

# Transit Asset Management Plan

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2023

**Prepared for:**



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E. Susan Meyer, CEO

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**Date:** February 17, 2023

**Submitted by:** Brian Conley, Maintenance Analyst

**Subject:** TRANSIT ASSET MANAGEMENT PLAN

**Background:** The Transit Asset Management Plan (TAMP) has been developed and is ready for departmental and divisional review.

**Request:** Please review and approve the attached TAMP. Once approved, please forward to next person on acknowledgement list (below). Once fully approved, please forward to Brian Conley for further processing.

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**Signatures:**

 2/4/23  
Josh Stoddard, Senior Vehicle Maint. Manager Date

 2/6/23  
Brandon Rapez-Betty, Chief Operations Officer Date

 2/8/2023  
Karl Otterstrom Date  
Chief Planning & Development Officer

 2/16/2023  
Monique Liard, Chief Financial Officer Date

**Approval:**

  
E. Susan Meyer, Chief Executive Officer

2.16.2023  
Date

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# CHAPTER ONE: STA ASSET MANAGEMENT PLAN – POLICY

## ASSET MANAGEMENT AND STATE OF GOOD REPAIR – POLICY

Spokane Transit imbeds its asset management and state of good repair policy in the Board-approved comprehensive plan, [Connect Spokane: A Comprehensive Plan for Public Transportation](#). Asset management and state of good repair are also reflected in Spokane Transit’s published Organizational Priorities and supporting Performance Measures.

## CONNECT SPOKANE: A COMPREHENSIVE PLAN FOR PUBLIC

Connect Spokane is the foundation policy document for all facets of Spokane Transit operations. It contains fundamental principles, policies, and strategies that are essential to how the organization is managed. It also complies with the Washington State requirement under RCW 36.57A.050 for each public transportation entity to develop a comprehensive plan. The Board reviews and approves the document at a minimum of every three years.

It is appropriate that the Asset Management and State of Good Repair Policy is an integrated part of this important document. The entire document is available on STA’s website at the following link: <https://www.spokanetransit.com/projects-plans/comprehensive-plan>.

Excerpts from Connect Spokane that specifically address the policies pertinent to asset management and state of good repair are reiterated below:

### SYSTEM INFRASTRUCTURE

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Transit agencies, including STA, use investments in built infrastructure to provide safe, reliable public transportation. As a part of its budget process, STA annually identifies needs for improvement to the system infrastructure. To ensure that these funds are spent responsibly and methodically, this element defines how decisions about system infrastructure are made and how projects become prioritized. Without following the policies contained within this element, investments in system infrastructure could become piecemeal, resulting in losses of both time and financial resources.

### SYSTEM INFRASTRUCTURE GOAL

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**Invest responsibly in infrastructure that supports STA’s Mission Statement and stated Comprehensive Plan goals and policies.**

### SYSTEM INFRASTRUCTURE PRINCIPLES

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These principles are designed to help guide investment priorities and are not intended to note specific projects or investments, but rather to help decision makers understand the context of system infrastructure prioritization within the whole of STA.

#### *1. SUPPORT*

***Successful infrastructure investments align with the mission, long-term goals, and long-range plan of a resilient, self-sustaining transit agency.***

To ensure that infrastructure investments are sustainable, cost-effective, useful, equitable, and efficient, capital projects must support long-term agency objectives. Infrastructure built with the support of the transit agency’s coordinated long-range vision is more likely to succeed than infrastructure built independent from system-wide goals.

### ***SU-1.3 Purchasing***

#### ***Establish a sustainable purchasing policy.***

The agency should have a holistic decision-making process for purchasing equipment and services.

- Conduct cost/benefit analysis that considers lifespan costs and replacement strategy. Lower initial capital outlays may not be the best value when operations, maintenance, and replacement cycles are also factored as costs of ownership.
- Establish procurement decision process that considers costs involved at each stage of the entire lifecycle of goods purchased, e.g., resource extraction, material processing, product design and manufacturing, transportation and distribution, purchase and use, and end of life disposal or recycling.
- Evaluate the impact of staff resources required to support equipment or new capabilities.

## SPOKANE TRANSIT ORGANIZATIONAL PRIORITIES AND PERFORMANCE MEASURES

Spokane Transit formally established five Organizational Priorities.

