35'	2	15G0227121046516	2507	482459	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
29	2005	GILLIG 35'	2	15G0227121046517	2508	482253	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
30	2005	GILLIG 35'	2	15G0227121046518	2509	482655	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
31	2005	GILLIG 35'	2	15G0227121046519	2510	478438	Yes	Yes	15	645,000	Yes	Yes	463,244	YES	30+2	DF	NO		
32	2003	GILLIG 40'	1	15G0227121077750	2651	521689	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
33	2003	GILLIG 40'	1	15G0227121077751	2652	551225	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
34	2003	GILLIG 40'	1	15G0227121077752	2653	510790	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
35	2003	GILLIG 40'	1	15G0227121077753	2654	532128	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
36	2003	GILLIG 40'	1	15G0227121077754	2655	532055	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
37	2003	GILLIG 40'	1	15G0227121077755	2656	532052	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
38	2003	GILLIG 40'	1	15G0227121077756	2657	532727	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
39	2003	GILLIG 40'	1	15G0227121077757	2658	508607	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
40	2003	GILLIG 40'	1	15G0227121077758	2659	512216	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
41	2003	GILLIG 40'	1	15G0227121077759	2660	501053	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
42	2003	GILLIG 40'	1	15G0227121077760	2661	525425	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
43	2003	GILLIG 40'	1	15G0227121077761	2662	517056	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
44	2003	GILLIG 40'	1	15G0227121077762	2663	508635	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
45	2003	GILLIG 40'	1	15G0227121077763	2664	511076	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
46	2003	GILLIG 40'	1	15G0227121077764	2665	523559	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
47	2003	GILLIG 40'	1	15G0227121077765	2666	528651	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
48	2003	GILLIG 40'	1	15G0227121077766	2667	535454	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
49	2003	GILLIG 40'	1	15G0227121077767	2668	531959	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
50	2003	GILLIG 40'	1	15G0227121077768	2669	528653	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	40+2	DF	NO		
51	2007	NEW FLYER 60'	5	8FYD4Y8166C031007	2981	361642	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
52	2007	NEW FLYER 60'	5	8FYD4Y8166C031008	2982	372703	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
53	2007	NEW FLYER 60'	5	8FYD4Y8166C031009	2983	364409	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
54	2007	NEW FLYER 60'	5	8FYD4Y8166C031010	2984	367127	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
55	2007	NEW FLYER 60'	5	8FYD4Y8166C031011	2985	373627	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
56	2007	NEW FLYER 60'	5	8FYD4Y8166C031012	2986	362165	Yes	Yes	15	655,000	Yes	Yes	78,285	YES	62+2	DF	NO		
57	2007	GILLIG 35'	2	15G0227121077769	2781	365819	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
58	2007	GILLIG 35'	2	15G0227121077770	2782	398910	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
59	2007	GILLIG 35'	2	15G0227121077771	2783	399440	Yes	Yes	15	645,000	Yes	Yes	460,426	YES	30+2	DF	NO		
60	2007	GILLIG 40'	1	15G0227121077772	2784	402536	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
61	2007	GILLIG 40'	1	15G0227121077773	2785	403160	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
62	2007	GILLIG 40'	1	15G0227121077774	2786	402266	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
63	2007	GILLIG 40'	1	15G0227121077775	2787	405477	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
64	2007	GILLIG 40'	1	15G0227121077776	2788	414106	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
65	2007	GILLIG 40'	1	15G0227121077777	2789	405867	Yes	Yes	15	750,000	Yes	Yes	511,288	YES	39+2	DF	NO		
66	2007	GILLIG 40'	1	15G0227121077778	2790	400296	Yes	Yes	15	750,000	Yes	Yes	511,288</						

