

# Transit Development Plan

---

2012 - 2017

*Adopted by:*

**Spokane Transit Authority Board of Directors**

**Final**

**7/25/2012**



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

# Table of Contents

Introduction .....	1
Section I: Organization .....	1
Mission .....	1
Guiding Principles .....	1
Background .....	2
Agency Leadership .....	3
2012 Spokane Transit Board of Directors .....	3
Section II: Physical Plant & Equipment .....	3
Section III: Service Characteristics .....	4
Fare Structure .....	4
Service Description .....	5
Service Area .....	7
Figure 1.1: STA Route System .....	7
Figure 1.2: STA Paratransit Boundary .....	8
Section IV: Service Connections.....	9
Section V: 2011 Activities.....	9
Spokane Transit’s Compliance with WSDOT State Transportation Goals .....	10
Ridership .....	11
Fleet .....	11
Capital Projects .....	11
Section VI: Proposed Strategic Actions (2012 – 2017) in compliance with State Transportation Goals .....	12
Section VII: Planned Activities: 2012 – 2017 .....	12
Section VIII: Capital Improvement Program: 2012- 2017 .....	16
Section IX: Operating Data: 2011 – 2017.....	18
Section X: Operating Revenues and Expenditures: 2011 – 2017 .....	19
Appendix .....	21
Appendix A – Priorities and Objectives.....	21

Appendix B – Performance Measures .....	21
Appendix C – System Ridership, Miles & Hours 1994 - 2011 .....	31
Appendix D – Asset Management Plan.....	34
Appendix E – Bus Fleet Contingency Plan – Inactive Reserve/Contingency Bus Fleet .....	42

# Introduction

---

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

Spokane Transit's 2012 – 2017 TDP includes, but is not limited to, significant accomplishments in 2011, projects that are in progress or planned for the future, and planned strategies for the current year plus five additional years.

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

## Section I: Organization

---

### Mission

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

### Guiding Principles

1. Safety
  - Emphasize Safety in all aspects of our operations
  - To reduce employee injuries
2. Earn and Retain the Community's Trust
  - Engender trust and accountability
  - Satisfy and exceed the expectations of citizens, customers and employees

- Increase ridership
  - Operate and efficient, cost-effective operation
  - Maintain tight control of operations, administrative, and capital expenditures of public resources
  - Provide service that is responsive and tailored to the area's needs
3. Provide Outstanding Customer Service
- To provide consistently high-quality service to customers in every interaction with Spokane Transit
4. Employee and Organizational Development
- To have a well trained and highly productive workforce
  - To promote a healthy dialogue on important issues

## **Background**

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

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

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

## Agency Leadership

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

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

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

## 2012 Spokane Transit Board of Directors

Al French, Chair	Spokane County
Chuck Hafner, Chair Pro Tempore	City of Spokane Valley
Mike Allen	City of Spokane
Nancy McLaughlin	City of Spokane
Mark Richard	Spokane County
Art Kulibert	Small Cities Representative, City of Medical Lake
Amber Waldref	City of Spokane
Gary Schimmels	City of Spokane Valley
Richard Schoen	Small Cities Representative, City of Millwood
Rhonda Bowers	Labor Representative (non-voting)

## Section II: Physical Plant & Equipment

---

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

### Operations, Maintenance and Administration

1230 W. Boone Avenue  
Spokane, WA 99201

### Charles H. Fleck Service Center

127 South Bowdish Road  
Spokane Valley, WA 99206

STA's 2011 fleet included 154 fixed route coaches, 70 Paratransit vans and 117 vanpool vans. **Fixed Route Bus Service** operated 33 routes, 365 days a year. In accordance with the Americans with Disabilities Act (ADA) all Fixed Route and Paratransit vehicles are lift equipped.

**Paratransit Service** is operated by STA and its contractor for people who qualify under the eligibility requirements of the ADA. Paratransit service is provided within a defined service area, during the same hours and days as fixed route service and in compliance with applicable state and federal laws for service to people whose disability prevents them from using Fixed Route bus service. The directly operated Paratransit Fleet is comprised of 70 vehicles, each with a capacity for 15 passengers. Contracted transportation supplements service during the early mornings, nights and weekends as well as augments capacity during weekdays. The contractor's fleet is comprised of 42 vehicles.

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

## Section III: Service Characteristics

---

### Fare Structure

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

Fare Type	Description
<b>Single Ride</b>	Direct travel from one origin to one destination on a single vehicle
<b>Two-Hour Pass</b>	Unlimited travel for a consecutive two-hour period on fixed route services
<b>Day Pass</b>	Unlimited travel on fixed route service during a given service day
<b>Fixed Route 31-Day Pass</b>	Unlimited travel on fixed route service during a rolling 31-day period effective on first use or on day of purchase depending on fare media
<b>Reduced Fare</b>	Available to those over 65, people with disabilities or a valid Medicare card

Fare Type	Description
<b>Employer-Sponsored Bus Pass</b>	Matching discount program for employers who meet certain criteria
<b>Organization-Based Pass</b>	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
<b>Student Pass</b>	Reduced fares for students of post-secondary, technical, or job/career institutions
<b>Summer Youth Pass</b>	Discount pass program for those aged 6 to 18 and valid from June through August
<b>City Ticket Pass</b>	Program that combines Arena parking and shuttle service on one ticket

## Service Description

As of January 1, 2012 STA has 33 fixed routes in operation:

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

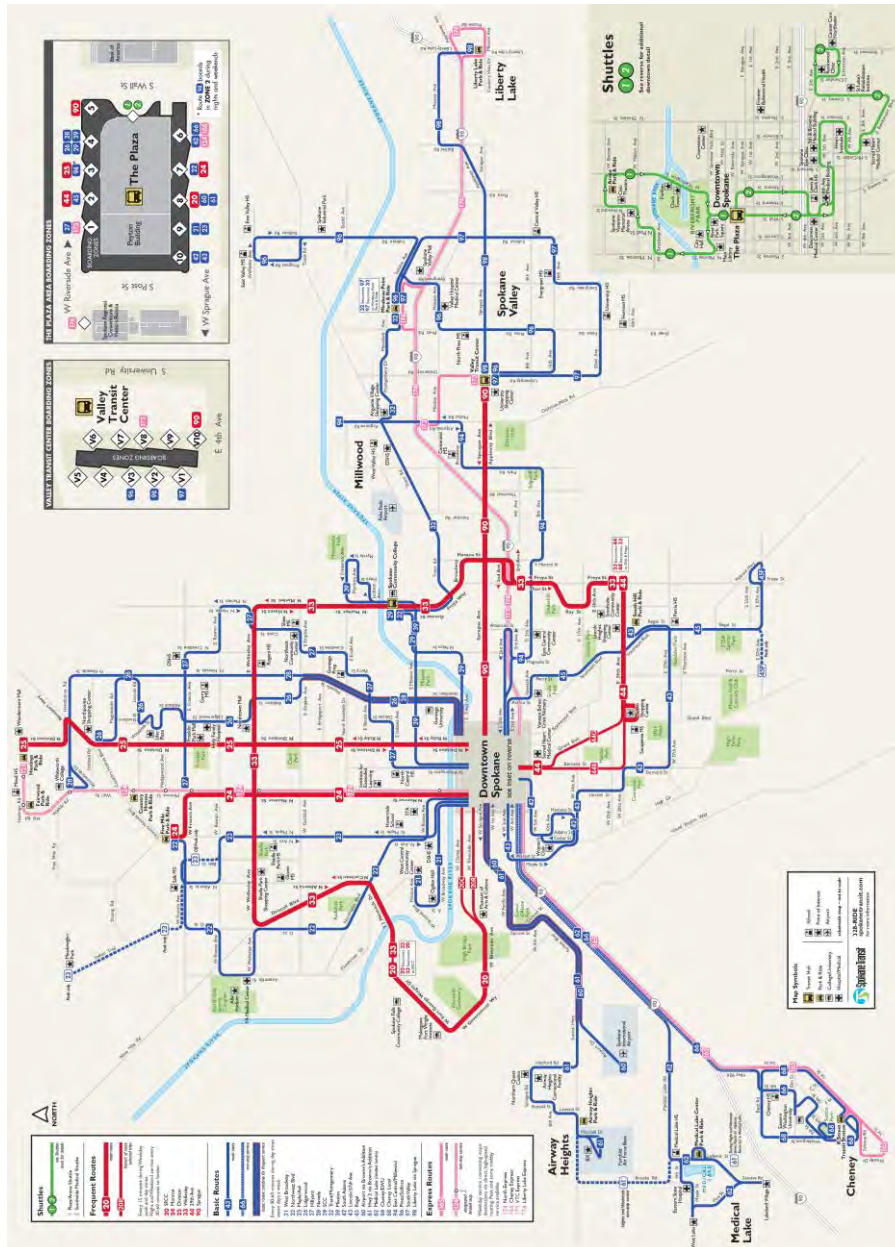


Hours of service are generally 5:30 AM to 11:30 PM Monday through Friday, 6:00 AM to 10:00 PM Saturdays, and 8:00 AM to 8:00 PM Sundays.

