

# 2008 OPERATING AND CAPITAL BUDGETS

Adopted By Board of Directors  
December 13, 2007



**SPOKANE TRANSIT**  
**2008**  
**OPERATING**  
**AND**  
**CAPITAL BUDGETS**

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**SPOKANE TRANSIT  
2008  
OPERATING AND CAPITAL BUDGETS  
EXECUTIVE SUMMARY**

**MISSION & PRIORITIES**

**MISSION:**

- WE ARE DEDICATED TO PROVIDING SAFE, ACCESSIBLE, CONVENIENT, AND EFFICIENT PUBLIC TRANSPORTATION SERVICES TO SPOKANE NEIGHBORHOODS, BUSINESS AND ACTIVITY CENTERS;
- WE ARE LEADERS IN TRANSPORTATION AND A VALUED PARTNER IN THE COMMUNITY’S SOCIAL FABRIC, ECONOMIC INFRASTRUCTURE, AND QUALITY OF LIFE;
- WE ASPIRE TO BE A SOURCE OF PRIDE FOR THE REGION.

**ORGANIZATIONAL PRIORITIES:**

1. Safety
2. Earn & Retain the Community’s Trust
3. Provide Outstanding Customer Service
4. Organizational Development

**2008 FOCUS:**

- Quality Counts!
- Transit 2020 (Long Range Planning)
- Sales Tax Reauthorization

**GOALS & ASSUMPTIONS**

	<b>CHANGE FROM</b>	
	<b>BASED ON</b>	<b>BASED ON</b>
	<b><u>2007 PROJECTION</u></b>	<b><u>2007 BUDGET</u></b>
<b>SALES TAX GROWTH</b>	<b>3.5%</b>	<b>6.5%</b>
<b>RIDERSHIP GROWTH</b>		
<b>FIXED ROUTE</b>	<b>4.0%</b>	<b>10.9%</b>
<b>PARATRANSIT</b>	<b>4.0%</b>	<b>3.4%</b>
<b>VANPOOL</b>	<b>4.0%</b>	<b>-18.3%</b>
<b>SERVICE LEVEL (REVENUE HOURS)</b>		
<b>FIXED ROUTE</b>	<b>4.2%</b>	<b>3.5%</b>
<b>PARATRANSIT</b>	<b>5.7%</b>	<b>6.2%</b>
<b>VANPOOL</b>	<b>16.6%</b>	<b>3.8%</b>

**COMPENSATION & BENEFITS**

<b>NON- REPRESENTED EMPLOYEES:</b>	<b>2.5%</b>
<b>ATU 1015:</b>	<b>2.5% THROUGH 9/30 3.2% 10/1 THROUGH 12/31</b>
<b>AFSCME 3939:</b>	<b>2.25% THROUGH 6/30 2.5% 7/1 THROUGH 12/31</b>
<b>ATU 1598:</b>	<b>2.25%</b>
<b>MEDICAL INSURANCE:</b>	<b>36.1% 10/2007 Renewal Increase of Largest Carrier</b>

**SPOKANE TRANSIT  
2008  
OPERATING AND CAPITAL BUDGETS  
APTA PEER REVIEW & QUALITY COUNTS!**

**IN 2007, STA REQUESTED A PEER REVIEW FROM THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) TO ASSESS THE QUALITY AND APPEAL OF ITS FIXED ROUTE SERVICES TO COMMUTERS AND OTHER DISCRETIONARY RIDERS. CEO'S FROM TWO OTHER SYSTEMS, BOTH LARGER THAN STA'S, TOGETHER WITH A PROFESSIONAL STAFF PERSON FROM APTA, SPENT THREE DAYS ASSESSING THE SYSTEM; RIDING THE BUS, VISITING STA FACILITIES, AND INTERVIEWING MANAGERS.**

**THEY REPORTED THEIR FINDINGS AND RECOMMENDATIONS TO THE STA BOARD IN OCTOBER, AND IN NOVEMBER STAFF PRESENTED THE STRATEGIES DEVELOPED TO ADDRESS THE PEER REVIEW RESULTS. THESE STRATEGIES AND THEIR ASSOCIATED COSTS WERE APPROVED AND ARE INCLUDED IN THE 2008 BUDGET.**

**QUALITY COUNTS! INCLUDES THE FOLLOWING:**

- 1. Accelerate replacement of buses and service vehicles.**
- 2. Improve the maintenance and appearance of existing coaches.**
- 3. Provide annual training for Coach Operators.**
- 4. Add an Assistant Manager in Maintenance to improve productivity.**
- 5. Add a position in Paratransit to monitor quality of services.**
- 6. Assess the structure and deployment of Fixed Route supervisors to maximize interaction with and oversight of operators.**
- 7. Accelerate supervisor training.**
- 8. Assess the organization and staffing of Planning functions.**
- 9. Assess the staffing of two Call Centers: Customer Service and Paratransit Reservation Center.**
- 10. Request a baseline security assessment by TSA.**
- 11. Evaluate and update Fixed Route operator uniforms.**
- 12. Transition away from part-time employment as an entry point for new coach operators.**

## **SPOKANE TRANSIT**

### **Overview of Changes Impacting 2008 Operating Budget Compared to 2007 Operating Budget**

	<b>Increase From 2007 Budget</b>	<b>Percent Increase From 2007 Budget</b>
<b>2007 Adopted Budget (1)</b>	\$49,772,083	
<b>Current Service Level (2)</b>	<b>4,417,755</b>	<b>8.9%</b>
<b>Total 2008 Based on 2007 Service Level</b>	54,189,838	
<b>Service Level Increase (FR &amp; PT) (3)</b>	<b>1,921,050</b>	<b>3.9%</b>
<b>Total 2008 Budget with Service Level Increase</b>	56,110,888	
<b>Quality Counts! (4)</b>	<b>959,693</b>	<b>1.9%</b>
<b>Total 2008 Budget</b>	57,070,581	
<b>Increase</b>	<b>\$7,298,500</b>	<b>14.7%</b>

(1) By design, the 2007 budget did not contain future estimates of labor contract settlements with ASCME 3939 and ATU 1015.

(2) Sustains 2007 service levels and includes labor contract settlements, non-represented staff salary adjustment (2.5%), medical insurance growth, and impact of professional and transportation services, liability insurance, vehicle repair parts, fuel, utilities, etc.

(3) Direct cost of increased revenue hours (Fixed Route and Paratransit).

(4) Quality Counts! includes 13 new positions.