FIXED ROUTE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System									I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.								
Rolling Stock Inventory & Verification of Continued Use									Fleet - Fixed Route								
Agency/Organization: Spokane Transit Authority									 Signature and Title Date: 27 Feb 17								
Reporting Year: 2017 (12/31/2016)																	
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SOR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1	2007	GILLIG HEV 40'	1	155G000171676492	7031	424804	Yes	Yes	15	750,000	Yes	Yes	679,769	YES	39+2	DE	NO
2	2007	GILLIG HEV 40'	1	155G000171676433	7032	433472	Yes	Yes	15	750,000	Yes	Yes	679,769	YES	39+2	DE	NO
3	2007	GILLIG HEV 40'	1	155G000171676434	7033	424476	Yes	Yes	15	750,000	Yes	Yes	679,769	YES	39+2	DE	NO
4	2007	ELDORADO VAN	11	1FDXK424P302456071	512	65905	Yes	Yes	10	221000	Yes	Yes	101,034	YES	55+2	DF	NO
5	2007	ELDORADO VAN	11	1FDXK424P302456073	514	60744	Yes	Yes	10	221000	Yes	Yes	101,034	YES	55+2	DF	NO
6	2008	GILLIG 40'	1	155G00271061091003	2931	408043	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
7	2008	GILLIG 40'	1	155G0027126109604	2932	408637	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
8	2008	GILLIG 40'	1	155G0027146109603	2933	407290	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
9	2008	GILLIG 40'	1	155G0027166109600	2934	413600	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
10	2008	GILLIG 40'	1	155G0027186109607	2935	410614	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
11	2008	GILLIG 40'	1	155G0027198109608	2936	405481	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
12	2008	GILLIG 40'	1	155G0027110109602	2937	401576	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
13	2008	GILLIG 40'	1	155G0027186109610	2938	403481	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
14	2008	GILLIG 40'	1	155G0027198109611	2939	395834	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
15	2008	GILLIG 40'	1	155G0027110109612	2910	414910	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
16	2008	GILLIG 40'	1	155G0027136109613	2911	411538	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
17	2008	GILLIG 40'	1	155G0027156109614	2912	412278	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
18	2008	GILLIG 40'	1	155G0027176109615	2913	397903	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
19	2008	GILLIG 40'	1	155G0027196109616	2914	397660	Yes	Yes	15	750,000	Yes	Yes	641,098	YES	39+2	DF	NO
20	2008	GILLIG HEV 40'	1	155G000106109617	8031	393608	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
21	2008	GILLIG HEV 40'	1	155G000106109618	8032	412856	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
22	2008	GILLIG HEV 40'	1	155G000106109619	8033	393155	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
23	2008	GILLIG HEV 40'	1	155G000106109620	8034	397890	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
24	2008	GILLIG HEV 40'	1	155G000106109621	8035	393452	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
25	2008	GILLIG HEV 40'	1	155G000106109622	8036	409625	Yes	Yes	15	750,000	Yes	Yes	789,714	YES	39+2	DE	NO
26	2009	NEW FLYER 60'	5	GFYD4751300035418	2981	393402	Yes	Yes	15	555,000	Yes	Yes	600,754	YES	62+2	DF	NO
27	2009	NEW FLYER 60'	5	GFYD4751300036419	2982	298654	Yes	Yes	15	555,000	Yes	Yes	600,754	YES	62+2	DF	NO
28	2009	NEW FLYER 60'	5	GFYD4751300036420	2983	273058	Yes	Yes	15	555,000	Yes	Yes	600,754	YES	62+2	DF	NO
29	2009	NEW FLYER 60'	5	GFYD4751300036421	2984	291286	Yes	Yes	15	555,000	Yes	Yes	600,754	YES	62+2	DF	NO
30	2009	GILLIG 40'	1	155G00271191176245	2991	367594	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
31	2009	GILLIG 40'	1	155G00271391176246	2992	362868	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
32	2009	GILLIG 40'	1	155G00271591176247	2993	376667	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
33	2009	GILLIG 40'	1	155G00271791176248	2994	367781	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
34	2009	GILLIG 40'	1	155G00271991176249	2995	368245	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
35	2009	GILLIG 40'	1	155G00271591176250	2996	355417	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
36	2009	GILLIG 40'	1	155G00271791176251	2997	364858	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
37	2009	GILLIG 40'	1	155G00271991176252	2998	369462	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
38	2009	GILLIG 40'	1	155G00271591176253	2999	376828	Yes	Yes	15	750,000	Yes	Yes	493,744	YES	39+2	DF	NO
39	2009	GILLIG HEV 29'	4	155G0001091091443	6031	112630	Yes	Yes	20	340,000	Yes	Yes	776,895	YES	39+2	DE	NO
40	2009	GILLIG HEV 29'	4	155G0001091091444	6032	117524	Yes	Yes	20	340,000	Yes	Yes	776,895	YES	39+2	DE	NO
41	2009	GILLIG HEV 29'	4	155G0001091091445	6033	110741	Yes	Yes	20	340,000	Yes	Yes	776,895	YES	39+2	DE	NO
42	2010	GILLIG HEV 40'	1	155G0001091091446	10701	359385	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
43	2010	GILLIG HEV 40'	1	155G0001091091447	10702	367777	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
44	2010	GILLIG HEV 40'	1	155G0001091091448	10703	369828	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
45	2010	GILLIG HEV 40'	1	155G0001091091449	10704	363375	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
46	2010	GILLIG HEV 40'	1	155G0001091091450	10705	369367	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
47	2010	GILLIG HEV 40'	1	155G0001091091451	10706	365918	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
48	2010	GILLIG HEV 40'	1	155G0001091091452	10707	369384	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
49	2010	GILLIG HEV 40'	1	155G0001091091453	10708	331498	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
50	2010	GILLIG HEV 40'	1	155G0001091091454	10709	331982	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
51	2010	GILLIG HEV 40'	1	155G0001091091455	10710	364018	Yes	Yes	15	750,000	Yes	Yes	764,077	YES	39+2	DE	NO
52	2012	GILLIG HEV 40'	1	155G0001091091456	12701	199372	Yes	Yes	15	750,000	Yes	Yes	748,563	YES	39+2	DE	NO
53	2012	GILLIG HEV 40'	1	155G0001091091457	12702	216432	Yes	Yes	15	750,000	Yes	Yes	748,563	YES	39+2	DE	NO
54	2012	GILLIG HEV 40'	1	155G0001091091458	12703	217394	Yes	Yes	15	750,000	Yes	Yes	748,563	YES	39+2	DE	NO
55	2012	GILLIG HEV 40'	1	155G0001091091459	12704	109047	Yes	Yes	15	750,000	Yes	Yes	727,852	YES	39+2	DE	NO
56	2012	GILLIG HEV 40'	1	155G0001091091460	12705	216079	Yes	Yes	15	750,000	Yes	Yes	727,852	YES	39+2	DE	NO
57	2012	GILLIG HEV 40'	1	155G0001091091461	12706	207950	Yes	Yes	15	750,000	Yes	Yes	727,852	YES	39+2	DE	NO
58	2014	GILLIG 40'	1	155G00271351183561	1401	113045	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
59	2014	GILLIG 40'	1	155G00271351183562	1402	140039	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
60	2014	GILLIG 40'	1	155G00271351183563	1403	138739	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
61	2014	GILLIG 40'	1	155G00271351183564	1404	151327	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
62	2014	GILLIG 40'	1	155G00271351183565	1405	151082	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
63	2014	GILLIG 40'	1	155G00271351183566	1406	141078	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
64	2014	GILLIG 40'	1	155G00271351183567	1407	147032	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
65	2014	GILLIG 40'	1	155G00271351183568	1408	146331	Yes	Yes	15	750,000	Yes	Yes	448,680	YES	39+2	DF	NO
66	2016	GILLIG 40'	1	155G00271351183569	1601	28039	Yes	Yes	15	750,000	Yes	Yes	436,682	YES	39+2	DF	