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

## Service Area

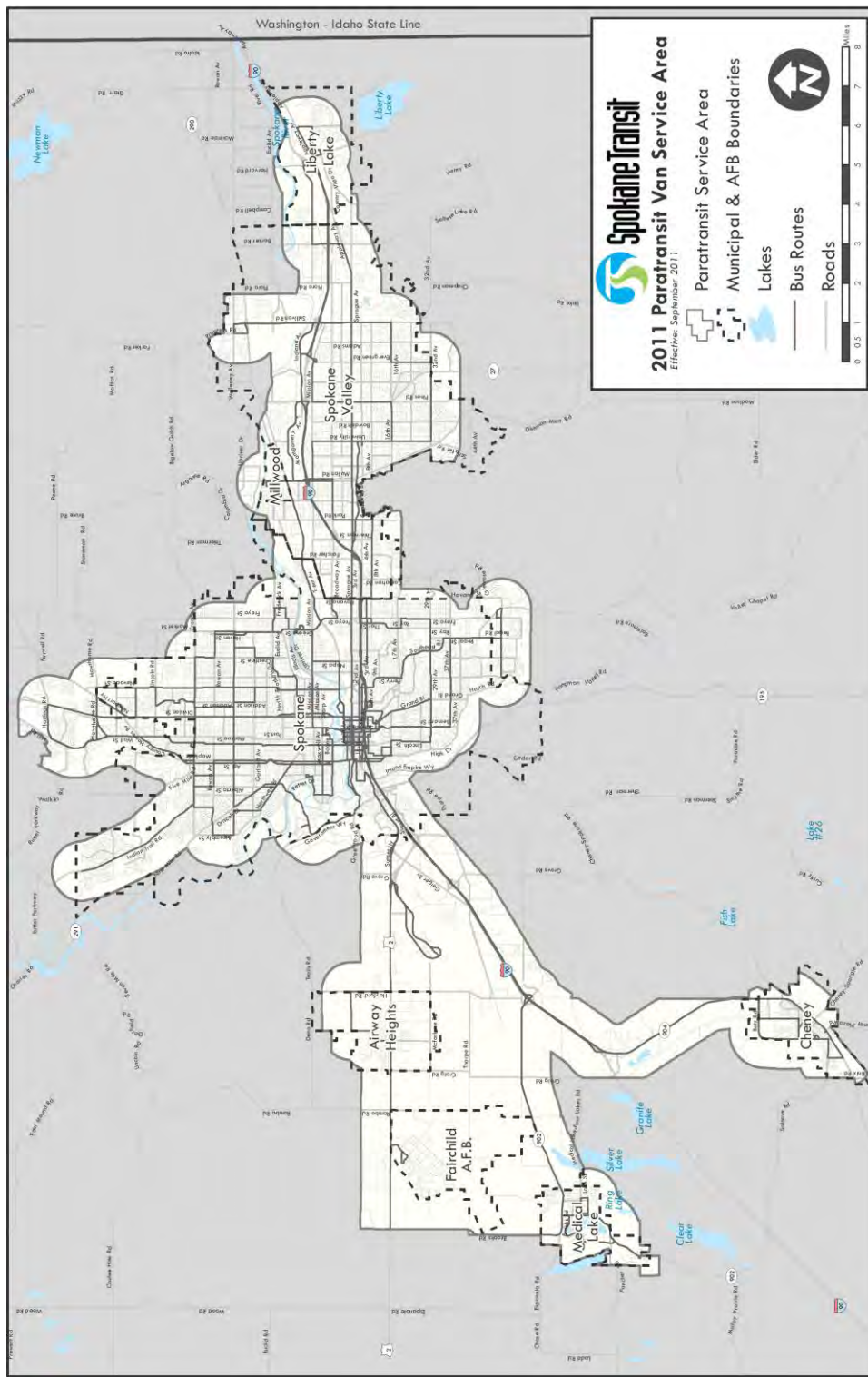
STA provides fixed route bus service and Paratransit service comparable to fixed route service to the cities of Airway Heights, Cheney, Liberty Lake, Medical Lake, Millwood, Spokane and Spokane Valley as well as to unincorporated areas of Spokane County that are within the PTBA. Figure 1.1 below outlines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



**Figure 1.1: STA Route System**

## Figure 1.2: STA Paratransit Boundary

Paratransit service is comparable to Fixed Route service area and conforms to the ADA. The service area extends  $\frac{3}{4}$  of a mile on each side of and around each fixed route.



## Section IV: Service Connections

---

STA provides service to the following public transportation facilities:

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

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

STA also operates service to 11 park-and-ride lots within the PTBA. As of January 1, 2012, STA has park-and-ride facilities at the following locations:

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

## Section V: 2011 Activities

---

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

# Spokane Transit's Compliance with WSDOT State Transportation Goals

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

- ***Preservation: maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA continues to maintain its facilities and equipment in a state of good repair according to its quality standards.
- ***Safety: provide for and improve the safety and security of transportation customers and the transportation system.*** STA continues to regard safety as a high priority. STA operates in a safe and efficient manner, maintains safe facilities and maintains a regular maintenance program on all vehicles and facilities. STA was a recipient of the Gold Standard Award from the Transportation Security Administration (TSA) for achieving the highest rating a mass transit system can achieve under the TSA's Baseline Assessment for Security Enhancement (BASE) program.
- ***Mobility: improve the predictable movement of goods and people throughout Washington State.*** STA revised all bus schedules as well as the system map in 2011. The new schedules are smaller than previous iterations which lowered production costs, the amount of paper used, and created a more portable schedule for passengers to carry with them. The new system map is easier to read and was designed with wayfinding in mind allowing customers to rapidly locate schools, hospitals, universities and points of interest.
- ***Environment: enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA's hybrid fleet logged over 900,000 miles in 2011 which accounts for approximately 15% of all fixed-route service miles. Additional hybrid coaches are expected to be added to the fleet in 2012.
- ***Stewardship: continuously improve the quality, effectiveness, and efficiency of the transportation system.*** In September 2011 STA implemented its second consecutive round of service cuts. STA reduced service levels by over 29,000 annual platform hours, eliminated or consolidated eight routes and created three new routes. Route 30 Francis, Route 31 Garland, Route 41 Latah, Route 46 Altamont, Route 67 Medical Lake/Geiger

and Route 95 Millwood were all eliminated. Modifications and improvements included rerouting the Route 26 Lidgerwood and Route 28 Nevada routes to improve transit frequency to the Riverpoint Campus and Gonzaga University, implementation of the Route 98 Liberty Lake via Sprague route with seven-day service from the Liberty Lake Park & Ride to the Valley Transit Center and implementation of the Route 68 Cheney Local with seven-day service within the City of Cheney. Route 22 Northwest Boulevard and Route 27 Hillyard were extended to mitigate the loss of the Route 30 Francis.

## **Ridership**

In 2011, STA carried approximately 10.8 million riders on its Fixed-Route system which is up from 2010's 10.6 million riders. STA has maintained strong ridership despite two consecutive years of service reductions. Paratransit ridership declined from 517,242 passengers carried in 2010 to 485,551 in 2011. Vanpool ridership was up in 2011 to 232,816 passenger trips compared to 208,502 trips in 2010

## **Fleet**

STA operates 22 Hybrid buses and plans to increase the size of the Hybrid fleet in 2012. The Paratransit fleet took delivery of 15 new Paratransit vans and retired 15 vans from the fleet. Vanpool took delivery of nine new vans and one van from the Paratransit fleet while retiring ten vans from service.

## **Capital Projects**

In 2011 substantial work was completed on the reroof of the Boone Avenue Operations, Maintenance and Administration facility. Transit amenities projects included the installation of transit shelters at Concourse C of Spokane International Airport, the Lighthouse for the Blind, Spokane Veterans Hospital, Division Street and Hoffman Avenue, 14<sup>th</sup> Avenue and Lincoln Street as well as on Highway 2 and Hayford Road.