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

Each of these Priorities is supported by a set of Performance Measures. The Board of Directors reviews, approves, and holds the agency responsible for reporting the status of each Performance Measure annually.

Three Performance Measures in support of the priority to Exemplify Financial Stewardship are directly relevant to STA's TAM Plan.

### **Financial Capacity / Financial Management**

**Measurement** – Adherence to approved Operating Budget

**Goal** – Operate at, or below, budgeted expenditures

**Measured** – Quarterly

### **Service Level Stability**

**Measurement** – Number of years current service level can be sustained

**Goal** – Minimum 6 years

**Measured** -- Annually

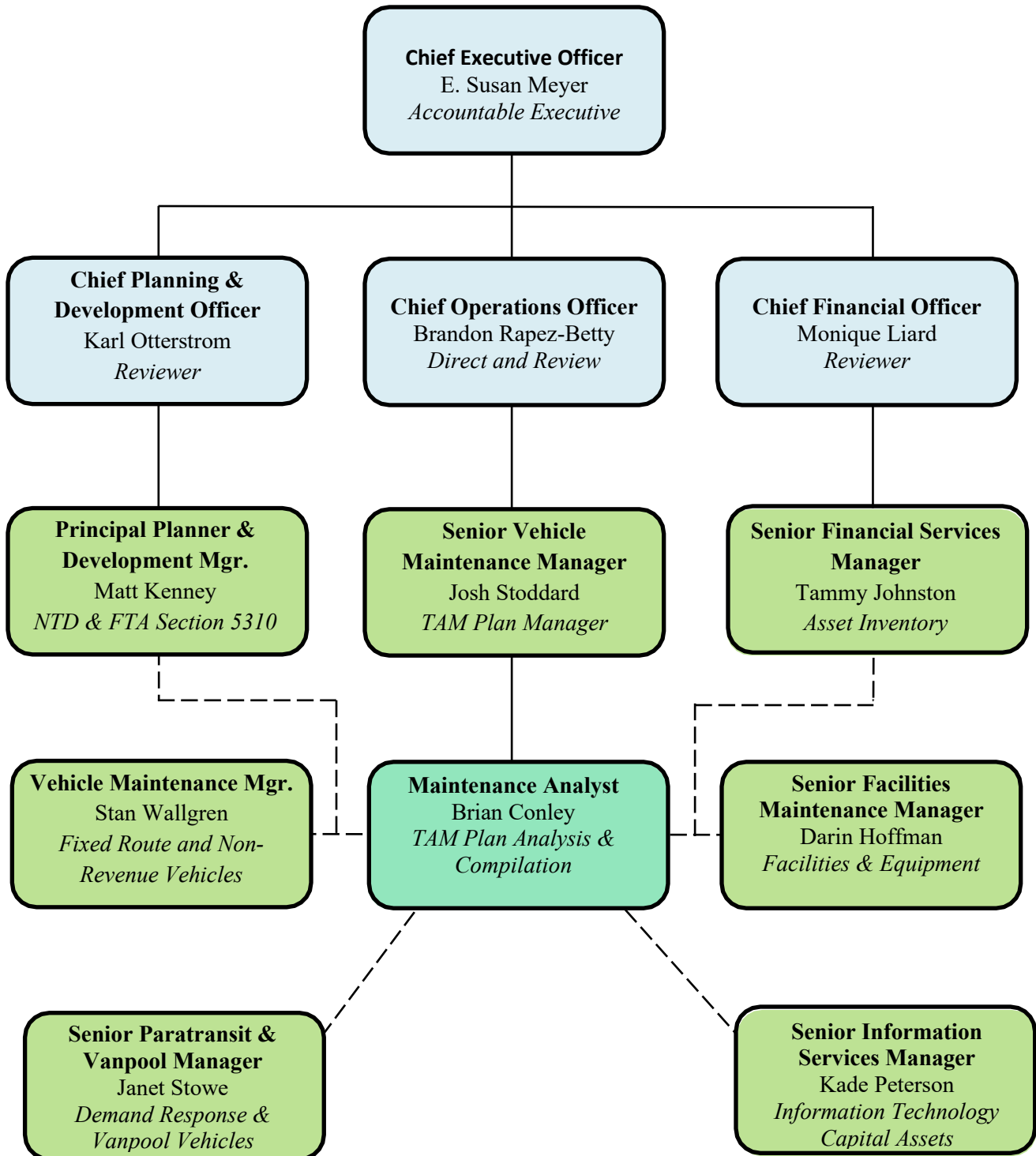
### **Ability to Sustain Essential Capital Investments**