**SPOKANE TRANSIT  
2008 Budget**

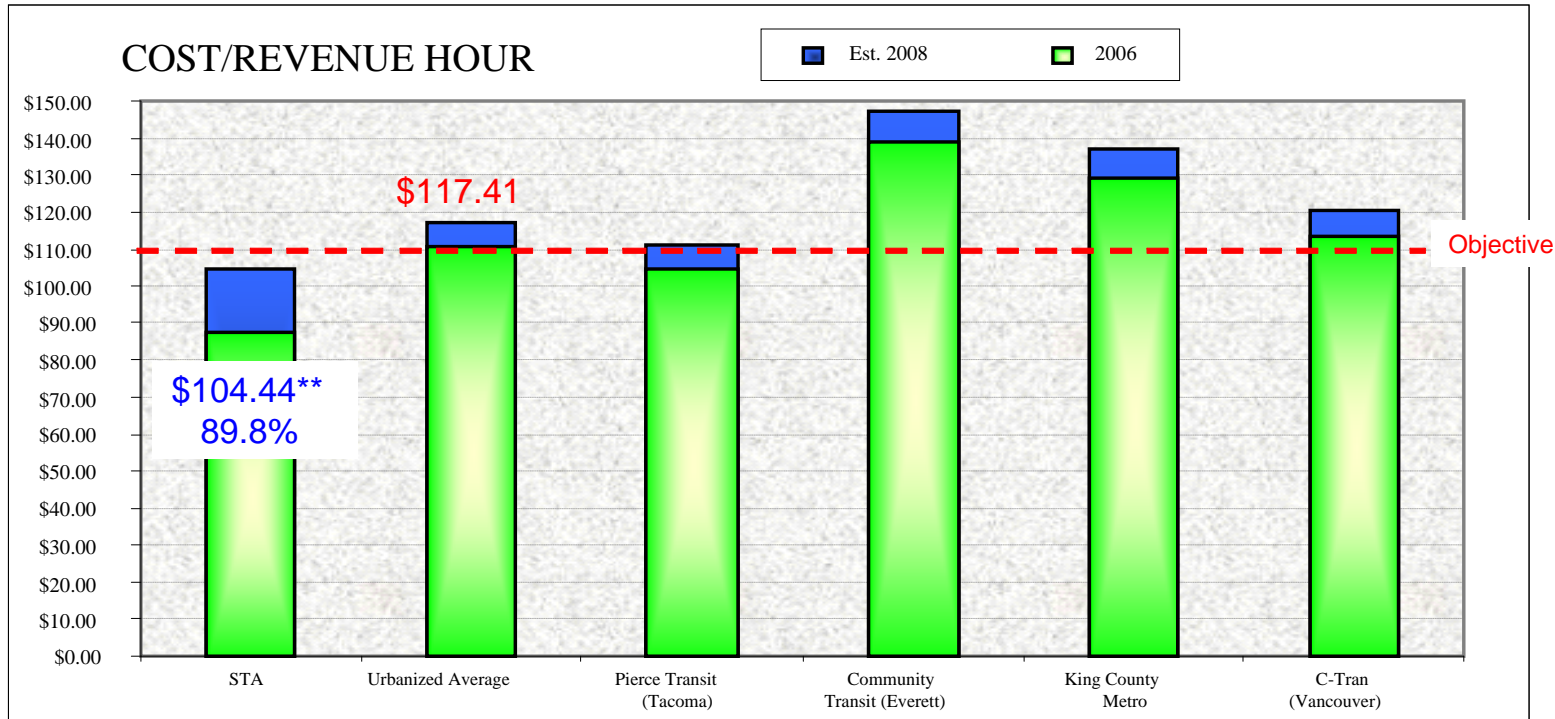
**Estimated Revenues:**

Operating Revenues	\$7,116,542
State DOE Reimbursements	530,000
Sales Tax	48,145,288
State Grant	897,744
Miscellaneous	2,420,301
Federal Prev. Maintenance Grant	6,151,139
	<hr/>
Subtotal: (Exc. Capital & JARC)	65,261,015
Job Access Reverse Commute (JARC) Grant	72,000
State Capital Revenue	1,853,831
Federal Capital Revenue	1,596,907
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Subtotal: Capital & JARC Revenue	3,522,738
Total Revenue (Inc. Capital & JARC)	68,783,753
Decrease in Cash	22,474,510
	<hr/>
Total Source of Funds	<u>\$91,258,263</u>

**Estimated Expenses:**

Fixed Route	\$38,989,197
Paratransit	10,896,809
Vanpool	528,974
Plaza	1,290,345
Administrative	5,365,256
	<hr/>
Operating Expense	57,070,582
Job Access Reverse Commute (JARC) Grant	193,980
Capital Expense	24,288,381
	<hr/>
Total Expenditures (Inc. Capital & JARC)	81,552,943
Approved Cooperative Street/Road Projects	9,405,320
Non-Recurring Election Cost	300,000
Increase in Cash	0
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Total Use of Fund	<u>\$91,258,263</u>

## Cost Efficiency Fixed Route (Bus)

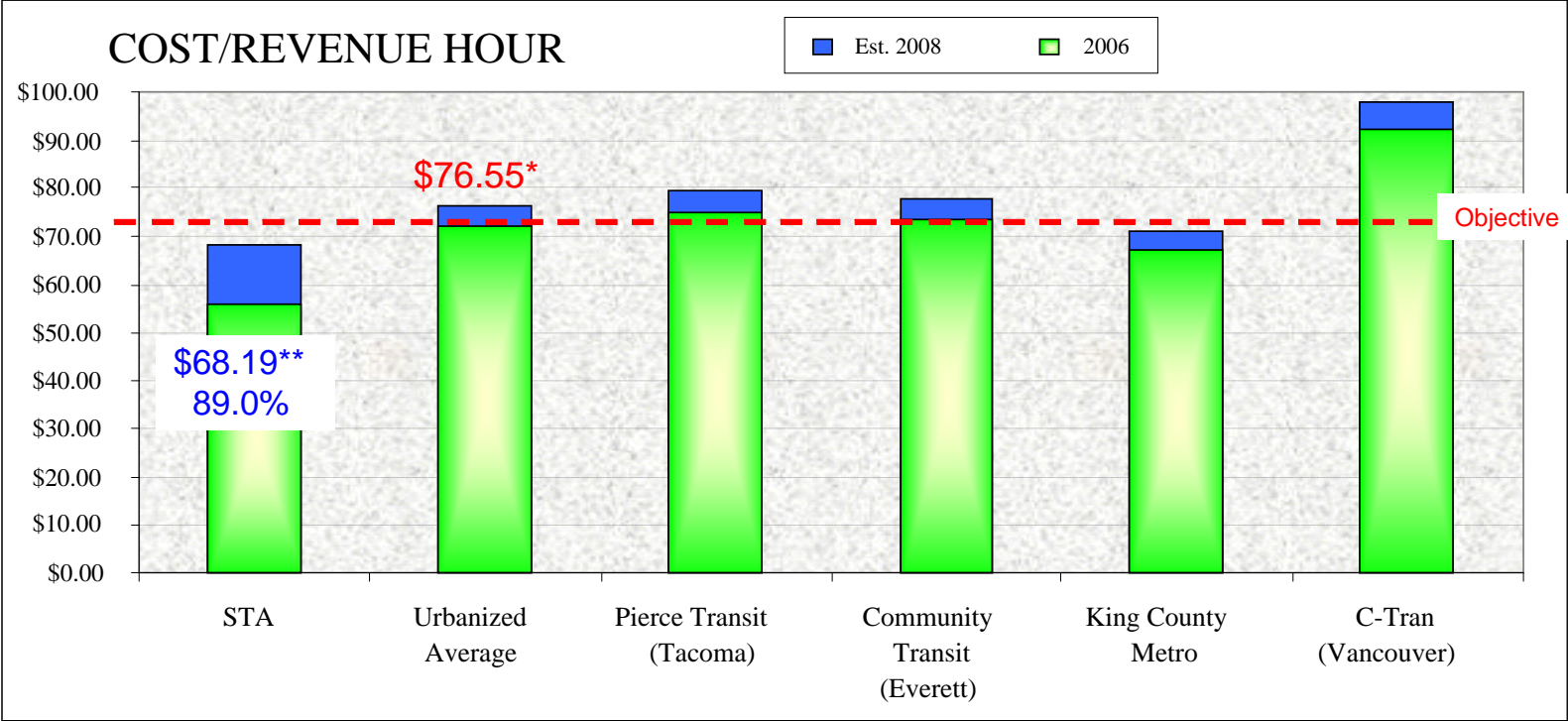


**OBJECTIVE:** Constrain operating costs per hour of service to 94% or less of statewide Urbanized Average

- \* Other Systems and Urbanized Average adjusted 3% each for 2007 & 2008
- \*\* STA data is 2008 Budget