## Section VI: Proposed Strategic Actions (2012 – 2017) in compliance with State Transportation Goals

---

The following section provides a general summary of STA's proposed strategic actions for meeting WSDOT's State Transportation Goals for 2012 – 2017:

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

## Section VII: Planned Activities: 2012 – 2017

---

The following section lists specific capital and service improvement activities STA has planned for 2012 – 2017 that support WSDOT's aforementioned State Transportation Goals. Activities are listed in three categories: Services, Facilities and Equipment.

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

2012	Planned Activity	
Transit Development Plan Final	12	Spokane Transit Authority 7/25/2012

2012	Planned Activity
Services	Conduct Alternatives Analysis and Grant Applications related to the Central City Line of the High Performance Transit Network.
Facilities	<p>Continue implementation of Boone Facility Master Plan Program.</p> <p>Continue Boone Avenue Facility Preservation and Improvement projects.</p> <p>Replace the roof at the Pence-Cole Valley Transit Center (VTC).</p> <p>Begin replacement of existing Bus Stop signage with redesigned Bus Stop signage.</p> <p>Improvements to shelters, wayfinding and ADA improvements.</p> <p>Improvements to interior and exterior of Plaza to include redesign of Wall Street to accommodate two-way traffic and improved bus access.</p>
Equipment	<p>Take delivery of three Diesel sixty-foot coaches and retire three forty-foot coaches.</p> <p>Take delivery of six new Hybrid forty-foot coaches and retire six forty-foot Diesel coaches.</p> <p>Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.</p> <p>Take delivery of eight Vanpool vans and retire eight Vanpool vans.</p> <p>Take delivery of two non-revenue vehicles and retire two non-revenue vehicles.</p> <p>Complete FCC-mandated radio narrow-banding project.</p> <p>Continue replacement of Financial Asset Management System.</p> <p>Continue upgrades to Operations and Customer Service Software.</p> <p>Continue installation of Smart Bus components.</p> <p>Install security cameras at Jefferson Park &amp; Ride, Valley Transit Center, Fleck Service Center and make enhancements to Boone Facility cameras.</p>



<b>2013</b>		<b>Planned Activity</b>
Services	Submit grant Applications related to the Central City Line of the High Performance Transit Network.	
Facilities	<p>Continue implementation of Boone Facility Master Plan Program.</p> <p>Continue Boone Avenue Facility Preservation and Improvement projects.</p> <p>Replace roof and bus washer at the Fleck Center Facility.</p> <p>Replace roof at Pence-Cole Valley Transit Center.</p> <p>Interior and Exterior improvements to the Plaza.</p> <p>Complete replacement of existing Bus Stop signage with redesigned Bus Stop signage.</p> <p>Improvements to shelters, wayfinding and ADA improvements.</p>	
Equipment	<p>Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.</p> <p>Take delivery of nineteen Vanpool vans and retire nine Vanpool vans.</p> <p>Take delivery of four non-revenue vehicles and replace four non-revenue vehicles.</p> <p>Continue replacement of Financial Asset Management System.</p> <p>Complete upgrades to Operations and Customer Service Software.</p> <p>Complete installation of Smart Bus components.</p>	

<b>2014</b>		<b>Planned Activity</b>
Services		
Facilities	<p>Continue Boone Avenue Facility Preservation and Improvement projects.</p> <p>Improvements to shelters, wayfinding and ADA improvements.</p>	

<b>2014</b>	<b>Planned Activity</b>
Equipment	<p>Take delivery of eight forty-foot diesel coaches and retire eight forty-foot coaches.</p> <p>Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.</p> <p>Take delivery thirty Vanpool vans and retire twenty Vanpool vans.</p> <p>Take delivery of six non-revenue vehicles and replace six non-revenue vehicles.</p> <p>Complete replacement of Financial Asset Management System.</p>

<b>2015</b>	<b>Planned Activity</b>
Services	
Facilities	<p>Continue Boone Avenue Facility Preservation and Improvement projects.</p> <p>Improvements to shelters, wayfinding and ADA improvements.</p>
Equipment	<p>Take delivery of seven Paratransit vans and retire seven Paratransit vans.</p> <p>Take delivery of twenty Vanpool vans and retire ten Vanpool vans.</p> <p>Take delivery of five non-revenue vehicles and retire five non-revenue vehicles.</p>

<b>2016</b>	<b>Planned Activity</b>
Services	
Facilities	<p>Continue implementation of Boone Facility Master Plan Program.</p> <p>Replace one brake lathe machine.</p> <p>Install solar lighting at transit shelters.</p> <p>Improvements to shelters, wayfinding and ADA improvements.</p>
Equipment	<p>Take delivery of twelve Paratransit vans and retire twelve Paratransit vans.</p> <p>Take delivery of twenty Vanpool vans and retire ten Vanpool vans.</p> <p>Take delivery of five non-revenue vehicles and retire five non-revenue vehicle</p>

2017	Planned Activity
Services	
Facilities	Improvements to shelters, wayfinding and ADA improvements.
Equipment	Take delivery of thirty two Vanpool vans and retire thirty two Vanpool vans.  Take delivery of three non-revenue vehicles and retire three non-revenue vehicles.

## Section VIII: Capital Improvement Program: 2012- 2017

---

Funded and Proposed Fixed Route Coach Acquisition Plan 2012 - 2017						
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>FLEET AT START</u></b>						
Diesel Buses	122	124	124	126	113	113
Hybrid Electric Vehicles	22	28	28	28	28	28
Fixed Route Vans	7	2	2	2	2	2
Buses to be Surplused	1	0	6	13	0	0
Vans to be Surplused	5	0	0	0	0	0
New Replacement Buses – Hybrid	6	0	0	0	0	0
New Replacement Buses – Diesel	3	0	8	0	0	0
<b><u>FLEET AT END</u></b>	<b>154</b>	<b>154</b>	<b>156</b>	<b>143</b>	<b>143</b>	<b>143</b>
Buses in Contingency Fleet	23	23	22	9	9	9
<b><u>FLEET UTILIZATION</u></b>						
Maximum Peak Requirement	112	112	112	112	112	112
Spare Fleet	19	19	22	22	22	22
<b>Operating Fleet</b>	<b>131</b>	<b>131</b>	<b>134</b>	<b>134</b>	<b>134</b>	<b>134</b>
<b>Contingency Fleet</b>	<b>23</b>	<b>23</b>	<b>22</b>	<b>9</b>	<b>9</b>	<b>9</b>

### Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2012 - 2017

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>FLEET AT START</u></b>						
Gasoline Vans	12	12	12	12	12	12
Diesel Vans	58	58	58	58	58	58
Vans to be Surplused	12	12	12	7	12	0
New Replacement Vans – Gasoline	0	0	0	0	0	0
New Replacement Vans – Diesel	12	12	12	7	12	0
<b><u>FLEET AT END</u></b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
<b><u>FLEET UTILIZATION</u></b>						
Maximum Peak Requirement	60	60	60	60	60	60
Spare Fleet	10	10	10	10	10	10
<b>Operating Fleet</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
<b>Contingency Fleet</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Funded and Proposed Vanpool Acquisition Plan 2012 - 2017

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>FLEET AT START</u></b>						
Existing Fleet	118	123	133	143	153	163
Replacement Vans and Expansion Vans	8	19	30	20	20	32
Vans to be Surplused	8	9	20	10	10	32
Expanded Special Use	5	0	0	0	0	0
<b><u>FLEET AT END</u></b>	<b>123</b>	<b>133</b>	<b>143</b>	<b>153</b>	<b>163</b>	<b>163</b>
<b><u>FLEET UTILIZATION</u></b>						
Vanpool Operating Fleet	100	109	118	126	135	135
Vanpool Spare Fleet (100%)	8	9	11	12	13	13
Special Operating Fleet*	11	11	11	11	11	11
Special Spare Fleet*	4	4	4	4	4	4
<b><u>PEAK REQUIREMENT</u></b>	<b>111</b>	<b>120</b>	<b>129</b>	<b>137</b>	<b>146</b>	<b>146</b>