PARATRANSIT DIRECT AND CONTRACTED - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.									
Owned Rolling Stock Inventory & Verification of Continued Use										Fleet - Paratransit Direct and Contracted									
Agency/Organization: Spokane Transit Authority										Reporting Year: 2017 (12/31/2016)									
Signature and Title: <i>[Signature]</i>										Date: 2/7/2017									
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULR (Year)	Agency's ULR (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)		
1	2006	CHEVROLET EX 3500	33	1GAKH33L250102602	P43	119350	Yes	Yes	10	100,000	Yes	Yes	47,364	NO	15	GA	No		
2	2006	CHEVROLET EX 3500	33	1GAKH33L250102602	P74	300766	Yes	Yes	10	100,000	Yes	Yes	47,364	NO	15	GA	No		
3	2006	DODGE CARAVAN	13	2D3RFP44L91000000	P81 - R58	66201	Yes	Yes	9	202,500	Yes	Yes	30,601	NO	7	GA	No		
4	2006	DODGE CARAVAN	13	2D3RFP44L91000000	P80 - R59	67767	Yes	Yes	9	202,500	Yes	Yes	30,601	NO	7	GA	No		
5	2008	Elkhardt Cutaway	14	1FD4E455000000000	S106	150091	Yes	Yes	8	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
6	2008	Elkhardt Cutaway	14	1FD4E455000000000	S109	148114	Yes	Yes	8	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
7	2008	Elkhardt Cutaway	14	1FD4E455000000000	S170	172284	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
8	2008	Elkhardt Cutaway	14	1FD4E455000000000	S171	147000	No	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
9	2008	Elkhardt Cutaway	14	1FD4E455000000000	S172	168351	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
10	2008	Elkhardt Cutaway	14	1FD4E455000000000	S173	161497	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
11	2008	Elkhardt Cutaway	14	1FD4E455000000000	S174	160137	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
12	2008	Elkhardt Cutaway	14	1FD4E455000000000	S175	160326	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
13	2008	Elkhardt Cutaway	14	1FD4E455000000000	S176	164804	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
14	2008	Elkhardt Cutaway	14	1FD4E455000000000	S177	160561	No	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
15	2008	Elkhardt Cutaway	14	1FD4E455000000000	S179	166909	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
16	2008	Elkhardt Cutaway	14	1FD4E455000000000	S179	159091	Yes	Yes	9	202,500	Yes	Yes	94,883	YES	14 + 2	GA	NO		
17	2012	Elkhardt Cutaway	14	1G8B0300000000000	S180	114137	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
18	2012	Elkhardt Cutaway	14	1G8B0300000000000	S181	100334	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
19	2012	Elkhardt Cutaway	14	1G8B0300000000000	S182	100649	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
20	2012	Elkhardt Cutaway	14	1G8B0300000000000	S183	100573	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
21	2012	Elkhardt Cutaway	14	1G8B0300000000000	S184	118746	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
22	2012	Elkhardt Cutaway	14	1G8B0300000000000	S185	112531	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
23	2012	Elkhardt Cutaway	14	1G8B0300000000000	S186	113040	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
24	2012	Elkhardt Cutaway	14	1G8B0300000000000	S187	112502	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
25	2012	Elkhardt Cutaway	14	1G8B0300000000000	S188	113368	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
26	2012	Elkhardt Cutaway	14	1G8B0300000000000	S189	91045	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
27	2012	Elkhardt Cutaway	14	1G8B0300000000000	S190	109106	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
28	2012	Elkhardt Cutaway	14	1G8B0300000000000	S191	73889	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
29	2012	Elkhardt Cutaway	14	1G8B0300000000000	S192	68936	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
30	2012	Elkhardt Cutaway	14	1G8B0300000000000	S193	118331	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
31	2012	Elkhardt Cutaway	14	1G8B0300000000000	S194	113678	Yes	Yes	9	202,500	Yes	Yes	109,075	YES	14 + 2	DF	NO		
32	2012	Elkhardt Cutaway	14	1G8B0300000000000	S195	100180	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
33	2012	Elkhardt Cutaway	14	1G8B0300000000000	S196	01869	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
34	2012	Elkhardt Cutaway	14	1G8B0300000000000	S197	00156	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
35	2012	Elkhardt Cutaway	14	1G8B0300000000000	S198	00701	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
36	2012	Elkhardt Cutaway	14	1G8B0300000000000	S199	00008	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
37	2012	Elkhardt Cutaway	14	1G8B0300000000000	S200	101703	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
38	2012	Elkhardt Cutaway	14	1G8B0300000000000	S201	00074	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
39	2012	Elkhardt Cutaway	14	1G8B0300000000000	S202	03298	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
40	2012	Elkhardt Cutaway	14	1G8B0300000000000	S203	00002	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
41	2012	Elkhardt Cutaway	14	1G8B0300000000000	S204	02537	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
42	2012	Elkhardt Cutaway	14	1G8B0300000000000	S205	95772	Yes	Yes	9	202,500	Yes	Yes	110,837	YES	14 + 2	DF	NO		
43	2012	Elkhardt Cutaway	14	1G8B0300000000000	S206	101963	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
44	2012	Elkhardt Cutaway	14	1G8B0300000000000	S207	01501	Yes	Yes	9	202,500	Yes	Yes	110,837	YES	14 + 2	DF	NO		
45	2012	Elkhardt Cutaway	14	1G8B0300000000000	S208	00001	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
46	2012	Elkhardt Cutaway	14	1G8B0300000000000	S209	00008	Yes	Yes	9	202,500	Yes	Yes	110,837	YES	14 + 2	DF	NO		
47	2012	Elkhardt Cutaway	14	1G8B0300000000000	S210	00000	Yes	Yes	9	202,500	Yes	Yes	111,011	YES	14 + 2	DF	NO		
48	2013	Elkhardt Cutaway	14	1G8B0300000000000	S211	70978	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
49	2013	Elkhardt Cutaway	14	1G8B0300000000000	S212	70474	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
50	2013	Elkhardt Cutaway	14	1G8B0300000000000	S213	02257	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
51	2013	Elkhardt Cutaway	14	1G8B0300000000000	S214	70214	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
52	2013	Elkhardt Cutaway	14	1G8B0300000000000	S215	70077	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
53	2013	Elkhardt Cutaway	14	1G8B0300000000000	S216	03209	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
54	2013	Elkhardt Cutaway	14	1G8B0300000000000	S217	05477	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
55	2013	Elkhardt Cutaway	14	1G8B0300000000000	S218	77007	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
56	2013	Elkhardt Cutaway	14	1G8B0300000000000	S219	79461	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
57	2013	Elkhardt Cutaway	14	1G8B0300000000000	S220	78008	Yes	Yes	9	202,500	Yes	Yes	107,298	YES	14 + 2	DF	NO		
Total					57	6,520,856											\$ 5,786,113		
NOTE: Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.																			