**Measurement** – Fully funded Capital Improvement Plan

**Goal**– 6 years

**Measured** – Annually

## TAM PERSONNEL ROLES AND RESPONSIBILITIES



### **Explanation of Personnel Roles**

**CEO (Chief Executive Officer):** As the Accountable Executive of Spokane Transit's TAM Plan, the CEO approves asset condition benchmarks to the minimum or beyond FTA requirements for reporting to the State of Washington, FTA and the local MPO. The CEO has the final approval before submission to the MPO (SRTC), State of Washington and FTA.

**COO (Chief Operations Officer):** The COO directs all scoring personnel to facilitate in the development of the TAM Plan and relay the asset conditions as they relate to replacement or overall health of the capital assets to the rest of the Executive Team.

**CPDO (Chief Planning & Development Officer):** The CPDO coordinates with all planning staff to ensure that all NTD reporting and 5310 requirements are being met. This role also uses key asset information found within the TAM Plan to aid in forecasting future plans and procurements.

**CFO (Chief Financial Officer):** The CFO oversees and coordinates with the SFSM and other financial staff to ensure the asset inventories are verified through each department and categorized accordingly.

**SVMM (Senior Vehicle Maintenance Manager):** The SVMM works with the Maintenance Analyst, the Vehicle Maintenance Manager, Senior Facilities Maintenance Manager, and other maintenance administrative staff as a team to pull all the asset information together for reporting.

**PPDM (Principal Planner & Development Manager):** The PPDM works with their staff and various other reporting departments to ensure that NTD reporting and FTA 5310 criteria are being met.

**SFSM (Senior Financial Services Manager):** The SFSM and staff certify and categorize all capital assets in an official inventory. This inventory is sent to the State of Washington yearly and is included in the TAM Plan as the building block for scoring the assets.

**SFMM (Senior Facilities Maintenance Manager):** Utilizing FTA guidelines, the SFMM and staff are key in assisting the Maintenance Analyst in identifying and scoring all facilities and facility related capital equipment within Spokane Transit Authority. This includes sub assets that are essential to a building's overall function but can be replaced separately from the facility.

**SPVM (Senior Paratransit & Vanpool Manager):** The SPVM assists the MA in identifying and scoring all Demand Response and Rideshare vehicles. The final assessments made in the TAM Plan help guide replacement and procurement decisions directly related to services being provided to the public.

**SISM (Senior Information Services Manager):** The SISM utilizes FTA's TERM scale to score all Information Services capital assets to forecast the replacement of these assets utilizing our CIP (Capital Improvement Program).

**VMM (Vehicle Maintenance Manager):** The VMM and other maintenance staff are key in assisting the Maintenance Analyst in identifying and scoring all assets within the F/R Fleet and Maintenance Shops. Aside from Fixed Route vehicles and equipment, this role is also responsible in assisting with all non- revenue vehicles.

**MA (Maintenance Analyst):** The MA is responsible for collecting asset information from all parties involved to conduct analysis through established methods within FTA requirements to score and report the assets to the COO and CEO for financial and long-term decision making; as well as to the State of Washington, FTA and the local MPO.

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## SPOKANE TRANSIT TAM PLAN TIMELINE