*\*included in total fleet vans*

## Section IX: Operating Data: 2011 – 2017

Spokane Transit Authority	2011 Actual	2012 Budgeted	2013 Projected	2014 Projected	2015 Projected	2016 Projected	2017 Projected
<b>Fixed Route Bus Service</b>							
Revenue Vehicle Hours	397,000	384,000	386,000	388,000	390,000	392,000	394,000
Service Vehicle Hours	420,000	404,000	406,000	408,000	410,000	412,000	414,000
Revenue Vehicle Miles	5,540,000	5,360,000	5,388,000	5,420,000	5,440,000	5,470,000	5,500,000
Service Vehicle Miles	6,020,000	5,770,000	5,800,000	5,830,000	5,860,000	5,890,000	5,920,000
Passenger Trips	10,830,000	10,475,365	10,530,000	10,580,000	10,640,000	10,690,000	10,750,000
<b>Directly Operated Paratransit Service</b>							
Revenue Vehicle Hours	84,439	84,769	84,769	84,769	84,769	84,769	84,769
Service Vehicle Hours	90,697	90,697	90,697	90,697	90,697	90,697	90,697
Revenue Vehicle Miles	1,229,362	1,207,389	1,207,389	1,207,389	1,207,389	1,207,389	1,207,389
Service Vehicle Miles	1,332,213	1,358,969	1,358,969	1,358,969	1,358,969	1,358,969	1,358,969
Passenger Trips	254,171	253,758	253,758	253,758	253,758	253,758	253,758
<b>Contracted Paratransit Service</b>							
Revenue Vehicle Hours	73,103	78,680	82,089	85,566	89,113	92,730	96,420
Service Vehicle Hours	80,919	95,138	97,041	98,982	100,961	102,980	105,040
Revenue Vehicle Miles	1,139,207	1,213,421	1,264,270	1,316,137	1,369,040	1,423,002	1,478,043
Service Vehicle Miles	1,304,376	1,433,141	1,437,728	1,496,711	1,556,873	1,618,238	1,739,358
Passenger Trips	196,694	210,050	219,974	230,096	240,420	250,951	261,692
<b>Special Use Van</b>							
Revenue Vehicle Hours	8,720	7,000	7,000	7,000	7,000	7,000	7,000
Service Vehicle Hours	11,600	7,000	7,000	7,000	7,000	7,000	7,000
Revenue Vehicle Miles	136,405	121,658	121,658	121,658	121,658	121,658	121,658
Service Vehicle Miles	161,505	150,000	150,000	150,000	150,000	150,000	150,000
Passenger Trips	34,686	32,368	32,368	32,368	32,368	32,368	32,368
<b>Vanpool Services</b>							
Revenue Vehicle Hours	27,304	29,679	33,834	36,627	39,110	41,904	44,698
Revenue Vehicle Miles	1,025,192	1,112,968	1,268,760	1,373,520	1,466,640	1,571,400	1,676,160
Passenger Trips	232,816	268,341	291,815	315,910	337,327	361,422	385,571

## Section X: Operating Revenues and Expenditures: 2011 – 2017

	2011 Estimate	2012 Budgeted	2013 Projected	2014 Projected	2015 Projected	2016 Projected	2017 Projected
<b>Revenue</b>							
Fixed Route	\$9.4	\$9.2	\$8.8	\$8.9	\$10.3	\$10.3	\$10.4
Paratransit	0.5	0.7	0.6	0.6	0.7	0.7	0.7
Vanpool	0.6	0.7	0.9	1.6	1.7	1.8	1.8
<b>Total Fare Revenue</b>	<b>\$10.5</b>	<b>\$10.5</b>	<b>\$10.3</b>	<b>\$11.1</b>	<b>\$12.7</b>	<b>\$12.8</b>	<b>\$12.9</b>
Sales Tax	41.9	41.8	42.6	43.9	45.2	46.6	48.0
Fed. Preventative Maintenance Grant	8.1	8.1	8.3	8.2	8.4	8.7	8.9
State Special Needs Grant	1.4	0.0	0.7	0.7	0.7	0.7	0.7
Misc. Investments & Earnings	0.7	0.6	0.4	0.5	0.3	0.3	0.2
<b>Total Revenue Before Capital Grants</b>	<b>\$62.6</b>	<b>\$60.9</b>	<b>\$62.3</b>	<b>\$64.4</b>	<b>\$67.4</b>	<b>\$69.0</b>	<b>\$70.6</b>
Federal and State Capital Grants	3.4	6.6	1.9	7.6	1.9	0.3	0.0
<b>Total Revenue</b>	<b>\$66.0</b>	<b>\$67.5</b>	<b>\$64.2</b>	<b>\$71.9</b>	<b>\$69.3</b>	<b>\$69.4</b>	<b>\$70.6</b>
<b>Operating Expenses</b>							
Fixed Route	43.4	44.6	46.6	48.4	50.1	51.9	53.7
Paratransit	11.6	13.4	14.1	14.9	15.6	16.4	17.2
Vanpool	0.7	0.9	1.0	1.7	1.8	1.9	1.9
<b>Total Operating Expense</b>	<b>\$55.7</b>	<b>\$58.9</b>	<b>\$61.7</b>	<b>\$64.9</b>	<b>\$67.6</b>	<b>\$70.2</b>	<b>\$72.9</b>
<b>Capital Projects Expenditures**</b>							
Federal Portion	3.3	5.1	1.7	0.3	0.1	0.1	0.0
State Portion	0.1	1.5	0.2	0.2	0.2	0.2	0.0
Federal Stimulus Portion	0.1	0.0	15.0	7.3	1.7	0.0	0.0
Local Portion	3.1	9.7	15.0	7.3	1.7	5.5	1.3
<b>Total Capital Expenditures</b>	<b>\$6.6</b>	<b>\$16.2</b>	<b>\$16.9</b>	<b>\$7.9</b>	<b>\$2.0</b>	<b>\$5.9</b>	<b>\$1.3</b>
Cooperative Street & Road Projects	2.4	0.4					
<b>Total Expenses and Expenditures</b>	<b>\$64.7</b>	<b>\$75.6</b>	<b>\$78.7</b>	<b>\$72.8</b>	<b>\$69.6</b>	<b>\$76.0</b>	<b>\$74.1</b>
<b>Change in Cash Balance</b>	<b>\$1.3</b>	<b>(\$8.1)</b>	<b>(\$14.5)</b>	<b>(\$7.9)</b>	<b>(\$1.9)</b>	<b>(\$6.7)</b>	<b>(\$3.5)</b>

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
	<b>Estimate</b>	<b>Budgeted</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>	<b>Projected</b>
Beginning Cash Balance	44.8	46.3	38.2	23.7	15.8	13.9	7.2
Ending Cash Balance	46.3	38.2	23.7	15.8	13.9	7.2	3.7
Self Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
HPT Right-of-way Reserves	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)
Board Designated Reserves	(13.8)	(13.8)	(14.2)	(14.7)	(15.1)	(15.5)	(15.9)
<b>Cash Balance After Reserves</b>	<b>\$22.0</b>	<b>\$13.9</b>	<b>(\$1.0)</b>	<b>(\$9.4)</b>	<b>(\$11.7)</b>	<b>(\$18.7)</b>	<b>(\$22.6)</b>

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

*\*\*Figures based on 2012-2017 Capital Improvement Program as amended*

# Appendix

---

## Appendix A – Priorities and Objectives

### 1. Safety

- Emphasize Safety in all aspects of our operations
- To reduce employee injuries

### 2. Earn and Retain the Community's Trust

- Engender trust and accountability
- Satisfy and exceed the expectations of citizens, customers, and employees
- Increase ridership
- Operate an efficient, cost-effective operation
- Maintain tight control of operational, administrative, and capital expenditures of public resources
- Provide service that is responsive and tailored to the area's needs

### 3. Provide Excellent Customer Service

- To provide consistently high-quality service to customers in every interaction with Spokane Transit

### 4. Employee and Organizational Development

- To have a well trained and highly productive workforce
- To promote a healthy dialogue on important issues

## Appendix B – Performance Measures

### I. SAFETY

#### A. Emphasize safety in all aspects of our operations

##### 1. Objective:

- The safety and well-being of our employees and customers
- Reduce employee injuries

##### 2. Performance Measures

- Accident Rate (Property)  
Fixed Route



Measurement – (2 measures) Total accidents; Preventable accidents

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

Measured - Quarterly

Paratransit

Measurement – (2 measures) Total accidents; Preventable accidents

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

Measured - Quarterly

- **Injury Rate (Employee) Moved this from Employee Development to be a Safety Measure**