Source: WSDOT Summary of Public Transportation - 2006

# Cost Efficiency Paratransit (Van)



**OBJECTIVE:** Constrain operating costs per hour of service to 94% or less of statewide Urbanized Average

- \* Other Systems and Urbanized Average adjusted 3% each for 2007 & 2008
- \*\* STA data is 2008 Budget

Source: WSDOT Summary of Public Transportation - 2006



# SPOKANE TRANSIT

## 2008 Budget by Division

	Fixed Route	Paratransit	Administration	JARC	Plaza	Rideshare	2008 Budget
<b>Estimated Revenues:</b>							
Operating Revenues	\$6,465,044	\$212,012				\$439,487	\$7,116,542
State DOE Reimbursements			\$530,000				530,000
Sales Tax			48,145,288				48,145,288
State Grant			897,744				897,744
Miscellaneous			2,323,787		\$96,514		2,420,301
Federal Preventive Maintenance Grant			6,151,139	0			6,151,139
<b>Subtotal: (Exc. Capital &amp; JARC)</b>	<b>6,465,044</b>	<b>212,012</b>	<b>58,047,958</b>	<b>0</b>	<b>96,514</b>	<b>439,487</b>	<b>65,261,015</b>
Job Access Reverse Commute (JARC) Grant				\$72,000			72,000
State Capital Grant Revenue			1,853,831				1,853,831
Federal Capital Grant Revenue			1,596,907				1,596,907
<b>Subtotal: Capital &amp; JARC Revenue</b>	<b>0</b>	<b>0</b>	<b>3,450,738</b>	<b>72,000</b>	<b>0</b>	<b>0</b>	<b>3,522,738</b>
<b>Total Revenue (Inc. Capital &amp; JARC)</b>	<b>6,465,044</b>	<b>212,012</b>	<b>61,498,696</b>	<b>72,000</b>	<b>96,514</b>	<b>439,487</b>	<b>68,783,753</b>
From Cash Balance After Reserves							22,474,510
<b>Total Resources</b>	<b>\$6,465,044</b>	<b>\$212,012</b>	<b>\$61,498,696</b>	<b>\$72,000</b>	<b>\$96,514</b>	<b>\$439,487</b>	<b>\$91,258,263</b>
<b>Estimated Expenses:</b>							
Transportation	\$26,539,503	\$9,768,860			\$288,220	\$203,139	\$36,799,722
Maintenance	9,151,779	826,152			688,400	58,461	10,724,792
Administration	3,297,915	301,797	\$5,365,256		313,725	267,374	9,546,068
<b>Operating Expense</b>	<b>38,989,197</b>	<b>10,896,809</b>	<b>5,365,256</b>	<b>0</b>	<b>1,290,345</b>	<b>528,974</b>	<b>57,070,582</b>
Job Access Reverse Commute (JARC) Grant				193,980			193,980
Capital Expense			24,288,381				24,288,381
<b>Subtotal Capital &amp; JARC Expense</b>							<b>24,482,361</b>
<b>Total Expenditures (Inc. Capital &amp; JARC)</b>	<b>38,989,197</b>	<b>10,896,809</b>	<b>29,653,637</b>	<b>193,980</b>	<b>1,290,345</b>	<b>528,974</b>	<b>81,552,943</b>
Approved Cooperative Street/Road Projects			9,405,320				9,405,320
Non-Recurring Election Cost			300,000				300,000
<b>To Cash Balance After Reserves</b>							<b>0</b>
<b>Total Use Of Resources</b>	<b>\$38,989,197</b>	<b>\$10,896,809</b>	<b>\$39,058,957</b>	<b>\$193,980</b>	<b>\$1,290,345</b>	<b>\$528,974</b>	<b>\$91,258,263</b>

# SPOKANE TRANSIT

## 2006-2008 Budget Comparison

	2008 Budget	2007 Budget	Change From 2007 Budget	% Change From 2007 Budget	2007 Projection	Change From 2007 Projection	% Change From 2007 Projection	2006 Actual
<b>Estimated Revenues:</b>								
Operating Revenues	\$7,116,542	\$7,123,147	(\$6,605)	-0.1%	\$6,976,218	\$140,324	2.0%	\$6,798,181
Contracts & Reimbursements	530,000	-	530,000	0.0%	-	530,000	-	-
Sales Tax	48,145,288	45,193,224	2,952,064	6.5%	46,517,187	1,628,102	3.5%	44,313,128
State Grant	897,744	876,369	21,375	2.4%	876,369	21,375	2.4%	779,620
Miscellaneous	2,420,301	2,592,720	(172,419)	-6.7%	3,000,165	(579,864)	-19.3%	2,010,244
Federal Preventive Maintenance Grant	6,151,139	6,090,237	60,902	1.0%	6,399,846	(248,707)	-3.9%	9,064,122
<b>Subtotal: (Exc. Capital &amp; JARC )</b>	<b>65,261,015</b>	<b>61,875,697</b>	<b>3,385,318</b>	<b>5.5%</b>	<b>63,769,785</b>	<b>1,491,230</b>	<b>2.3%</b>	<b>62,965,295</b>
Job Access Reverse Commute (JARC) Grant	72,000	160,411	(88,411)	-55.1%	121,336	(49,336)	-40.7%	80,661
State Capital Revenue	1,853,831	268,631	1,585,200	590.1%	484,741	1,369,090	282.4%	484,741
Federal Capital Revenue	1,596,907	3,383,643	(1,786,736)	-52.8%	5,258,532	(3,661,625)	-69.6%	6,466,968
Federal Capital Revenue: Light Rail	-	-	-	-	-	-	-	437,547
<b>Subtotal: Capital &amp; JARC Revenue</b>	<b>3,522,738</b>	<b>3,812,685</b>	<b>(289,947)</b>	<b>-7.6%</b>	<b>5,864,609</b>	<b>(2,341,871)</b>	<b>-39.9%</b>	<b>7,469,917</b>
<b>Total Revenue (Inc. Capital &amp; JARC)</b>	<b>68,783,753</b>	<b>65,688,382</b>	<b>3,095,371</b>	<b>4.7%</b>	<b>69,634,393</b>	<b>(850,641)</b>	<b>-1.2%</b>	<b>70,435,212</b>
Decrease In Cash	22,474,510	11,146,326	11,328,184	101.6%	-	22,474,510	-	-
<b>Total Resources</b>	<b>\$91,258,263</b>	<b>\$76,834,708</b>	<b>\$14,423,555</b>	<b>18.8%</b>	<b>\$69,634,393</b>	<b>\$21,623,869</b>	<b>31.1%</b>	<b>\$70,435,212</b>