<i>Timeline</i>	<i>Activity</i>	<i>Assigned Personnel</i>
2022 Q2	Begin facilities asset assessments and scoring	Senior Facilities Maintenance Manager, Maintenance Analyst
2022 Q4	Begin State of Good Repair (SGR) analysis for rolling stock and assessments of capital equipment	Senior Vehicle Maintenance Manager, Senior Paratransit & Vanpool Manager, Senior Information Services Manager, Maintenance Analyst
January 2023	Provide asset inventory lists from the Finance Department to the State	Senior Financial Services Manager
January 2023	Compile draft TAM Plan;;initiate internal review	Maintenance Analyst, reviewers, contributors
2 <sup>nd</sup> Week of February 2023	CEO review and approval of the TAM Plan	CEO
February 15, 2023	Submit TAM Plan information to WSDOT	Maintenance Analyst, Senior Financial Services Manager
2023 Q1	Submit requests for capital projects for asset replacement and upgrades consistent with the TAM Plan	Senior Facilities Maintenance Manager, Senior Vehicle Maintenance Manager
July 2023	Include TAM Plan as an appendix to the Transit Development Plan as approved by the STA Board of Directors	Principal Planner & Development Manager, Chief Planning & Development Officer
August 2023	Transmit updated TAM Plan to MPO	Principal Planner & Development Manager

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# CHAPTER TWO: STA ASSET MANAGEMENT PLAN – TARGETS

## ASSET MANAGEMENT AND STATE OF GOOD REPAIR – TARGETS

In January 2017, Spokane Transit’s CEO established Initial Asset Management Targets and forwarded those goals to Spokane Regional Transportation Council (SRTC). SRTC is the Metropolitan Planning Organization (MPO) in Spokane County. These targets were modified slightly in January 2018 to better reflect STA’s assessment methodology and have been forwarded to SRTC. In February of 2020, STA notified SRTC of another small change to the Rideshare Useful Life Benchmark (ULB) targets to better represent the current needs of the program.

Spokane Transit uses two measurement concepts to set these targets.

1. All vehicle targets, whether categorized under Equipment or Rolling Stock use four criteria:
  1. Useful Life Benchmark (ULB) based on age; 2. ULB based on mileage; 3. safety condition assessment; and 4. a financial level of maintenance calculation.
2. All other Equipment and Facilities targets are determined using Federal Transit Administration Transit Economic Requirements Model (TERM) scale.

Copies of the SGR targets that STA filed with the MPO are included on the following pages.

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(Example Cover Sheet)

Spokane Transit Authority  
Transit Asset Management Plan  
State of Good Repair

## Asset Management Targets

The Chief Executive Officer has approved the Asset Management Plan Targets to satisfy the FTA's requirement to set State of Good Repair (SGR) targets.

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E. Susan Meyer  
Chief Executive Officer

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Date

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

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# STATE OF GOOD REPAIR (SGR) VEHICLE CONDITION GUIDELINES

## EQUIPMENT

### SUPPORT or NON-REVENUE VEHICLES

Maintain the Support or Non-Revenue Vehicles to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Support or Non-Revenue vehicles will have an open service life (see Vehicle Mileage(ULB)).
- 2). **Vehicle Mileage (ULB):** Mileage for General Service (Supervisor, Security, and Transportation) vehicles will have a service life of 200,000 miles. Facilities and Grounds service vehicles will have a service life of 150,000 miles. Fixed Route and Paratransit Maintenance Shop trucks (wreckers and maintenance service trucks) will have a service life of 100,000 miles. Mileage thresholds for the three classifications listed above are determined by typical use and wear-and-tear patterns from services rendered by the various departments.
- 3). **Meets Financial Needs of SGR:** Historic vehicle maintenance data indicates the annual maintenance cost (parts and labor) for a vehicle in an open service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes the safety of our customers and employees in all aspects of operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure required inspections are completed and that the vehicles remain safe to operate.

### TECHNOLOGY and SUPPORT EQUIPMENT

The condition of STA's technology and support equipment will be evaluated in accordance with FTA's Transit Economic Requirements Model (TERM). STA will maintain the technology and support equipment (office management systems, CAD/AVL dispatch systems, etc.) such that greater than or equal to ninety percent (90%) of the technology and support equipment have a TERM condition rating of "3" (adequate) or better.