Fixed Route

Measurement – Work days lost due to injury

Goal – Less than 0.02 per 1000 employee hours

Measured - Quarterly

Paratransit

Measurement – Workers Comp Lost Days

Goal – Less than 0.04 per 1000 employee hours

Measured - Quarterly

Maintenance

Measurement – Workers Comp Lost Days

Goal – Less than 0.05 per 1000 employee hours

Measured - Quarterly

Fixed Route

Measurement – Claims per 1,000 hours

Goal – Less than 0.05 claims per 1,000 hours

Measured - Quarterly

### Paratransit

Measurement – Claims per 1,000 hours

Goal – Less than 0.08 claims per 1,000 hours

Measured - Quarterly

### Maintenance

Measurement – Claims per 1,000 hours

Goal – Less than 0.09 claims per 1,000 hours

Measured - Quarterly

## **II. EARN AND RETAIN THE COMMUNITY’S TRUST**

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

#### **1. Objectives:**

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

#### **2. Performance Measures**

- **Ridership**

#### Fixed Route

Measurement – Number of unlinked trips

Goal - **Retain 95% of 2011 ridership (10M rides)**

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

#### Paratransit

Measurement – Number of unlinked trips

Goal – **0%** increase from **2011 (approx. 500K trips)**

Measured - Monthly

Vanpool

Measurement – Number of unlinked trips

Goal – **8%** increase (**approx. 260K trips**)

Measured - Monthly

- **Cost Efficiency**

Fixed Route

Measurement – Cost per Revenue Hour

Goal – below **95%** of average cost of urban systems in Washington State

Measured - no more than Quarterly

Paratransit

Measurement – Cost per Revenue Hour

Goal – below **95%** of average cost of urban systems in Washington State

Measured - Quarterly

Vanpool

Measurement – Cost per Mile

Goal – Recover **100%** of Operational and Administrative costs.

Measured how often – No More Than Quarterly

- **Cost Effectiveness**

Fixed Route

Measurement – Cost per Passenger

Goal – below **95%** of average cost of urban systems in Washington State

Measured - Quarterly

Paratransit

Measurement – Cost per Passenger

Goal – below **95%** of average cost of urban systems in Washington State

Measured - Quarterly

- **Service Effectiveness**

Fixed Route

Measurement – Passengers per revenue hour

Goal – 24 system wide average

Measured - Quarterly

Paratransit

Measurement – Passengers per revenue hour

Goal – 3.0

Measured - Quarterly

- **Customer Security**

Fixed Route

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

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

Measured – Annually

Paratransit

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

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

Measured – Annually

- **Maintenance Cost**

Fixed Route

Measurement – Cost per total mile by fleet

Goal – **\$1.11** per mile

Measured - Quarterly

Paratransit/Rideshare

Measurement – Cost per total mile

Goal – **\$0.81** per mile

Measured – Quarterly

### **III. PROVIDE EXCELLENT CUSTOMER SERVICE**

#### **1. Objectives:**

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

#### **2. Performance Measures**

- **On Time Performance**

Fixed Route

Measurement – 0 to 5 minutes from scheduled time point

Goal – 95% on time

Measured – Quarterly

Paratransit

Measurement – 0 to 30 minutes from scheduled pick up time

Goal – 95% on time

Measured – Monthly

- **Call Center**

Fixed Route Abandon Rate

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

Goal – 4% or below

Measured – Monthly

#### Paratransit Abandon Rate

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

Goal – 4% or below

Measured – Monthly

#### Fixed Route Service Level

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

Goal – 90%/60 seconds

Measured – Monthly

#### Paratransit Service Level

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

Goal – 90%/60 seconds

Measured – Monthly

- **Professionalism and Courtesy**

#### Fixed Route

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

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

Measured – Monthly

#### Paratransit

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

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

Measured – Monthly

#### Administration/Customer Service/Paratransit Reservations/Security

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

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

Measured – Monthly

- **Driver Announcements / Introduction**

- Fixed Route

- Measurement – Quality Counts survey response to: “Operator audibly announcing published stops”

- Goal – 100%. Standard – 95% average or above on Quality Counts surveys. (FTA standard is Average.)

- Measured – Monthly

- Paratransit

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

- Goal –100%. Standard – 90% response on Quality Counts surveys

- Measured – Monthly

- **Cleanliness of coach / van**

- Fixed Route

- Measurement – Response to Quality Counts survey

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

- Measured – Monthly

- Paratransit

- Measurement – Response to Quality Counts survey

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

- Measured – Monthly

- **Complaint Rate**

- Fixed Route

- Measurement – Number of complaints received

- Goal – Less than 5 complaints per 100,000 boardings

Measured - Monthly

Paratransit

Measurement – Number of complaints received

Goal – Less than 5 complaints per 10,000 boardings

Measured - Monthly

- **Maintenance Reliability**

Fixed Route

Measurement – Number of Road Calls

Goal – Less than 1 per **8,000** miles

Measured - Monthly

Paratransit

Measurement – Number of Road Calls

Goal – Less than 1 per **46,000** miles

Measured - Monthly

#### **IV. PROVIDE ORGANIZATIONAL AND EMPLOYEE DEVELOPMENT**

##### **1. Objectives**

- a. To have a well-trained and highly productive workforce**
- b. To promote healthy dialogue on important issues**

##### **2. Performance Measures**

- **Training Rate (Employee)**

Fixed Route

Measurement – Complete Advanced Operator Training

Goal – 8 hours per Operator annually

Measured - Quarterly

Paratransit

Measurement – Complete Advanced Operator Training



Goal – 8 hours per Operator annually

Measured - Quarterly

Maintenance

Measurement – 4 major component training events + variety of general professional classes

Goal – Invest average of \$200 per employee per year in training program

Measured - Quarterly

Managers/Supervisors/Administrative

Measurement – Scheduled Professional Development Class

Goal – 25% of population receive either on-site or off-site training event per year

Measured - Quarterly

- **Ride Checks/Ride Alongs**

Fixed Route

Measurement – Supervisor conducts formal ride check/ride along

Goal – 100% of operators receive a ride check/ride along annually

Measured - Quarterly.

Paratransit

Measurement – Supervisor conducts formal ride check/ride along

Goal – 100% of operators receive a ride check/ride along annually

Measured - Quarterly

## Appendix C – System Ridership, Miles & Hours 1994 - 2011

Fixed Route Ridership, Mile and Hours			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	355,890	5,045,803	7,485,275
1995	369,756	5,223,287	7,467,089
1996	371,431	5,330,929	7,831,964
1997	374,718	5,389,263	8,171,745
1998	377,509	5,411,212	7,944,416
1999	375,175	5,308,483	8,099,072
2000	356,977	4,962,786	8,512,225
2001	336,401	4,641,901	8,370,460
2002	348,675	4,753,745	7,522,394
2003	351,239	4,789,262	7,504,713
2004	354,985	4,839,102	7,740,360
2005	369,494	5,031,171	7,688,002
2006	402,533	5,570,692	8,408,678
2007	406,008	5,592,842	9,436,662
2008	414,751	5,718,006	11,110,476
2009	418,247	5,811,386	11,152,841
2010	411,402	5,800,000	10,602,681
2011	397,000	5,540,000	10,830,000

Paratransit Ridership, Miles and Hours; Combined Service			
<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	140,137	1,953,261	396,178
1995	159,214	2,269,217	442,334
1996	149,425	2,326,050	453,341
1997	150,178	2,523,866	437,155
1998	144,944	2,479,090	435,412
1999	149,508	2,449,312	435,153
2000	148,814	2,353,028	430,920
2001	153,565	2,349,728	431,210
2002	155,983	2,386,941	435,341
2003	159,421	2,462,488	454,503
2004	158,491	2,401,305	456,969
2005	158,744	2,333,365	463,207
2006	167,309	2,549,716	493,981
2007	172,776	2,675,985	506,710
2008	178,959	2,724,953	516,516
2009	175,081	2,685,157	521,578
2010	172,744	2,592,443	517,242
2011	157,542	2,368,569	450,865

**Paratransit Ridership, Miles and Hours; Directly Operated**

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	97,993	1,371,257	279,737
1995	101,589	1,483,982	291,545
1996	93,601	1,489,913	289,274
1997	91,310	1,523,400	268,894
1998	89,671	1,526,709	275,330
1999	84,796	1,377,197	256,744
2000	86,281	1,334,007	259,370
2001	89,814	1,358,293	263,196
2002	93,638	1,377,785	273,496
2003	95,167	1,418,077	288,434
2004	89,156	1,286,478	274,634
2005	87,625	1,229,340	273,581
2006	89,590	1,280,784	276,408
2007	88,894	1,305,017	275,130
2008	91,129	1,337,188	277,528
2009	90,765	1,307,371	277,200
2010	84,769	1,216,471	258,690
2011	84,439	1,229,362	254,171