PARATRANSIT DIRECT AND CONTRACTED - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System										Owned Rolling Stock Inventory & Verification of Continued Use										Fleet - Paratransit Direct and Contracted										I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.									
Agency/Organization: Spokane Transit Authority										Reporting Year: 2017 (12/31/2016)										Signature and Date: <i>[Signature]</i> 27 Feb 17																			
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Mileage)	Needs Financial Needs of SGR (Yes/No)	In the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs Its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)																						
1	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189957	401	15043	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
2	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189958	402	140756	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
3	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189959	403	35180	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
4	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189960	404	147107	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
5	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189961	405	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
6	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189962	406	155489	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
7	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189963	407	155489	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
8	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189964	408	155489	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
9	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189965	409	140756	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
10	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189966	410	140756	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
11	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189967	411	140756	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
12	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189968	412	140756	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
13	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189969	413	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
14	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189970	414	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
15	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189971	415	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
16	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189972	416	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
17	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189973	417	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
18	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189974	418	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
19	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189975	419	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
20	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189976	420	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
21	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189977	421	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
22	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189978	422	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
23	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189979	423	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
24	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189980	424	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
25	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189981	425	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
26	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189982	426	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
27	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189983	427	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
28	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189984	428	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
29	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189985	429	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
30	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189986	430	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
31	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189987	431	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
32	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189988	432	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
33	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189989	433	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
34	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189990	434	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
35	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189991	435	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
36	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189992	436	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
37	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189993	437	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
38	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189994	438	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
39	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189995	439	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
40	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189996	440	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
41	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189997	441	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
42	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189998	442	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
43	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1189999	443	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
44	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190000	444	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
45	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190001	445	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
46	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190002	446	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
47	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190003	447	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
48	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190004	448	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
49	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190005	449	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
50	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190006	450	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
51	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190007	451	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
52	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190008	452	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
53	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190009	453	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
54	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190010	454	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
55	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190011	455	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
56	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190012	456	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
57	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190013	457	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
58	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190014	458	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
59	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190015	459	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
60	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190016	460	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
61	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190017	461	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
62	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190018	462	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
63	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190019	463	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
64	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190020	464	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
65	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190021	465	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
66	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190022	466	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
67	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190023	467	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
68	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190024	468	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
69	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190025	469	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
70	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190026	470	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
71	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190027	471	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
72	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190028	472	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2	DF	NO																						
73	2010	Chrysler Eldorado Airstream Van	14	1G89G5B10C1190029	473	151120	Yes	Yes	0	202,500	Yes	Yes	105,772	YES	14-2																								

RIDESHARE AND SPECIAL USE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System										I hereby certify that all information reported in the inventory reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.									
Rolling Stock Inventory & Verification of Continued Use										Fleet - RideShare and Special Use									
Agency/Organization: Spokane Transit Authority										Reporting Year: 2017 (12/31/2016)									
Signature and Title										Date									
[Signature]										27 Feb 17									
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	In the Vehicle Safe? (Yes/No)	Agency's ULR (Year)	Agency's ULR (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)		
1	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
2	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
3	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
4	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
5	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
6	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
7	2001	Ford E-450 Outways	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
8	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
9	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
10	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
11	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
12	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
13	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
14	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
15	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
16	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
17	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
18	2006	FORD EXT CLUB	14	1F00E450H00100194	U06	209106	Yes	Yes	14	267,500	Yes	Yes	102,417	YES	15+3	GA	No		
19	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
20	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
21	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
22	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
23	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
24	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
25	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
26	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
27	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
28	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
29	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
30	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
31	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
32	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
33	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
34	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
35	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
36	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
37	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
38	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
39	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
40	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
41	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
42	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
43	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
44	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
45	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
46	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
47	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
48	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
49	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
50	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
51	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
52	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
53	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
54	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
55	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
56	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
57	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
58	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
59	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
60	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
61	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
62	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
63	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
64	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
65	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
66	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
67	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
68	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
69	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
70	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
71	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
72	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
73	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes	Yes	31,935	NO	15	GA	No		
74	2007	CHEVROLET 3500 VAN	13	1GAKG350U071182942	R110	79240	Yes	Yes	10	100,000	Yes								