### Estimated Expenses/Expenditures:

Fixed Route	\$38,989,197	\$33,869,190	\$5,120,007	15.1%	\$33,047,100	\$5,942,097	18.0%	\$31,264,677
Paratransit	10,896,809	9,749,685	1,147,124	11.8%	9,585,480	1,311,329	13.7%	8,833,438
Vanpool	528,974	453,273	75,701	16.7%	423,134	105,840	25.0%	398,149
Plaza	1,290,345	1,105,456	184,889	16.7%	1,068,493	221,852	20.8%	1,205,987
Administrative	5,365,256	4,594,477	770,779	16.8%	4,629,549	735,707	15.9%	3,989,584
<b>Operating Expense</b>	<b>57,070,582</b>	<b>49,772,081</b>	<b>7,298,501</b>	<b>14.7%</b>	<b>48,753,756</b>	<b>8,316,826</b>	<b>17.1%</b>	<b>45,691,835</b>
Non-Recurring Unemployment Costs	-	-	-	-	-	-	0.0%	-
Job Access Reverse Commute (JARC)	193,980	320,821	(126,841)	-39.5%	280,388	(86,408)	-30.8%	80,661
Capital Expense	24,288,381	21,241,806	3,046,575	14.3%	15,367,787	8,920,594	58.0%	9,809,205
Capital Expense: Light Rail	-	-	-	-	-	-	-	546,934
<b>Subtotal Capital &amp; JARC Expense</b>	<b>24,482,361</b>	<b>21,562,627</b>	<b>2,919,734</b>	<b>13.5%</b>	<b>15,648,175</b>	<b>8,834,186</b>	<b>56.5%</b>	<b>10,436,800</b>
<b>Total Expenditures (Inc. Capital &amp; JARC)</b>	<b>81,552,943</b>	<b>71,334,708</b>	<b>10,518,235</b>	<b>14.3%</b>	<b>64,401,931</b>	<b>17,451,012</b>	<b>27.1%</b>	<b>56,128,635</b>
Approved Cooperative Street/Road Projects	9,405,320	5,500,000	3,905,320	71.0%	2,137,391	7,267,929	340.0%	326,803
Non-Recurring Election Costs	300,000	-	300,000	-	-	300,000	100.0%	-
Increase In Cash	-	-	-	-	3,095,071	(3,095,071)	-100.0%	13,979,773
<b>Total Use Of Resources</b>	<b>\$91,258,263</b>	<b>\$76,834,708</b>	<b>\$14,423,555</b>	<b>18.8%</b>	<b>\$69,634,393</b>	<b>\$21,623,869</b>	<b>31.1%</b>	<b>\$70,435,212</b>

**SPOKANE TRANSIT**  
**Analysis of Changes in Cash**  
**2008 Budget**

**Year End 2007 Projection vs. 2007 Budget**

<b>Favorable Revenue Variance</b>	<b>\$1,894,088</b>	
<b>Favorable Operating Expense Variance</b>	<b>1,018,327</b>	
<b>Cooperative Project Variance</b>	<b>3,362,621</b>	
<b>Capital Project Variance</b>	<b>8,005,451</b>	
<b>Other Variances</b>	<b>(39,089)</b>	
	<hr/>	
<b>Total Year End 2007 Favorable Variance</b>		<b><u><u>\$14,241,397</u></u></b>

**Change in Cash Estimate**

<b>2007 Budgeted Reduction in Cash</b>	<b>(\$11,146,326)</b>	
<b>2007 Projected Increase Cash</b>	<b>\$3,095,071</b>	
	<hr/>	
<b>Change in Cash Estimate</b>		<b><u><u>\$14,241,397</u></u></b>

# SPOKANE TRANSIT

## 2008 Cash and Reserves Analysis

	<u><b>2008 Budget</b></u>
<b>OPERATING ACTIVITIES</b>	
Revenue (Including Sales Tax, Grants, & Net JARC)	\$62,718,734
Interest Earned	2,420,301
Operating Expense	<u>(57,370,582)</u>
Revenue Over Operating Expenses	\$7,768,453
<b>CAPITAL ACTIVITIES (Local Funds)</b>	
Purchase of Property, Plant, and Equipment	(\$20,837,643)
Cooperative Street and Road Projects	<u>(9,405,320)</u>
<b>Total Local Cash Used for Capital Activities</b>	<b>(30,242,963)</b>
<b>NET DECREASE IN CASH</b>	<b>(22,474,510)</b>
CASH (Beginning of 2008)	<u>58,160,144</u>
CASH (End of 2008)	35,685,634
<b>BOARD DESIGNATED RESERVES</b>	
Self Insurance Reserve	(5,500,000)
Operating Reserve	<u>(8,583,689)</u>
Annual Cash Balance After Reserves	<u><u>\$21,601,945</u></u>

# SPOKANE TRANSIT

## Key Indicators of 2008 Budget

	2008 Proposed Budget	2007 Projection	2008 Budget Vs. 2007 Projection % Change	2007 Budget	2008 Budget Vs. 2007 Budget % Change	2006 Actual	2008 Budget Vs. 2006 Actual % Change
<b>Fixed Route Service</b>							
Operating Expense (Unallocated)	\$38,989,197	\$33,047,100	18.0%	\$33,869,190	15.1%	\$31,264,677	24.7%
Revenue Hours	422,599	405,609	4.2%	408,354	3.5%	402,533	5.0%
Passengers	9,593,064	9,224,100	4.0%	8,652,797	10.9%	8,408,678	14.1%
Farebox Recovery Ratio (unallocated)	15.6%	17.7%	-11.6%	18.4%	-15.4%	18.6%	-15.9%
Average Fare	\$0.63	\$0.63	0.3%	\$0.72	-12.2%	\$0.69	-8.1%
Cost per Passenger	\$4.06	\$3.58	13.4%	\$3.91	3.8%	\$3.72	9.3%
Operating Cost per Revenue Hour (unallocated)	\$92.82	\$81.48	13.9%	\$82.94	11.9%	\$77.67	19.5%
Operating Cost per Revenue Mile (unallocated)	\$6.64	\$5.88	13.0%	\$5.95	11.5%	\$5.61	18.3%
Passenger Vehicles	160	141	13.5%	135	18.5%	135	18.5%
<b>Paratransit Service</b>							
Operating Expense (Unallocated)	\$10,896,809	\$9,585,480	13.7%	\$9,749,685	11.8%	\$8,833,438	23.4%
Revenue Hours	180,905	171,135	5.7%	170,418	6.2%	167,479	8.0%
Passengers	523,115	502,995	4.0%	505,932	3.4%	493,981	5.9%
Farebox Recovery Ratio (unallocated)	1.9%	2.1%	-8.5%	2.0%	-4.5%	2.3%	-14.5%
Average Fare	\$0.41	\$0.41	0.0%	\$0.39	3.3%	\$0.41	-0.4%
Cost per Passenger	\$20.83	\$19.06	9.3%	\$19.27	8.1%	\$17.88	16.5%
Operating Cost per Revenue Hour (unallocated)	\$60.23	\$56.01	7.5%	\$57.21	5.3%	\$52.74	14.2%
Operating Cost per Revenue Mile (unallocated)	\$3.90	\$3.61	8.0%	\$3.77	3.5%	\$3.46	12.5%
Directly Operated Passenger Vehicles	67	67	0.0%	67	0.0%	67	0.0%
Contracted Transportation Passenger Vehicles	39	35	11.4%	35	11.4%	35	11.4%
<b>Rideshare Service</b>							
Operating Expense (Unallocated)	\$528,974	\$423,134	25.0%	\$453,273	16.7%	\$398,149	32.9%
Revenue Hours	22,728	20,233	12.3%	22,728	0.0%	17,462	30.2%
Passengers	222,108	168,105	32.1%	214,080	3.8%	163,826	35.6%
Farebox Recovery Ratio (unallocated)	83.1%	89.5%	-7.2%	86.1%	-3.5%	84.1%	-1.3%
Average Fare	\$1.98	\$2.25	-12.2%	\$1.82	8.5%	\$2.05	-3.2%
Cost per Passenger	\$2.38	\$2.52	-5.4%	\$2.12	12.5%	\$2.43	-2.0%
Operating Cost per Revenue Hour (unallocated)	\$22.42	\$20.91	7.2%	\$19.94	12.4%	\$21.80	2.9%
Operating Cost per Revenue Mile (unallocated)	\$0.59	\$0.55	7.2%	\$0.52	12.5%	\$0.64	-7.4%
Passenger Vehicles	99	94	5.3%	94	5.3%	74	33.8%
<b>Financial Summary Highlights</b>							
Sales Tax Revenues	\$48,145,288	\$46,517,187	3.5%	\$45,193,224	6.5%	\$43,533,775	10.6%
Federal Preventive Maintenance Revenue	\$6,151,139	\$6,399,846	-3.9%	\$6,090,237	1.0%	\$9,064,122	-32.1%
Total Revenues (Exc. Capital & JARC)	\$65,261,015	\$63,769,785	2.3%	\$61,875,697	5.5%	\$62,965,295	3.6%
Total Operating Expense	\$57,070,582	\$48,753,756	17.1%	\$49,772,083	14.7%	\$45,691,835	24.9%
Local Capital Investment	\$20,837,643	\$10,129,255	105.7%	\$17,589,530	18.5%	\$2,966,883	602.3%
Total Capital Expense	\$24,288,381	\$15,367,787	58.0%	\$21,241,804	14.3%	\$10,356,139	134.5%
Cooperative Street Projects	\$9,405,320	\$2,137,391	340.0%	\$5,500,000	71.0%	\$326,803	2778.0%
Decrease in Cash	\$22,474,510			\$11,146,326			
Increase in Cash		\$3,095,071		\$0		\$13,979,773	
Non-Recurring Election Cost	\$300,000			\$0			