**Paratransit Ridership, Miles and Hours; Purchased Transportation**

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	42,144	582,004	116,441
1995	57,625	785,235	150,789
1996	55,824	836,137	164,067
1997	58,868	1,000,466	168,261
1998	55,273	952,381	160,082
1999	64,712	1,072,115	178,409
2000	62,533	1,019,021	171,550
2001	63,751	991,435	168,014
2002	62,345	1,009,156	161,845
2003	64,254	1,044,411	166,069
2004	69,335	1,114,827	182,335
2005	71,119	1,104,025	189,626
2006	77,719	1,268,932	217,573
2007	83,882	1,370,968	231,580
2008	87,830	1,387,765	238,988
2009	84,316	1,377,786	244,378
2010	87,975	1,378,972	258,552
2011	81,823	1,275,612	231,380

*NOTE: Purchased Transportation figures include Special Use Van*

### Vanpool Ridership, Miles and Hours

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	8,139	257,380	86,834
1995	7,219	233,767	73,641
1996	7,733	253,560	77,112
1997	8,414	277,711	89,167
1998	9,110	293,292	87,668
1999	7,165	236,335	68,559
2000	6,531	225,726	66,620
2001	8,221	299,738	85,500
2002	8,881	312,141	88,263
2003	10,334	352,741	102,426
2004	9,938	352,415	101,971
2005	15,157	490,835	129,548
2006	17,462	609,385	163,826
2007	18,720	686,661	166,996
2008	24,267	893,380	224,264
2009	23,703	888,699	209,822
2010	24,198	907,418	208,502
2011	27,304	1,025,192	232,816

## Appendix D – Asset Management Plan

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

Per the Washington State Department of Transportation, “as a condition of receiving state funds, publicly owned transit systems are required to submit an asset management plan to the Washington State Transportation Commission for certification. The plan must inventory all transportation system assets and provide a preservation plan based on the lowest life-cycle cost (LLCC) methodologies.”<sup>1</sup>

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.

---

<sup>1</sup> Washington State Department of Transportation

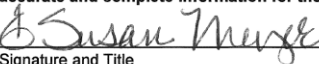
# FACILITIES

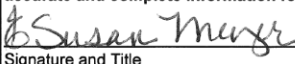
Public Transportation Management System						
Owned Facilities Inventory						
Spokane Transit 12/31/2011						
Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue - 1997 & Prior	70	25	35	32,743,724	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
2. 06	Panor Center - 1997 & Prior	70	22	28	4,870,283	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
3. 11	Charles Fick Center - 1997 & Prior	70	21	29	5,364,876	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,309 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	16	34	32,420,723	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	85	22	3	883,945	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	20	0	1,413,694	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 17	The Plaza - 1998	85	14	34	48,440	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
8. 09	Park & Rides - 1998	85	14	11	1,589,511	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
9. 16	Shelters - 1998	85	14	0	54,637	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
10. 17	The Plaza 1999	85	13	34	48,633	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
11. 23	Boone Street Ave - 1999	85	13	35	17,876	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
12. 09	Park & Rides - 2001	85	11	4	674,082	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
13. 23	Boone Street Ave - 2001	85	11	36	17,095	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
14. 17	The Plaza - 2002	85	10	36	62,237	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
15. 09	Park & Rides - 2003	85	9	6	1,349,982	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2005	90	7	35	120,947	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
17. 16	Shelters - 2005	85	7	1	37,577	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
18. 23	Boone Street - 2006	90	6	35	71,430	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
19. 09	Park & Ride-Turnout-2006	90	6	19	11,324	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
20. 16	Shelters - 2006	90	6	2	77,567	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
21. 09	Park & Rides - 2007	90	5	20	1,012,290	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
22. 23	Boone Street Ave - 2007	90	5	35	190,797	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
23. 17	The Plaza - 2007	90	5	34	28,987	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
24. 16	Shelters - 2007	90	5	3	10,376	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
25. 23	Boone Street Ave - 2008	90	4	36	430,382	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
26. 16	Shelters - 2008	90	4	4	3,618	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
27. 23	Boone Street Ave - 2009	95	3	36	496,183	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 16	Shelters - 2009	95	3	3	21,029	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
29. 09	Park & Rides - 2009	100	3	2	2,402	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
30. 16	Shelters - 2010	100	2	4	38,310	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
31. 17	The Plaza - 2010	100	2	34	48,339	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
32. 23	Boone Street - 2010	100	2	36	3,409	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
33. 23	Boone Street - 2011	100	1	34	83,922	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
Total					\$ 84,997,697	

Public Transportation Management System											
Owned Equipment Inventory											
For Spokane Transit Authority 12/31/2011											
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments					
1. Tow Truck-1997 & Prior	05	70	18	7	322,477	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package. This computer system is a PC network made up of various types of printers, screens, and subsystems. The old financial system was deleted in 1998.					
2. Computer Network-1997 & Prior	04	10	15	0	831,648	These bike lockers are distributed at park and ride lots throughout the ridership area of STA.					
3. Bike Lockers-1997 & Prior	13	70	15	0	248,410						
4. Bus Washer-1997 & Prior	21	50	21	0	685,749	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.					
5. Radios-1997 & Prior	08	50	19	0	677,448	This communication equipment varies in age and type, example includes Uniden radios purchased in 1985 to Motorola Spectra radio system including base stations purchased in 1988.					
6. Office Equip & furn-1997 & Prior	16	60	20	0	1,618,962	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1998. Some of the file cabinets are worn out.					
7. Maint Equip-1997 & Prior	09	60	18	0	2,181,838	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include: mobile tool carts, brake monitors, hand tools, and multi-meters.					
8. Shop Vehicles-1997 & Prior	05	50	18	0	492,386	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a sweeper purchased in 1981 to a floor scrubber purchased in 1996. This is not licensed equipment and is used in support of vehicle and building maintenance.					
9. Shop Vehicles (lic)-1997 & Prior	05	50	18	0	939,032	The licensed shop vehicles vary from a 1979 Chevrolet truck to a 1991 Ford utilities truck. This fleet is used in support of all vehicles and building maintenance which also includes sanders used on the road in winter conditions and a van used for training. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.					
10. Road Cars-1997 & Prior	05	60	18	0	361,244	The road cars vary in age from a 1984 Dodge van to two 1997 Chevy Malibus purchased in 1997. This equipment is used by supervisory staff and administration in support of Spokane Transit Authority operations. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.					
11. AVI Info System-1997 & Prior	16	60	12	0	1,645,230	The AVI information system is located at The Plaza. Seem to be having problems-old technology.					
12. Computer Network-1998	04	10	14	0	51,925	Upgrade of computers through out the company in 1998.					
13. Radios-1998	08	70	13	0	28,920	Replacement of van radios and portable radios in 1998.					
14. Office Equip & furn-1998	16	80	13	7	70,411	1998 office furniture & equipment includes six workstations in the Paratransit Scheduling office.					
15. Maint Equip-1998	09	50	13	2	119,701	Maintenance equipment in 1998 includes a TMC wheelchair lift and a copier for the Maintenance Department.					
16. Computer Network-1999	04	10	12	0	37,893	Copier ready for replacement.					
17. Office Equip & furn-1999	16	80	12	8	67,084	The computer Network included Inventory Bar Coding equipment and four notebook computers purchased for Y2K readiness.					
18. Maint Equip-1999	09	70	12	3	55,246	Office furniture & Equipment in 1999 includes Y2K upgrade of the Access System and six workstations.					
19. Shop Vehicles (lic)-1999	05	70	12	3	77,401	The maintenance equipment includes several generators for Y2K and a portable air compressor.					
20. Computer Network-2000	04	20	11	0	56,639	Two trucks were purchased to be used in the maintenance of shelters and park & rides.					
21. Maint Equip-2000	09	70	11	0	3,537	The computer network is to upgrade systems.					
22. Computer Network-2001	04	30	11	0	29,758	The maintenance equipment is a solvent recycler.					
23. Maint Equip-2001	09	70	10	0	139,267	The computer network is to upgrade systems.					
24. Office Equip-2001	16	80	10	0	5,801	The Maintenance equip include a new Tennant floor scrubber.					
25. Radios-2001	08	80	10	5	720,387	The office equipment includes a copier.					
26. Computer Network-2002	04	60	9	0	16,350	Mobile Data Computer (MDC) System for Demand Response (DR) mode.					
27. Radios-2002	08	70	9	6	31,354	The 2002 computer network is to upgrade system.					
28. Office Equip-2002	16	80	9	0	2,917	These are 14 additional Mobile Data Computers.					
29. Maint Equip-2002	09	80	9	0	6,380	Two (2) bill counters for the money room.					
30. Shop Vehicles (lic)-2002	05	80	8	0	97,373	Portable vehicle lift system.					
31. Computer Network-2003	04	80	8	0	83,128	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.					
32. Office Equip-2003	16	80	8	0	5,740	The 2003 computer network is to upgrade system.					
33. Maint Equip-2003	09	90	8	0	154,058	Evacuation chair and projector.					
34. Computer Network-2004	04	90	7	0	145,410	Exhaust stream analyzer.					
35. Maint Equip-2004	09	90	7	1	36,243	The 2004 computer network upgrade of system.					
36. Office Equip-2004	16	80	7	0	6,032	The Maintenance equip includes 2 roller jacks, vehicle lift hoist and a carpet extractor.					
37. Steam Pit Lift-2004	09	95	7	1	206,455	The Office equipment includes 2 projectors.					
38. Computer Network-2005	04	95	6	0	21,068	Steam Pit Lift.					
39. Radios-2005	08	90	6	4	3,419,465	The 2005 computer network is to upgrade systems.					
40. Office Equip-2005	16	95	6	0	2,132	Replacement of fixed route radio system and radios.					
41. Maint Equip-2005	09	85	6	2	18,635	Office Equipment includes powered wheelchair for training department.					
42. Road Cars-2005	05	80	6	0	124,255	The Maintenance equip includes 2 3-wheel bikes, a brake lathe and brake shoe fixture.					
43. Computer Network-2006	04	95	5	0	126,771	Road Cars are 4 Chevy Colorado trucks for fixed route supervisors.					
44. Office Equip & Furn-2006	16	95	5	1	8,078	The 2006 computer network is multiple new workstations.					
45. Maint Equip-2006	09	90	5	3	45,451	Office Equipment includes credit card machines, a chair, a refrigerator and a bill changer.					
						Maintenance equipment includes a pressure washer, drain cleaner, lawnmower, and engine analyzer.					