RIDESHARE AND SPECIAL USE - OWNED ROLLING STOCK 12/31/2016

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.									
Owned Rolling Stock Inventory & Verification of Continued Use										Signature and Title									
Agency/Organization: Spokane Transit Authority										Fleet - RideShare and Special Use									
Reporting Year: 2017 (12/31/2016)										Date: 27 Feb 17									
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life (Months)	Meets Fleet Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULS (Year)	Agency's ULS (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Year/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)		
1	2010	CHEVROLET VAN	13	1GAGS7G00A1176193	R170	73291	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
2	2010	CHEVROLET VAN	13	1GAGS7G00A1176192	R171	63199	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
3	2010	CHEVROLET VAN	13	1GAGS7G00A1176216	R172	50190	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
4	2010	CHEVROLET VAN	13	1GAGS7G00A1176260	R173	74159	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
5	2010	CHEVROLET VAN	13	1GAGS7G00A1176260	R174	08915	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
6	2010	CHEVROLET VAN	13	1GAGS7G00A1176242	R175	04382	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
7	2010	CHEVROLET VAN	13	1GAGS7G00A1177007	R176	50274	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
8	2010	CHEVROLET VAN	13	1GAGS7G00A1177614	R177	67076	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
9	2010	CHEVROLET VAN	13	1GAGS7G00A1177113	R178	50718	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
10	2010	CHEVROLET VAN	13	1GAGS7G00A1177242	R179	48302	Yes	Yes	10	100,000	Yes	Yes	34,706	NO	15	GA	Yes		
11	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023864	R180	43118	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	Yes		
12	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023865	R181	36303	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	Yes		
13	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023866	R182	38520	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	Yes		
14	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023867	R183	34480	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
15	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023868	R184	30785	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
16	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023869	R185	36572	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
17	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023870	R186	62047	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
18	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023871	R187	62104	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
19	2011	DODGE GRAND CARAVAN	13	2D4RN4D08R023872	R188	43588	Yes	Yes	10	100,000	Yes	Yes	29,105	NO	15	GA	No		
20	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024077	R189	34425	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
21	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024078	R190	42310	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
22	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024079	R191	21558	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
23	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024080	R192	23618	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
24	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024081	R193	31554	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
25	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024082	R194	32583	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
26	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024083	R195	37922	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
27	2012	DODGE GRAND CARAVAN	13	2C4RD0800R024084	R196	62289	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	Yes		
28	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00079	R197	22122	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
29	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00080	R198	15129	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
30	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00081	R199	17154	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
31	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00082	R200	25451	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
32	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00083	R201	22051	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
33	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00084	R202	20825	No	No	10	100,000	No	No	30,000	NO	12	GA	Yes		
34	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00085	R203	67047	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
35	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00086	R204	25609	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
36	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00087	R205	21259	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
37	2013	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00088	R206	14509	Yes	Yes	10	100,000	Yes	Yes	30,000	NO	12	GA	Yes		
38	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024085	R207	19944	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
39	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024086	R208	13702	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
40	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024087	R209	30009	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
41	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024088	R210	42367	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
42	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024089	R211	25609	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
43	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024090	R212	30704	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
44	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024091	R213	28604	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
45	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024092	R214	13879	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
46	2014	DODGE GRAND CARAVAN	13	2C4RD0800R024093	R215	21553	Yes	Yes	10	100,000	Yes	Yes	25,417	NO	15	GA	No		
47	2014	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00089	R216	28655	Yes	Yes	10	100,000	Yes	Yes	28,805	NO	12	GA	No		
48	2014	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00090	R217	17691	Yes	Yes	10	100,000	Yes	Yes	28,805	NO	12	GA	No		
49	2014	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00091	R218	15134	Yes	Yes	10	100,000	Yes	Yes	28,805	NO	12	GA	No		
50	2014	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00092	R219	18955	Yes	Yes	10	100,000	Yes	Yes	28,805	NO	12	GA	No		
51	2014	FORD ECONOLINE XL VAN	13	1F8BESL1D0A00093	R220	5761	Yes	Yes	10	100,000	Yes	Yes	28,805	NO	12	GA	No		
52	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210004	R221	16794	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
53	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210010	R222	13940	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
54	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1211042	R223	28935	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
55	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1211065	R224	11893	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
56	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1211054	R225	20030	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
57	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210271	R226	30930	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
58	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210285	R227	12794	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
59	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210283	R228	22542	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
60	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210230	R229	20392	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
61	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A12121019	R230	24777	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
62	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A12121011	R231	55065	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
63	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A12121040	R232	24572	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
64	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210307	R233	7480	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
65	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210309	R234	35022	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
66	2014	CHEVROLET EXPRESS PASS	13	1GAGS7G00A1210311	R235	25775	Yes	Yes	10	100,000	Yes	Yes	32,308	NO	15	GA	No		
Total						95	2,208,943						\$ 2,601,290						

NOTES:
 1. Vehicles are also considered as a reason for replacement, due to mileage, route vehicles may be replaced sooner than other vehicles.