## ROLLING STOCK

### BUSES

Maintain the bus fleet to a degree that greater than or equal to ninety percent (90%) of these vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Buses will experience a 15 and 20 (30' diesel and hybrids) year service life.
- 2). **Vehicle Mileage (ULB):** The medium-size 30' bus will experience a 20 year /350,000-mile service life. The 35', 40' and 60' buses will experience a 15 year /750,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Bus historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 15 or 20-year service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes the safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

## PARATRANSIT VANS

Maintain the Paratransit Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Paratransit Vans will experience a 9-year service life.
- 2). **Vehicle Mileage (ULB):** The Paratransit van will experience a 200,000-mile service life.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 9-year service life will equal approximately 50% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasizes safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

## RIDESHARE VEHICLES

Maintain the Rideshare fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

- 1). **Vehicle Useful Life Benchmark (ULB):** Rideshare vehicles will experience an 11-year service life.
- 2). **Vehicle Mileage (ULB):** Service life mileage for Rideshare vehicles will be 110,000 miles.
- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its 11-year service life will equal approximately 30% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.
- 4). **Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that the vehicles remain safe to operate.

## SPECIAL USE VANS

Maintain the Special Use Van fleet to a degree that greater than or equal to ninety percent (90%) of the vehicles meet STA's SGR standard.

State of Good Repair standard is determined through an analysis of the following criteria:

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

*Current Special Use vans average fleet mileage per year:*

Special Use vans will be given an additional 65,000 mile service life beyond the ULB of their original mode. The Special Use Vans average 13,000 miles per vehicle per year.

- 3). **Meets Financial Needs of SGR:** Vehicle historical maintenance data indicates the maintenance cost (parts and labor) for a vehicle in its extended service life will equal approximately 80% of its purchase price. A vehicle performing within these criteria will meet the financial needs of an SGR.



- 4). Is the vehicle safe:** STA is committed to providing safe public transportation services to the Spokane region and emphasize safety of our customers and employees in all aspects of our operations. Only safe operational vehicles are committed for public and employee transportation services. Vehicle Preventive Maintenance (PM) inspection intervals are monitored to ensure current inspections are completed and that our vehicles remain safe to operate.

## **FACILITIES**

The condition of STA's facilities will be evaluated in accordance with the Federal Transit Administration's Transit Economic Requirements Model (TERM). STA will maintain the facilities (administration buildings, maintenance garages, and passenger and parking facilities) such that greater than or equal to ninety percent (90%) of the facilities have a TERM condition rating of "3" (adequate) or better.

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# CHAPTER THREE: STA ASSET MANAGEMENT PLAN – ASSETS & CONDITION ASSESSMENT

## ASSESSMENT PROCESS

This chapter covers how STA records its asset inventory, the decision support tools to evaluate the condition of those assets, and the resulting condition assessments.

Assets are organized within the FTA categories of: Rolling Stock, Organizational Equipment, and Facilities. The section for each group contains the list of assets, the decision support result for assets in that group, and the individual state of good repair assessments for that group. This organization allows the assessment of the state of good repair in operational terms. It not only categorizes assets by their functional area, but also provides a coherent view of the conditions and investments needed in each.

This assessment process identifies the requirements for our Capital Improvement Program (CIP). The CIP is the document that articulates our investment prioritization, implementation strategy, and identifies resources to fund the implementation strategy.

This chapter of the TAM Plan is organized by FTA-defined asset categories. Within each category, assets are divided into sections. The sections represent operational functions and include the specific asset list, the decision support tool calculations, and a scorecard that summarizes the overall state of good repair for that group of assets. STA uses these scorecards to judge our success in meeting the agency's state of good repair targets.

**Asset Category 1** --*Rolling Stock* contains three sections.

**Section 1A** – Fixed Route Vehicles – All vehicles in fixed route revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

**Section 1B** – Demand Response Vehicles including prior Demand Response Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

**Section 1C** - Vanpool Vehicles including prior Vanpool Vehicles that have been converted to SUV (Special Use Vehicle)

- Asset inventory
- Decision support tool calculations
- Scorecard

**Asset Category 2** -- *Organizational Equipment* contains three sections.

**Section 2A** – Support Vehicles – All vehicles in non-revenue service.

- Asset inventory
- Decision support tool calculations
- Scorecard

**Section 2B** – Owned Equipment – Major Subsystems - Owned equipment that represents a major subsystem in support of an operational mode or facility but is on a different replacement cycle than its host vehicle fleet or facility. For example: fueling system, radio system, maintenance lifts, etc.

- Asset inventory
- Decision support tool calculations
- Scorecard

**Section 2C** - Owned Equipment – Information Systems – Owned equipment/software that provides essential operational capability and is on a replacement cycle that requires recurring investments.