Public Transportation Management System Owned Equipment Inventory					
For Spokane Transit Authority 12/31/2011					
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost
46. Road Cars-2006	05	90	5	1	70,426
Roads Cars are 4 35-gallon skid sprayers for 4 trucks purchased in 2005, 2 Ford Taurus' and a PT Cruiser. The 2007 computer network is multiple new workstations, printers, network equipment and software, wi-fi switches, LCD monitors, and fiber optic connectivity.					
47. Computer Network-2007	04	95	4	0	281,235
48. Office Equip & Furn-2007	16	95	4	2	35,486
Office equipment includes office furniture, chairs, a refrigerator, a projector, a digital camera, and copiers. Maintenance equipment includes a six post hoist, tool cabinets, refrigerant recovery machine, air compressor, keywatch system, trash compactor, sewing machine, 4 post lift, transmission tools, mower, engine, engine/transmission dolly, engine tool set, and a wheel alignment machine.					
49. Maint Equip-2007	09	90	4	4	245,835
50. Road Cars-2007	05	90	4	2	51,980
51. Radios-2007	08	90	4	0	66,623
52. Fareboxes-2007	02	85	4	6	335,488
Radios for additional fixed route coaches. Fareboxes for additional fixed route coaches. The 2008 computer network includes multiple new workstations, wireless network equipment, several laptops, network storage equipment, printers, and a phone system.					
53. Computer Network-2008	04	100	3	0	524,446
54. Office Equip & Furn-2008	16	100	3	3	15,529
Office equipment includes 4 canopies for events, a camcorder, chairs, and a ballistic vest. Maintenance equipment includes transmission and engine tool kits, carpet extractor, pressure washer, mobile work platforms, fuel injection cleaning kit, Freon recovery system, bus vacuum system, emergency generator, and king pin press.					
55. Maint Equip-2008	09	100	3	5	452,072
56. Road Cars-2008	05	95	3	3	76,357
57. Radios-2008	08	95	3	0	4,943
58. Fareboxes-2008	02	95	3	7	34,266
59. Shop Vehicles-2008	05	95	3	5	84,107
Radios - 4 portable radios for maintenance department. Fareboxes include Mobile Data Terminals for paratransit vans. Shop vehicles are 2 Ford F350 Trucks and a De-Ice Tank. The 2009 computer network includes multiple new workstations, laptops, monitors, UPS recovery units, scanners, as well as several new servers, switches, routers, and storage arrays.					
60. Computer Network-2009	04	100	2	1	298,968
61. Office Equip & Furn-2009	16	100	2	4	39,430
Office equipment includes five chairs, three currency counters, two change machines, two radar guns, and a schedule rack. Maintenance equipment includes six storage cabinets, speed scrubber, Voltix diagnostic cable, two wheel balancers, two battery testers, tire pressure master kit, coolant exchanger, transmission fluid exchanger, ironworker machine, and time clock.					
62. Maint Equip-2009	09	95	2	6	60,100
63. Shop Vehicles(IC)-2009	05	95	2	8	150,353
64. Farebox Equip-2009	02	95	2	3	22,667
65. Safety/Security Equip-2009	03	95	1	2	1,544
Wheelchair securement sample for safety training. The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.					
66. Computer Network-2010	04	100	1	5	266,803
67. Office Equip & Furn-2010	16	100	1	7	26,686
Office equipment includes two projectors, twenty chairs, a security workstation, and a television. Maintenance equipment includes a diesel opacity tester, spare bus transmission, multimeter, trash compactor, data link adaptor, three tool boxes, brake meter, carpet extractor, and an air compressor.					
68. Maint Equip-2010	09	100	1	5	64,060
69. Road Cars-2010	05	100	1	5	137,511
70. Safety/Security Equip-2010	03	100	1	2	766,156
Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance. Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility. The 2011 computer network includes thirteen laptops, 34 new workstations (including monitors), six new network switches, two new network servers, four printers, nine Trapeze Software modules, an upgrade for the Fleet-Net Accounting Software, and some other miscellaneous computer software and equipment.					
71. Computer Network-2011	04	100	1	2	1,108,602
72. Maint Equip-2011	09	100	1	7	63,001
73. Shop Vehicles-2011	05	100	1	6	19,946
74. Shop Vehicles(IC)-2011	05	100	1	6	112,695
75. Radios-2008	08	100	1	2	4,731
Shop vehicles are 2 electric carts for use inside the shop. Radios - two portable radios for the safety and security department. Complete upgrade of the farebox system for fixed route and paratransit, including all fareboxes for coaches (qty-146), cash boxes for vans (qty-98), mobile data computers (qty-102), vaulting systems, three ticket vending machines, counting equipment, and other miscellaneous equipment.					
76. Farebox Equipment-2011	02	100	1	5	2,933,534
77. Office Equip & Furn-2011	16	100	1	9	1,065,105
Office equipment includes two check scanners, eight chairs, and a deck sign for training.					\$ 25,426,262
<b>Total</b>					



Public Transportation Management System Owned Rolling Stock Inventory					I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.							
Spokane Transit Authority 12/31/2011					 Signature and Title _____ Date <u>5.14.12</u>							
Fleet - Fixed Route												
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 NEW FLYER	1	1FYD2LL12VU017228	9702	720759	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017229	9703	696301	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017231	9705	692884	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017232	9706	679894	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017233	9707	702261	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017234	9708	694741	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL11VU017236	9710	668684	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL13VU017237	9711	682301	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL17VU017239	9713	701574	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL13VU017240	9714	705260	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL15VU017241	9715	717026	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL17VU017242	9716	712990	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL19VU017243	9717	712928	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017245	9719	711372	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017246	9720	712469	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017247	9721	691945	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017248	9722	714114	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL1XVU017249	9723	693997	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017250	9724	674715	50	15	0	503,185	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017251	9725	704361	50	15	0	503,185	YES	40 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271X21073384	2301	363831	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073385	2302	406238	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073386	2303	380546	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073387	2304	421867	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073388	2305	408311	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073389	2306	403541	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073390	2307	398112	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073391	2308	401216	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073392	2309	405613	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271931073393	2310	411627	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073016	2311	395840	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073017	2312	401007	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073018	2313	402671	65	9	6	391,667	YES	30 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090818	2330	332529	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090819	2331	350057	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271031090820	2332	354568	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090821	2333	330436	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090822	2334	350171	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271631090823	2335	340886	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271831090824	2336	345028	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271X31090825	2337	341468	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271131090826	2338	346509	65	9	6	366,753	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271331090827	2339	336561	65	9	6	366,753	YES	24 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291451074550	2501	301194	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291651074551	2502	293786	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291851074552	2503	298054	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291X51074553	2504	285269	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291151074554	2505	304368	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291351074555	2506	293482	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291551074556	2507	295485	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291751074557	2508	278746	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291951074558	2509	289299	80	7	8	386,041	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291051074559	2510	286242	80	7	8	386,041	YES	30 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291761077750	2601	272003	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291961077751	2602	266167	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291061077752	2603	263370	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291261077753	2604	281989	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291461077754	2605	282050	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291661077755	2606	282292	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291861077756	2607	280839	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291X61077757	2608	266520	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291161077758	2609	270930	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291361077759	2610	249714	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291X61077760	2611	270097	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291861077761	2612	280150	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291X61077762	2613	271028	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291161077763	2614	272872	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291361077764	2615	277741	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291961077765	2616	275844	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291461077766	2617	273255	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291661077767	2618	278667	85	6	9	408,326	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GDD291861077768	2619	268493	85	6	9	408,326	YES	40 + 2	DF	NO
<b>Total</b>			<b>72</b>	<b>30749153</b>				<b>\$ 30,441,514</b>				