Public Transportation Management System
Owned Equipment Inventory
For Spokane Transit Authority

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

Signature and Title: *[Signature]* Date: 2/28/17

12/31/2016

No.	Code	Equipment Description	Condition (Points)	Age (Years)	Depreciation	Remaining Useful Life (Years)	Replacement Cost	Comments
1	5	#605 1991 Heavy-Duty Tow Truck	3.1	25	0	8	\$ 276,724.15	
2	16	Van Washer	3	22	0	8	126,477.09	
3	18	Historical Display	5	21	0	15	103,721.51	
4	18	Office Furniture	3	20	0	10	129,263.65	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.
5	4	Software-Licensing	3	18	0	8	265,172.48	
6	5	#608 1998 Ford F350 4 Ton	3	17	0	4	35,930.77	
7	8	Repeater Stations-2N 3	1	15	0	0	152,006.48	Radio system retired in 2016/17
8	5	#610 2002 Ford Truck F550	3.4	14	0	8	85,237.42	
9	16	Steam Pit Lift	3.5	12	0	13	151,475.02	
10	8	Radio System-Infrastructure	1	11	0	0	2,276,355.69	Radio system retired in 2016/17
11	5	#606 2006 Dodge Grand Caravan	3.7	11	0	2	25,170.34	
12	5	#611 2006 Dodge Grand Caravan	3.3	11	0	8	25,170.34	
13	5	#604 2005 Dodge Grand Caravan	3.6	11	0	2	25,170.37	
14	5	#628 2005 Chevy Colorado Truck	3.3	11	0	1	28,145.05	
15	5	#628 2005 Chevy Colorado Truck	3	11	0	8	28,145.07	
16	5	#628 2005 Chevy Colorado Truck	3.9	11	0	1	28,145.07	
17	5	#701 2005 Caravan Grand Dodge	4	10	0	2	28,854.21	
18	5	#628 2007 Ford Taurus	4.1	10	0	3	18,024.86	
19	5	#632 2007 Toyota Prius	3.6	9	0	9	29,337.03	
20	5	R-1119 2007 Chevrolet Express Passenger Van	4	9	0	4	24,650.54	
21	5	#633 2007 Chevrolet Impala	3.8	9	0	8	20,923.85	
22	2	Odyssey Fareboxes-City 22	3	9	1	2	324,353.03	To be replaced in 2018
23	16	Emergency Generator	4.5	8	12	22	103,062.77	2008/Cat at South Building
24	16	Bus Vacuum System	4	8	0	18	142,693.39	2008
25	5	#614 2006 Chevy Uplander	4.1	8	0	4	21,808.85	
26	5	#615 2008 Ford F350 Truck	3.4	8	0	2	37,508.39	
27	5	#615 2008 Ford F350 Truck With	3.6	8	0	2	39,064.06	
28	5	#634 2008 Ford Focus SE	4	8	0	4	15,376.29	
29	5	#635 2008 Ford Focus SE	4.1	8	0	1	15,376.29	
30	5	#617 2008 Chevy Uplander	4.4	8	0	8	21,809.85	
31	16	Diesel Particulate Filter Cleaning Equipment	4	8	0	12	84,159.90	
32	5	#613 2009 F450 Ford Truck	4	7	0	4	74,421.41	
33	5	#618 2008 Ford F450	3.4	7	0	8	74,385.34	
34	4	POS Inventory Control System-Software	4	6	0	8	84,159.08	Updated in 2017
35	5	#609 2010 Ford Escape 4wd	3.7	6	1	1	22,143.07	
36	5	#640 2010 Ford Pickup	4	6	0	6	28,234.80	
37	5	#619 2011 Ford F350 Pickup	3.7	6	1	2	48,797.04	
38	5	#620 2010 Ford F350 Pickup	3.7	6	1	2	48,841.53	
39	3	Security Camera System-2010	3	6	0	8	813,546.25	
40	4	Printing & Encoding Machine-City 5	3	5	0	2	108,827.02	
41	2	Scan Boxes - Parallel-Track-City 68	3	5	1	2	112,037.05	
42	2	Vaulting System -FSC	3	5	1	8	153,669.83	
43	2	Vaulting System -Booms	3	5	1	8	202,950.72	
44	2	Ticket Vending Machine-City 3	3.25	5	1	1	272,577.14	
45	2	Farebox- 38" Odyssey-City 146	3	5	1	2	2,428,845.40	Replacement assets already on site to be installed in early 2017
46	5	#632 2011 Ford F450	4.3	5	2	4	56,277.20	
47	5	#621 2011 Ford F450	4.1	5	2	4	50,367.86	
48	4	Fleet-Net Software Upgrade	3	5	0	2	150,603.81	To be retired in 2018
49	4	Trispeze Software	5	5	0	8	828,910.37	Including Scheduling, Feedback, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities

2017 Copy of Facilities and Equipment Inventory as of 12/31/2016.xlsx From Mursu-SPV and Inc. vch

No.	Code	Equipment Description	Condition (Points)	Age (Years)	Depreciation	Remaining Useful Life (Years)	Replacement Cost	Comments
50	3	Security Camera System-2012	4	4	0	8	290,834.12	
51	5	#941 2011 Ford F150 Pickup	3.9	4	3	2	56,081.71	
52	5	#943 2011 Ford F150 Pickup	4	4	3	2	56,354.42	
53	5	#942 2011 Ford F150 Pickup	4	4	3	2	56,354.44	
54	5	#944 2011 Ford F150 Pickup	3.7	4	3	2	56,354.45	
55	4	Network - Storage	4	4	0	8	79,214.89	
56	4	Trapdoor Timekeeping System	5	4	0	8	241,680.98	
57	5	#824 2012 Tow Truck-Freightliner	4.4	4	8	8	143,589.27	
58	3	#823 2012 Ford F350 Truck	3.3	4	3	8	70,704.92	
59	3	Smartbus Camera Systems	3.5	3	2	2	2,231,102.80	Includes Tommy Gaze and Air Compressor on truck
60	5	#945 2013 Ford Escape SE	4.3	3	3	6	26,922.39	
61	5	#946 2013 Ford Escape SE	4.1	3	3	6	26,922.39	
62	4	Phone System-Upgrade Avaya	5	3	0	4	121,162.55	
63	18	Emergency Generator-Qty 2	4	3	17	27	330,512.12	
64	4	Software - Vampool	4	3	0	8	89,203.33	
65	5	#318 Floor Scrubber	3	2	8	6	59,740.71	
66	5	#947 2014 Ford Escape SE	4.6	2	4	7	28,004.10	
67	5	#948 2014 Ford Escape SE	3.3	2	4	7	28,004.10	
68	5	#949 2015 Ford Fusion	5	1	6	7	18,162.05	
69	3	Radio Communications Replacement	4.5	0	15	15	5,605,465.38	
70	4	Smart Bus CAD/AVL Software & Hardware	5	0	8	8	5,305,586.05	
71	5	#825 2016 Ford F-350 1 Ton Pickup	5	0	7	21	45,089.62	
72	5	#826 2016 Ford F-450 1 Ton	5	0	7	21	53,467.60	
73	5	#850 2016 Ford Focus	4.6	0	6	12	16,084.80	
74	5	#827 2016 Chevrolet Colorado Truck	5	0	7	15	28,940.60	
75	4	1 CAD/AVL Equipment Kit plus support-Qty 7	5	0	5	6	135,493.22	
Total Replacement Cost								\$ 25,458,081.47