NOTE: Unallocated expenses exclude administration and Plaza costs.

## 2008 ADOPTED CAPITAL BUDGET WITH 2009 & 2010 CAPITAL IMPROVEMENT PLANS

CAPITAL ITEM	<u>2008 Capital Budget</u>			<u>2009 Capital Improvement Plan</u>			<u>2010 Capital Improvement plan</u>		
	Federal Share	Local Share	Total	Federal Share	Local Share	Total	Federal Share	Local Share	Total
<b>VEHICLES</b>									
<b>Rideshare Van Replacement/Expansion Project</b>									
17 Rideshare Vans (Replacement)					\$510,000	\$510,000			
17 Rideshare Vans (Replacement)							\$510,000		\$510,000
<b>Paratransit Van Replacement Project</b>									
12 Paratransit Vans (Replacement)		\$816,000	\$816,000						
<b>Fixed Route Bus Replacement Project</b>									
20 Fixed Route Buses (40' Expansion)									
10 Fixed Route Buses (35/40' Replacement)		7,650,000	7,650,000						
3 Trolley Replicas (30' Replacement)									
15 Fixed Route Buses (35/40' Replacement)				\$600,000	779,500	1,379,500			
2 Fixed Route Buses (60' Replacement)							6,325,593		6,325,593
<b>Service Vehicle Replacement Project</b>							1,322,470		1,322,470
5 Service Vehicles (Replacement)		75,000	75,000						
1 Floor Scrubber (Replacement)		75,000	75,000						
2 Service Pickups (Replacement)		90,000	90,000						
1 Shelter Truck (Replacement)		70,000	70,000						
3 Service Vehicles (Replacement)					67,500	67,500			
2 Service Pickups (Replacement)					130,000	130,000			
1 Tow Truck (Replacement)					90,000	90,000			
1 Service Vehicle (Replacement)							70,000		70,000
<b>Subtotal VEHICLES</b>	<b>\$0</b>	<b>\$8,776,000</b>	<b>\$8,776,000</b>	<b>\$600,000</b>	<b>\$5,946,680</b>	<b>\$6,546,680</b>	<b>\$0</b>	<b>\$8,228,063</b>	<b>\$8,228,063</b>
<b>CUSTOMER SERVICE TECHNOLOGY ENHANCEMENTS</b>									
<b>Fare Collection Project</b>									
Stationary and Mobile Fare Collection System (Replacement) (includes carry-over)		\$1,393,686	\$1,393,686						
<b>Service Planning and Scheduling Project</b>									
Trapeze		150,000	150,000		\$150,000	\$150,000			
Operations Management		50,000	50,000		50,000	50,000	\$70,000		\$70,000
Phone System (Replacement)		12,000	12,000						
<b>Technology Projects</b>									
Smart Bus Technology Project	\$1,240,000	1,760,000	3,000,000	\$1,000,000	2,000,000	3,000,000	3,100,000		3,100,000
Priority Signalization Study (Regional ITS Plan)		150,000	150,000						
<b>Subtotal CUSTOMER SERVICE TECHNOLOGY ENHANCEMENTS</b>	<b>\$1,240,000</b>	<b>\$3,515,686</b>	<b>\$4,755,686</b>	<b>\$1,000,000</b>	<b>\$2,200,000</b>	<b>\$3,200,000</b>	<b>\$0</b>	<b>\$3,170,000</b>	<b>\$3,170,000</b>
<b>FACILITIES/EQUIPMENT</b>									
<b>Computers - Preservation &amp; Maint.</b>		\$195,580	\$195,580		\$200,000	\$200,000	\$200,000		\$200,000
<b>Miscellaneous Equipment and Fixtures</b>		60,000	60,000		\$60,000	60,000	60,000		60,000
<b>Financial and Fleet Management System (Replacement) ERP</b>		150,000	150,000		825,000	825,000	1,225,000		1,225,000
<b>Communications Miscellaneous Equipment and Fixtures</b>		7,000	7,000						
<b>Safety and Security System Project</b>									
Safety and Security Implementation (includes carry-over \$211,324)		911,000	911,000						
<b>Other Maintenance and Facilities Projects</b>		794,400	794,400		1,415,400	1,415,400	337,000		337,000
<b>Subtotal FACILITIES/EQUIPMENT</b>	<b>\$0</b>	<b>\$2,117,980</b>	<b>\$2,117,980</b>	<b>\$0</b>	<b>\$2,500,400</b>	<b>\$2,500,400</b>	<b>\$0</b>	<b>\$1,822,000</b>	<b>\$1,822,000</b>
<b>PLANNING/PROJECTS</b>									
<b>Transit Enhancement Projects (Shelters, Signage, and ADA Improv.)</b>	\$356,907	\$89,227	\$446,134	\$160,000	\$40,000	\$200,000	\$80,000	\$20,000	\$100,000
<b>Right of Way Preservation (Carry-over)</b>		5,000,000	5,000,000						
<b>Mission and Greene Community Transit Center</b>	1,853,831	1,000,000	2,853,831	862,891	1,137,109	2,000,000			
<b>Long Range Planning</b>									
Transit 2020		188,750	188,750		70,000	70,000			
<b>Road and Pedestrian Infrastructure Improvements</b>									
Contingency for Operational Bus / Passenger Stop Needs		150,000	150,000		150,000	150,000			
<b>Subtotal PLANNING/PROJECTS</b>	<b>\$2,210,738</b>	<b>\$6,427,977</b>	<b>\$8,638,715</b>	<b>\$1,022,891</b>	<b>\$1,397,109</b>	<b>\$2,420,000</b>	<b>\$80,000</b>	<b>\$20,000</b>	<b>\$100,000</b>
<b>GRAND TOTAL 2008 CAPITAL BUDGET</b>	<b>\$3,450,738</b>	<b>\$20,837,643</b>	<b>\$24,288,381</b>	<b>\$2,622,891</b>	<b>\$12,044,189</b>	<b>\$14,667,080</b>	<b>\$80,000</b>	<b>\$13,240,063</b>	<b>\$13,320,063</b>