- Asset inventory
- Decision support tool calculations
- Scorecard

**Asset Category 3** -- *Facilities* contains one section.

**Section 3A** – Owned Facilities -- Buildings to include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.)

- Asset inventory
- Decision support tool calculations
- Scorecard

## Vehicles – Asset List, Decision Support Tools, and Assessment

Vehicle Asset Inventory. WSDOT Public Transportation Division establishes the format for this form. This form is used for all Rolling Stock.

Spokane Transit uses four elements of this inventory to determine the state of good repair for our vehicle fleets.

- The first element is response to the column labeled; “Is the Vehicle Safe?” A “yes” or “no” response is required in this column.
  - The criteria for a “yes” rating is that the Preventative Maintenance schedule for the vehicle is current and no recurring issues or concerns have been discovered through that program.
- The second element is the benchmark STA sets for “Agency’s ULB (Year).” STA determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
  - Heavy duty diesel vehicles = 15 years
  - Medium duty diesel vehicles = 20 years
  - Paratransit vans (all fuel sources) = 9 years
  - Rideshare vehicles (all fuel sources) = 11 years
- The third element is the benchmark STA sets for “Agency’s ULB (Miles).” Similar to ULB (Year), STA has determined the optimum ULB based on the characteristics of the vehicle as well as its duty cycle.
  - Heavy duty diesel vehicles = 750,000 miles
  - Medium duty diesel vehicles = 350,000 miles
  - Paratransit vans (all fuel sources) = 200,000 miles
  - Rideshare vehicles (all fuel sources) = 110,000 miles
- The fourth element is the benchmark STA sets for “Meets Financial Needs of SGR” consists of a calculation of the maintenance investment in a specific vehicle compared to its original purchase value. A vehicle meets the financial needs criteria if the analysis of its historical and projected maintenance cost (Parts & Labor) is equal to a designated percentage of its original purchase value. The designated percentages are:
  - Heavy duty diesel vehicles  $\leq 80\%$
  - Medium duty diesel vehicles  $\leq 80\%$
  - Paratransit vans (all fuel sources)  $\leq 50\%$
  - Rideshare vehicles (all fuel sources)  $\leq 30\%$

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Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)										
"maintenance cost per year" equals "total P+ L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.					"Projected P& L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.					
			in service date	reporting date		Replacement year	12/31/2018	=	15.92	Service life
			2/1/2003	12/31/2016			2/1/2003			
2301	age of vet (yrs.)		13.9		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year							
2301	\$199,509	\$273,315	\$14,329.16		\$214,937	79%				
2302	\$201,500	\$273,315	\$14,472.16		\$217,082	79%				
2303	\$186,400	\$273,315	\$13,387.64		\$200,815	73%				
2304	\$197,700	\$273,315	\$14,199.23		\$212,988	78%				
2305	\$196,500	\$273,315	\$14,113.05		\$211,696	77%				
2306	\$198,750	\$273,315	\$14,274.65		\$214,120	78%				
2307	\$180,700	\$273,315	\$12,978.26		\$194,674	71%				
2308	\$216,000	\$273,315	\$15,513.58		\$232,704	85%				
2309	\$179,700	\$273,315	\$12,906.43		\$193,597	71%				
2310	\$224,900	\$273,315	\$16,152.79		\$242,292	89%				
2311	\$172,350	\$273,315	\$12,378.54		\$185,678	68%				
2312	\$212,500	\$273,315	\$15,262.20		\$228,933	84%				
2313	\$193,000	\$273,315	\$13,861.67		\$207,925	76%				
					\$2,757,440					
					13	\$212,111	78%	Avg. P& L cost		
Total P+ L (Parts + Labor) equals all consumed from the "in service date "of "2/1/03" to the "reporting date" of "12/31/16".										
			date	date		Replacement year	12/31/2019	=	16.43	Service life
			8/1/2003	12/31/2016			8/1/2003			
2331	age of vet (yrs.)		13.4		Projected P& L in 15 yr. life	End of life %				
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year							
2333	\$122,000	\$256,000	\$9,085.90		\$136,289	53%				
2335	\$127,300	\$256,000	\$9,480.62		\$142,209	56%				
2336	\$111,300	\$256,000	\$8,289.02		\$124,335	49%				
					\$402,833					
					3	\$134,278	52%	Avg. P& L cost		

Figure 1: Sample SGR Financial Needs Worksheet

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## **Vehicles – Scorecard**

Once the decision support tools and criteria are applied to each vehicle the results are compiled in a scorecard. Scoring is accomplished similar to how the TERM system is used for facilities and equipment.