**Public Transportation Management System
Owned Facilities Inventory**

Spokane Transit Authority

12/31/2016

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

[Signature] *[Date]* *[Date]*
Signature and Title Date

Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Depreciation	Remaining Useful Life (years)	Replacement Cost	Comments
23	Brown Street Avenue	1997 and Prior	3.675	30		30	40,913,010	Brown Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 A 1233 Brown Avenue, Spokane, WA. This is a 252,794 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit. This facility went through an extensive upgrade during 2015 and 2016 to make it more energy efficient. Facility has had over \$2 million in facility operation or replacement since built with another \$2.4 million scheduled to be expended over the years 2017-2022. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance.
		1998			30		24,710	
		1999			30		22,584	
		2000			31		83,460	
		2001			31		21,405	
		2005			30		151,444	
		2006			30		59,441	
		2007			30		258,988	
		2008			31		636,969	
		2009			31		621,268	
		2010			31		4,258	
		2011			29		1,642,948	
		2012			29		2,579,929	
		2013			17		744,877	
		2014			18		60,242	
		2015			14		2,343,132	
21	Bus Washer	2016	4.75	1	10	25	1,036,232	Bus Washer located within the maintenance facility at 1233 W Brown Ave. Installed in 2016, only requires annual preventative maintenance.
11	Charles Fleck Center	1997 and Prior	2.5	20	24	24	6,717,001	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,801 sq. foot maintenance and operations building serving the Spokane Valley area. The roof was replaced and HVAC was upgraded in 2016. STA has \$5.5 Million slated for upgrades to Fleck center preservation through 2022, many of the components are slated for replacement, including HVAC, Garage doors, and emergency Generators.
		2016		1	19		215,607	
9	Park & Rides	1997 and Prior	3.75	27	0	0	885,146	Spokane Transit currently serves 12 park and ride lots. These park and ride lots are located throughout the transit service area. STA has \$150 thousand dollars slated for preservation of existing park and ride through 2022. Facilities are holding up very well, they are all underblock condition that require little maintenance. Asset meets minimal performance standards.
		1998			0		2,037,728	
		2000			0		181,529	
		2001			0		844,056	
		2003			1		1,990,268	
		2007			15		1,307,645	
		2008			0		3,608	
		2012			0		70,264	
		2013			2		8,459	
		2014			3		32,481	
		2015			18		37,252	
		2016			3		265,836	
8	Ponderosa Center	1997 and Prior	3.6	27	23	27	6,060,254	The center is located at 4th and University, Spokane Valley, WA. The center contains a 680 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 288 cars. Security is provided by Spokane Transit to randomly check all park and ride lots. This center had its bathrooms and waiting area redone in 2015. There is little maintenance required to this facility with an additional phase replacement due to wear/tear. This facility meets minimal performance standards.
		2013					40,491	
		2014					360,184	
		2015		2	18		10,573	
16	Shelters	1997 and Prior	3.0	25	0	0	1,474,515	Spokane Transit maintains 112 passenger shelters throughout the service area, most of which are on land not owned by Spokane Transit. STA has \$500 thousand dollars scheduled for shelter preservation and replacement.
		1998			0		88,414	
		2000			0		88,267	
		2007			0		12,932	
		2009			0		22,398	
		2010			0		38,043	
		2012			0		37,357	
		2013			2		261,751	
		2014			3		224,333	
		2015			3		31,505	
		2016			4	4	58,691	
17	The Plaza	1997 and Prior	4.0	21	29	30	46,493,891	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit. STA has \$2.17 Million slated for Plaza preservation through 2022. This facility shows minimal signs of wear and tear, asset meets performance standards and requires only preventative maintenance and minor repairs.
		1998			29		68,054	
		1999			29		69,095	
		2002			31		77,058	
		2007			29		38,268	
		2010			28		69,529	
		2012			26		401,361	
		2013			32		34,842	
		2016			14	14	39,380	
28	Sharp Street	2014	4	2	93		1,101,487	Sharp Avenue Administration and Operations Facility for Portland and Vantage Divisions. This facility is located at 1212 W. Sharp Avenue. This is a 8,384 square foot facility.
Total							\$ 118,656,884	

Appendix F – Transit Asset Management Plan - State of Good Repair

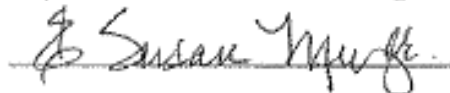
The Moving Ahead for Progress in the 21st Century (Map-21) Act required the Federal Transit Administration (FTA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decision making, and more efficient investment of federal transportation funds.

Part of this effort is the development of Transit Asset Management (TAM) Plans. STA was required to develop performance targets for State of Good Repair by January 1, 2017. The following document represents Spokane Transit Authority's initial asset management targets.