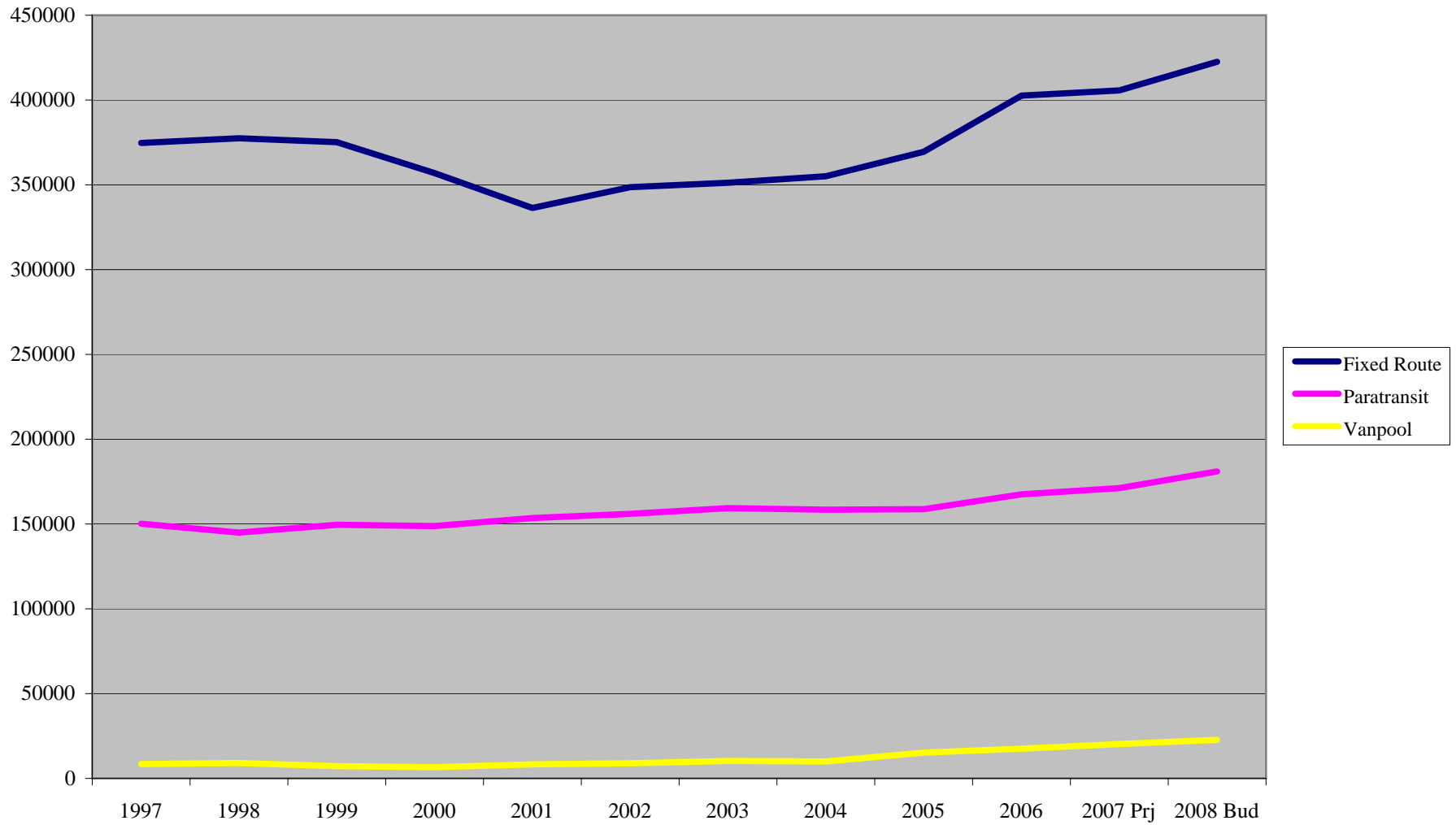
**SPOKANE TRANSIT**  
**Funded Staff for 2008 Budget**  
**Compared to 2006**

**2008 CHANGES**

	<u>Funded as of</u> <u>12/31/2006</u>	<u>Funded as of</u> <u>12/31/2007</u>	<u>2008 Funded</u> <u>Positions</u>	<u>Service</u> <u>Related</u>	<u>Quality</u> <u>Counts!</u>
<b>Fixed Route</b>	<b>382.5</b>	<b>388.5</b>	<b>415.5</b>	<b>17</b>	<b>10</b>
% CHANGE FROM 2006 (STAFFING)		1.6%	8.6%		
TOTAL REVENUE HOURS	403,777	408,354	422,599		
% CHANGE FROM 2006 (SERVICE)		1.1%	4.7%		
<b>Paratransit</b>	<b>91.75</b>	<b>92.75</b>	<b>93.75</b>	<b>0</b>	<b>1</b>
% CHANGE FROM 2006 (STAFFING)		1.1%	2.2%		
REVENUE HOURS-DIRECTLY OPERATED	89,590	91,035	90,543		
% CHANGE FROM 2006 (DIRECTLY OPERATED)		1.6%	1.1%		
REVENUE HOURS-PURCHASED TRANSPORTATION	77,719	79,383	90,362		
% CHANGE FROM 2006 (PURCH TRANSP)		2.1%	16.3%		
TOTAL REVENUE HOURS	167,309	170,418	180,905		
% CHANGE FROM 2006 (ALL SERVICE)		1.9%	8.1%		
<b>Administrative</b>	<b>33.5</b>	<b>33.5</b>	<b>35.5</b>	<b>0</b>	<b>2</b>
% CHANGE FROM 2006 (STAFFING)		2.1%	16.3%		
<b>Rideshare</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>
% CHANGE FROM 2006 (STAFFING)		-33.3%	-33.3%		
REVENUE HOURS	17,408	22,728	23,589		
% CHANGE FROM 2006 (SERVICE)		30.6%	35.5%		
<b>STAFFING GRAND TOTAL:</b>	<b>510.75</b>	<b>516.75</b>	<b>546.75</b>	<b>17</b>	<b>13</b>
% CHANGE FROM 2006 (STAFFING)		1.2%	7.0%		
REVENUE HOURS	588,494	601,500	627,093		
% CHANGE FROM 2006 (SERVICE)		2.2%	6.6%		