Public Transportation Management System Owned Rolling Stock Inventory					I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.							
Fleet - Fixed Route												
Spokane Transit Authority 12/31/2011					 Signature and Title _____ Date <u>5/14/12</u>							
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	158358	85	5	10	629,542	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	162683	85	5	10	629,542	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	165775	85	5	10	629,542	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	159590	85	5	10	629,542	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	164701	85	5	10	629,542	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031042	2666	165715	85	5	10	629,542	YES	62+2	DF	NO
2007 GILLIG 35'	2	15GGB271571078435	2701	162873	90	5	10	423,431	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271771078436	2702	190304	90	5	10	423,431	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271971078437	2703	183978	90	5	10	423,431	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078418	2704	215424	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078419	2705	218864	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271071078420	2706	212473	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078421	2707	218665	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078422	2708	198843	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271671078423	2709	198928	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271871078424	2710	199087	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271X71078425	2711	198189	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD27171078426	2712	203203	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	209079	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	213828	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	202992	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	213807	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	203514	85	5	10	433,339	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	204450	85	5	10	702,595	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	200810	85	5	10	702,595	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	198691	85	5	10	702,595	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45P87DA56087	508	70155	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA56068	509	55256	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P17DA56069	510	66991	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P87DA56070	511	57049	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA56071	512	63096	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P17DA56072	513	56757	90	5	10	80,688	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P37DA56073	514	59843	90	5	10	80,688	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	160660	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	159684	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	149517	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	163868	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	152772	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	157882	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079609	2807	153968	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	153447	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	154814	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079612	2810	156491	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	154793	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	158764	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	148435	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271981079616	2814	105539	90	4	11	432,133	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	153042	90	4	11	630,684	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079618	8002	156293	90	4	11	630,684	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079619	8003	153159	90	4	11	630,684	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079620	8004	146504	90	4	11	630,684	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079621	8005	158644	90	4	11	630,684	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079622	8006	150778	90	4	11	630,684	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	71768	95	3	12	703,390	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	74352	95	3	12	703,390	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	68647	95	3	12	703,390	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	75284	95	3	12	703,390	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	111628	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	108227	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	110384	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	107626	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	98415	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	101463	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	105831	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	107949	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	111656	90	3	12	391,919	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	31297	95	3	12	619,639	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	31931	95	3	12	619,639	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	31957	95	3	12	619,639	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	93121	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176255	10702	97126	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3010A1176256	10703	92878	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	91815	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	96638	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	96050	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	98485	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	99632	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	87962	95	2	13	610,209	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	86645	95	2	13	610,209	YES	39+2	DE	NO
<b>Total</b>			<b>79</b>	<b>10800150</b>				<b>\$ 37,922,694</b>				

ROLLING STOCK-RDS

Public Transportation Management System Owned Rolling Stock Inventory				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
Spokane Transit Authority 12/31/2011				Fleet - Vanpool				<i>S. Susan Mergel</i> CEO 514 Signature and Title				Date	
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)	
2001 Ford E-450 Cutaways	13	1FDXE45S1H000189	R1	208958	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S01H000194	R4	204285	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S91H077517	R5	179041	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S61H077530	R6	202336	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S21H077519	R8	183338	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S91H077520	R9	178690	70	11	0	81,792	YES	15+3	GA	No	
2001 Ford E-450 Cutaways	13	1FDXE45S31H077529	R11	128096	70	11	0	81,792	YES	15+3	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	68394	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	92215	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U151160940	R64	108258	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U251163622	R65	59936	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U251163801	R66	62771	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U351161250	R67	58969	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U351163449	R68	88480	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U451163525	R69	104578	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U451163671	R70	86628	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	R71	86738	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U551162741	R72	102293	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U651162931	R73	108665	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U751161767	R74	47494	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U851160655	R75	83481	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U851162654	R76	100305	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U851163643	R77	99915	85	7	0	37,826	NO	15	GA	No	
2005 CHEVROLET EX 3500	13	1GAHG39U851164128	R78	117047	85	7	0	37,826	NO	15	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544850	R89	51987	90	7	0	26,826	NO	7	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544851	R90	65455	90	7	0	26,826	NO	7	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544852	R91	58781	90	7	0	26,826	NO	7	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544853	R92	50134	90	7	0	26,826	NO	7	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544854	R93	45759	90	7	0	26,826	NO	7	GA	No	
2005 DODGE CARAVAN	13	2D8GP44L65R544855	R94	46098	90	7	0	26,826	NO	7	GA	No	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	58531	90	7	0	36,902	NO	15	GA	No	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U451255380	R96	63851	90	7	0	36,902	NO	15	GA	No	
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U551257416	R97	76910	90	7	0	36,902	NO	15	GA	No	
2006 DODGE CARAVAN	13	2D8GP44L76R769083	R98	45638	90	6	0	30,349	NO	7	GA	No	
2006 DODGE CARAVAN	13	2D8GP44L76R769084	R99	43879	90	6	0	30,349	NO	7	GA	No	
2006 DODGE CARAVAN	13	2D8GP44L76R769085	R100	71427	90	6	0	30,349	NO	7	GA	No	
2006 DODGE CARAVAN	13	2D8GP44L76R769086	R101	44291	90	6	0	30,349	NO	7	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26475	R102	85113	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26477	R103	49320	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26478	R104	43773	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26480	R105	46925	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26481	R106	31483	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26483	R107	60428	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26474	R108	46040	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26476	R109	44033	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26479	R110	42449	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L76D26489	R111	62943	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L76D26482	R112	43174	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26484	R113	33020	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26485	R114	57865	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L76D26486	R115	45753	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26487	R116	68070	90	6	0	30,349	NO	15	GA	No	
2006 FORD EXT CLUB	13	1FD5S31L66D26488	R117	46069	90	6	0	30,349	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	37100	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182994	R119	45155	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171183012	R120	41731	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171183102	R121	49398	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171183443	R122	48489	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171184115	R123	37224	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171184208	R124	49166	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171184407	R125	34900	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185174	R126	46465	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185217	R127	78321	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185499	R128	37177	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185544	R129	53953	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185581	R130	43887	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171185611	R131	66174	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET 3500 VAN	13	1GAHG39U171184326	R132	26969	95	5	0	25,504	NO	15	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D218974	R133	41494	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D218115	R134	39749	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D218358	R135	46071	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D218464	R136	45098	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D218631	R137	33860	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D217145	R138	31320	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D217435	R139	44617	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D217554	R140	31892	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D217723	R141	44050	95	5	0	28,464	NO	7	GA	No	
2007 CHEVROLET UPLANDER	13	1GN5V33W07D217890	R142	27577	95	5	0	28,464	NO	7	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	19813	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691154709	R144	30875	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691155661	R145	15421	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691156488	R146	21213	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691156597	R147	11801	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	25645	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691156770	R149	37758	95	3	2	28,198	NO	15	GA	Yes	
2009 CHEVROLET VAN	13	1GAHG39K691154220	R150	18772	95	3	2	29,052	NO	15	GA	No	
2009 CHEVROLET VAN	13	1GAHG39K691154494	R151	19270	95	3							

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

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

## **Introduction**

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

## **Policy Statement**

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

## **Definitions**

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

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

- (a) Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.
- (b) Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.

- (c) Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.
- (d) Medium-size, light-duty transit buses (approximately 25'-35'): 5 years or 150,000 miles.
- (e) Other light-duty vehicles such as small buses: 4 years or 100,000 miles.
- (f) Rideshare vehicles (vans): 5 years regardless of mileage.

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

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

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

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

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

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

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