Spokane Transit Authority
Transit Asset Management Plan
State of Good Repair

Initial Asset Management Targets

The Chief Executive Officer has approved the Asset Management Targets to satisfy the FTA's requirement to set Initial SGR targets in January 2017.



Date 2.3.17

E. Susan Meyer
Chief Executive Officer

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

State of Good Repair (SGR) Vehicle Condition Guidelines

EQUIPMENT

SUPPORT or NON-REVENUE VEHICLES

Maintain the Support and Non-Revenue Vehicles to a degree that greater than or equal to eighty percent (80%) of these vehicles are within their normal Useful Life Benchmark (ULB).

1. **Vehicle Useful Life Benchmark (ULB):** Support and Non-Revenue vehicles will have an open service life (see Vehicle Mileage (ULB)).
2. **Vehicle Mileage (ULB):** Mileage for General Service (Supervisor, Security, and Transportation) vehicles will have a service life of 200,000 miles. Facilities and Grounds service vehicles will have a service life of 150,000 miles. Fixed Route and Paratransit Maintenance Shop trucks (wreckers and maintenance service trucks) will have a service life of 100,000 miles.
3. **Vehicle Condition:** The vehicle condition will be based on the condition of the overall interior, its body components (outside), and look of vehicle.
4. **Vehicle Performance:** A vehicles performance will be based on its overall operating ability (safety) and road call performance.
5. **Vehicle Level of Maintenance Required:** A vehicles level of maintenance required will be based on its work orders per 1,000 miles statistic.

TECHNOLOGY and SUPPORT EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment (office management systems, CAD/AVL dispatch systems, etc.) such that greater than or equal to eighty percent (80%) of the technology and support equipment have a TERM condition rating of "3" (adequate) or better.

ROLLING STOCK

BUSES

Maintain the bus fleet to a degree that greater than or equal to eighty percent (80%) of the fleet is within its normal Useful Life Benchmark (ULB).

1. **Vehicle Useful Life Benchmark (ULB):** Buses will experience a fifteen (15) to twenty (20) year service life.
2. **Vehicle Mileage (ULB):** Service life mileage for buses will be determined by average service miles per year per bus size.

Current bus average fleet mileage per year:

The 30' buses (hybrids & diesels) operate 17,000 miles per year; this rate will enable a 20 year, 340,000 mile service life. The 35' buses operate 43,000 miles per year and will experience a 15 year, 645,000 mile service life. The 40' buses operate 50,000 miles per year and will experience a 15 year, 750,000 mile service life. The 60' buses operate 37,000 miles per year and will experience a 15 year, 555,000 mile service life.

3. **Vehicle Condition:** The vehicle condition will be based on the condition of the floor, overall interior, its body components (outside), and look of vehicle.
4. **Vehicle Performance:** A vehicles performance will be based on its overall operating ability (safety) and road call performance.
5. **Vehicle Level of Maintenance Required:** A vehicles level of maintenance required will be based on its availability (AM morning pull out) and its work orders per 1,000 miles statistic.

PARATRANSIT VANS

Maintain the Paratransit Van fleet to a degree that greater than or equal to eighty percent (80%) of the fleet is within its normal Useful Life Benchmark (ULB).

1. **Vehicle Useful Life Benchmark (ULB):** Paratransit Vans will experience a 9 year service life.
2. **Vehicle Mileage (ULB):** Service life mileage for Paratransit Vans will be determined by average service miles per year.

Current Paratransit average fleet mileage per year:

The Paratransit van average is 22,500 miles per year and will experience a 202,500 mile service life.

3. **Vehicle Condition:** The vehicle condition will be based on the condition of the floor, overall interior, its body components (outside), and look of vehicle.
4. **Vehicle Performance:** A vehicles performance will be based on its overall operating ability (safety) and road call performance.
5. **Vehicle Level of Maintenance Required:** A vehicles level of maintenance required will be based on its work orders per 1,000 miles statistic.

RIDESHARE VANS

Maintain the Rideshare Van fleet to a degree that greater than or equal to eighty percent (80%) of the fleet is within its normal Useful Life Benchmark (ULB).

1. **Vehicle Useful Life Benchmark (ULB):** Rideshare Vans will experience a 10 year service life.
2. **Vehicle Mileage (ULB):** Service life mileage for Rideshare Vans will be 100,000 miles.
3. **Vehicle Condition:** The vehicle condition will be based on the condition of the overall interior, its body components (outside), and look of vehicle.
4. **Vehicle Performance:** A vehicles performance will be based on its overall operating ability (safety) and road call performance.
5. **Vehicle Level of Maintenance Required:** A vehicles level of maintenance required will be based on its work orders per 1,000 miles statistic.

SPECIAL USE VANS

Maintain the Special Use Van fleet to a degree that greater than or equal to eighty percent (80%) of the fleet is within its normal Useful Life Benchmark (ULB).

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

Current Special Use average fleet mileage per year:

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

3. **Vehicle Condition:** The vehicle condition will be based on the condition of the overall interior, its body components (outside) and look of vehicle.
4. **Vehicle Performance:** A vehicles performance will be based on its overall operating ability (safety) and road call performance.
5. **Vehicle Level of Maintenance Required:** A vehicles level of maintenance required will be based on its work orders per 1,000 miles statistic

FACILITIES

The condition of STA's facilities will be evaluated in accordance with the Federal Transit Agency's Transit Economic Requirements Model (TERM). STA will maintain the facilities (administration buildings, maintenance garages, and passenger and parking facilities) such that greater than or equal to eighty percent (80%) of the facilities have a TERM condition rating of "3" (adequate) or better.

Appendix G – 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.