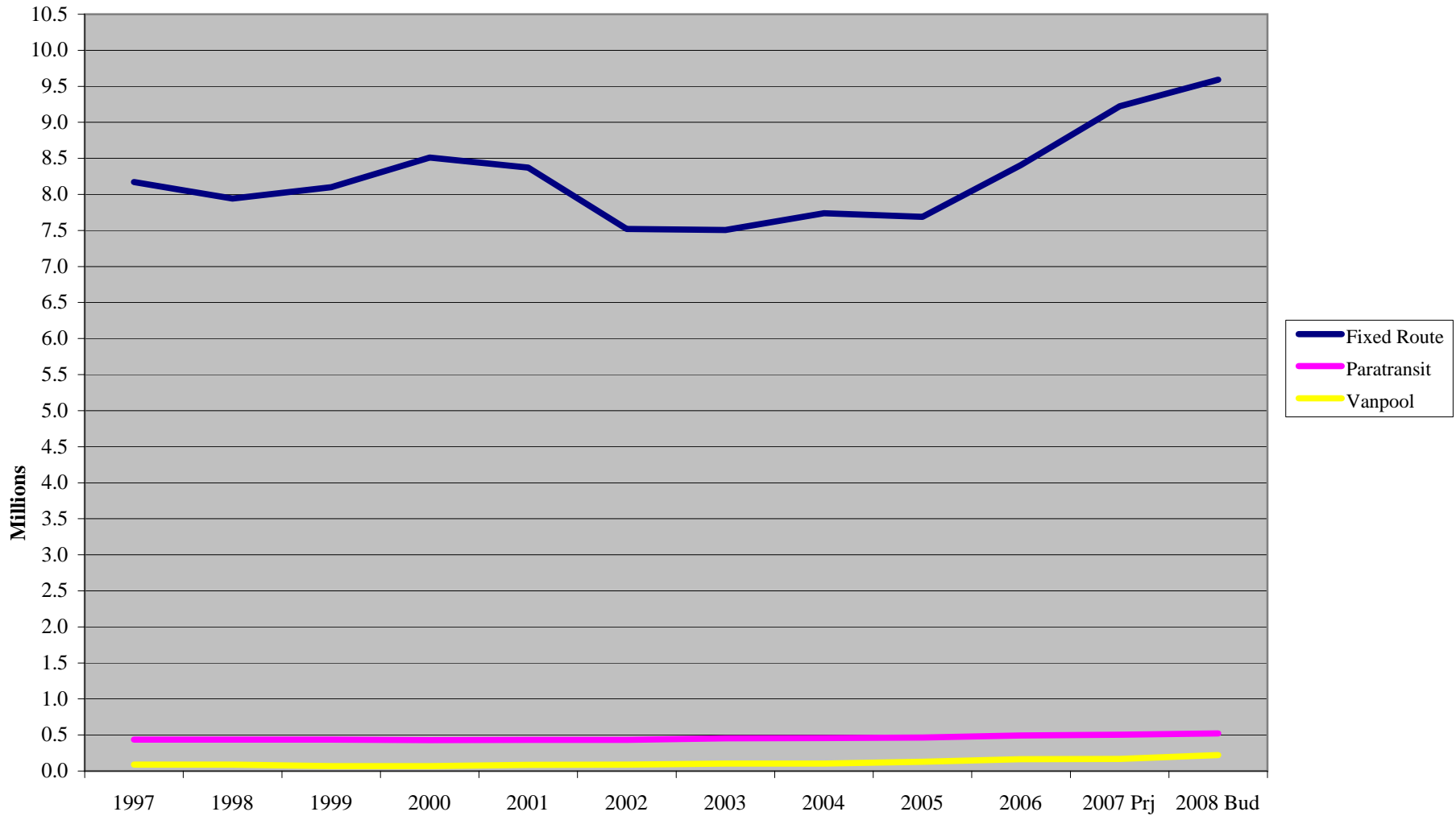
**Total New Positions 30**

**SPOKANE TRANSIT**  
**Revenue Hours by Mode**  
**1997 - 2008**

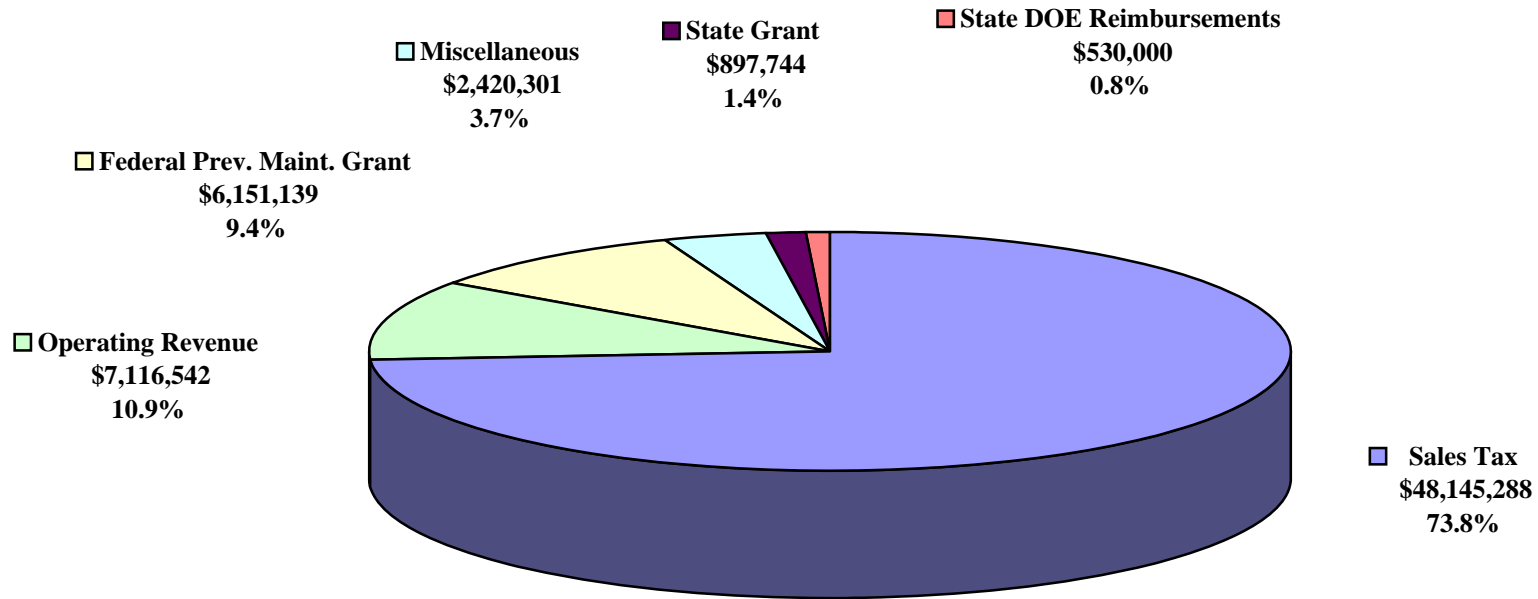




# SPOKANE TRANSIT Ridership by Mode 1997-2008



**SPOKANE TRANSIT**  
**2008 Budget**  
**Estimated Revenue by Source**  
 (Excluding Capital Assistance & JARC)  
**\$65,261,015**



Percent of Revenue	2006	2007	2008
Sales Tax	73.0%	73.0%	73.8%
Operating Revenue	11.5%	11.5%	10.9%
Federal Prev. Maintenance Grant	9.8%	9.8%	9.4%
Miscellaneous	4.2%	4.2%	3.7%
State Grant	1.4%	1.4%	1.4%
State DOE Reimbursements	0.0%	0.0%	0.8%

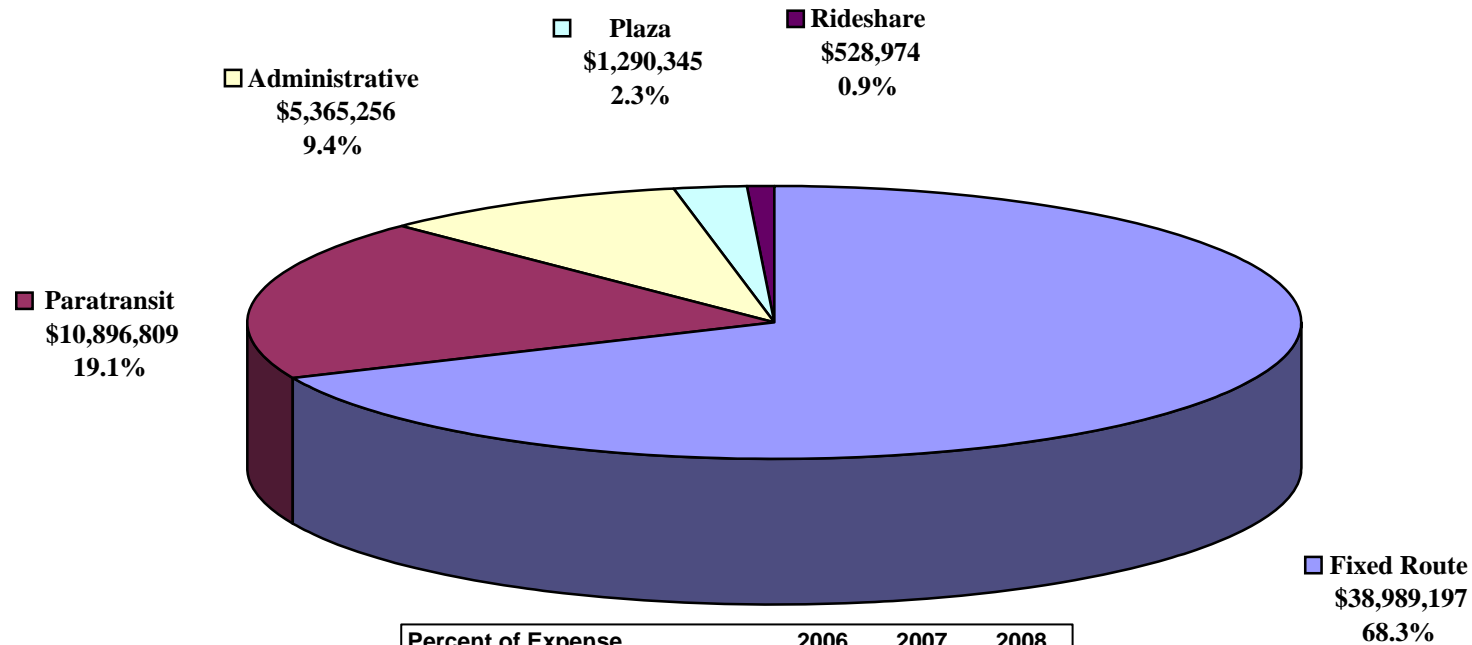
# SPOKANE TRANSIT

## 2008 Budget

### Expense by Division

(Excluding Capital Assistance, JARC, Cooperative Projects & Election Costs)

**\$57,070,582**



Percent of Expense	2006	2007	2008
Fixed Route	68.4%	68.0%	68.3%
Paratransit	19.3%	19.6%	19.1%
Administrative	8.7%	9.2%	9.4%
Plaza	2.6%	2.2%	2.3%
Rideshare	0.9%	0.9%	0.9%

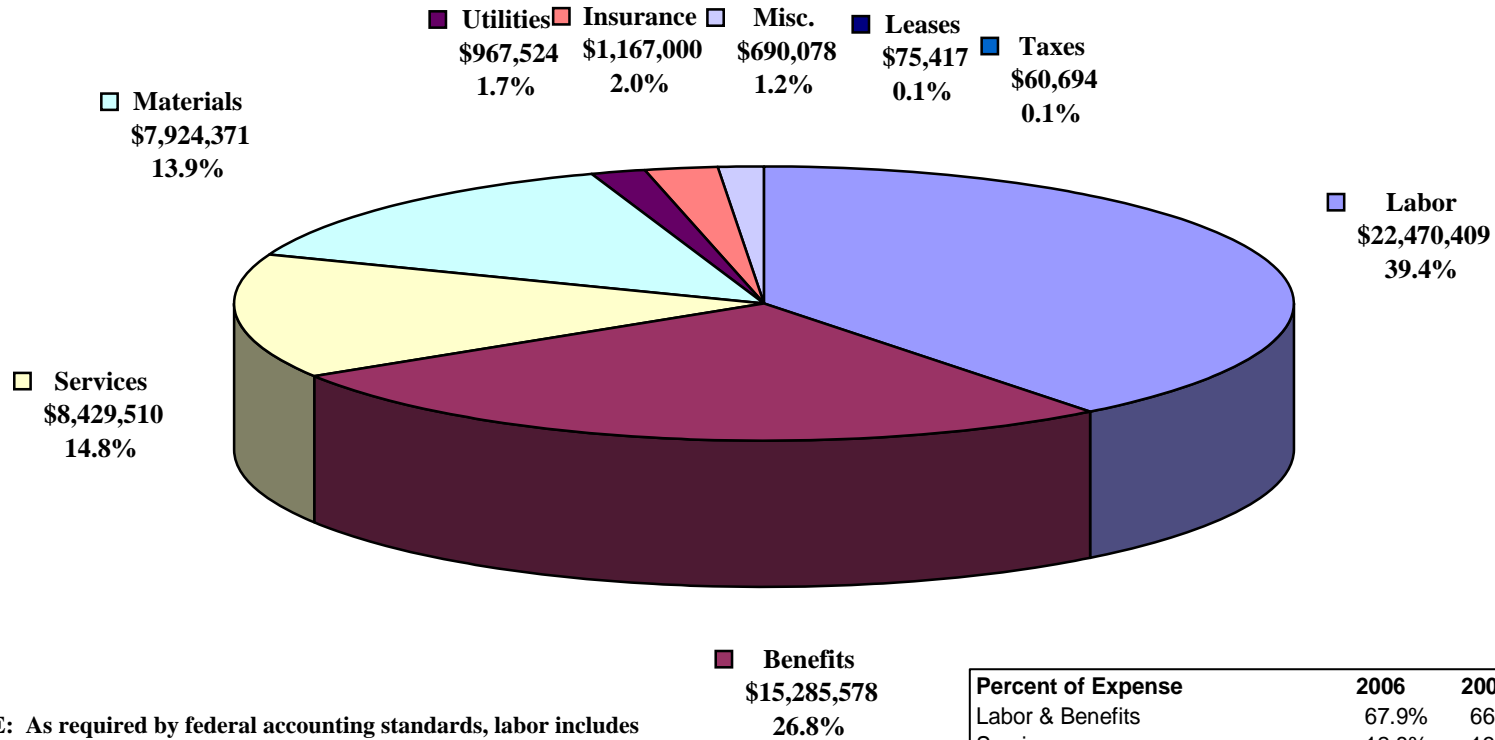
# SPOKANE TRANSIT

## 2008 Budget

### Expense By Object

(Excluding Capital Assistance, JARC, Cooperative Projects & Election Costs)

**\$57,070,582**



NOTE: As required by federal accounting standards, labor includes wages for work time only. Benefits includes wages for paid time off. Materials include fuel costs. Services include contracted transportation, legal, etc.

Percent of Expense	2006	2007	2008
Labor & Benefits	67.9%	66.9%	66.2%
Services	12.8%	13.0%	14.8%
Materials	13.3%	14.9%	13.9%
Utilities	1.9%	1.8%	1.7%
Insurance	2.9%	2.0%	2.0%
Other	1.2%	1.6%	1.4%