Each vehicle must receive a “yes” in the “Is the Vehicle Safe?” element. If it passes that screen, it must then comply with at least two of the three remaining elements: below the ULB for years; below the ULB for miles; and/or receive a “yes” as meeting the Financial Needs of SGR.

- Vehicles meeting all four elements receive a score of “5”.
- Vehicles meeting the safety element and two of the three remaining elements receive a score of “3”.
- Vehicles that do not meet the safety element automatically receive a score of “1”.
- Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of “1”.

Vehicles with scores of “3” or “5” are in a state of good repair and contribute to STA achieving its state of good repair targets. Vehicles with a score of “1” must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the “Remarks” column of the scorecard reflects this. Vehicles with a score of “3” or “5” may also have a scorecard annotation as being in the CIP, but it is not mandatory.

## **Organizational Equipment – Asset List, Decision Support Tools, and Assessment**

**Owned Equipment Inventory.** Washington State Department of Transportation (WSDOT) establishes the format for this form. This form is used for all owned equipment -- including support vehicles. For STA’s TAM Plan, Owned Equipment includes more than assets that are stand-alone systems. Owned Equipment also includes major subsystems within a vehicle fleet or a facility but are on different replacement cycles than its host vehicle fleet or facility. Examples are radio system; farebox/fare collection system, underground fuel storage tanks, etc.

Two assessment methodologies are used to evaluate this equipment.

- Support vehicles undergo the same assessment methodology as Rolling Stock vehicles in conjunction with the WSDOT TERM scale for equipment. The ULB elements for mileage, years, and financial needs will vary for individual vehicles based on their duty cycles. However, the safety assessment uses the same standard as Rolling Stock.
- All other organizational equipment is assessed using the TERM methodology. This assessment matrix is shown in Figure 2.

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on Age Remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid-point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 -1.9

*Figure 2: Owned Equipment, Decision Support Tool, Condition Scoring Methodology*

STA's organizational equipment methodology includes assessments of major assets that may be located in a facility but are on maintenance and replacement cycles that warrant focused management. Examples of these are: fueling systems, lifts, bus washers, etc. These items are assessed individually as organizational equipment. Their combined scores are then rolled up to calculate the "equipment" field for the requisite facility in which they are located.

### **Organizational Equipment – Scorecard**

Once the decision support tools and criteria are applied to each piece of equipment, the results are compiled in a scorecard. Scoring uses the TERM system.

Equipment with a score of "3" or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Equipment with a score below "3" must be included in the current Capital Improvement Program (CIP) for replacement in a funded project. A CIP number annotated in the "Remarks" column of the scorecard reflects this. Equipment with a score of "3" or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

## Facilities – Asset List, Decision Support Tools, and Assessment

Owned Facilities. FTA’s TAM Plan Facility Performance Measure Reporting Guidebook establishes the format for this form. This form is used for all owned facilities. For STA’s TAM Plan, facilities include their integrated subsystems (i.e., HVAC, Fire suppression, elevators, etc.). As mentioned in the Organizational Equipment section above, major subsystems, which are on a separate replacement cycle and managed individually, receive detailed assessments as Organizational Equipment. Their condition codes are cross-referenced in the Facilities report as appropriate.

All facilities are assessed by calculating the average scores of each substructure. The substructure scores are used to compile an average, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the average score of each facility.

(Example Facility Scorecard)

1229 W Boone Avenue				
All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.				
1).	Substructure			
	Secondary Score		Primary Score	4
	Foundation: Walls, column, slab, pilings, etc.			
		4		
2).	Shell			
	Secondary Score		Primary Score	3.75
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	3		
	Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4		
3).	Interiors			
	Secondary Score		Primary Score	4
	Partitions: Walls, interior doors, fittings and signage	4		
	Stairs: Interior stairs and landings	4		
	Finishes: Materials used on walls, floors and ceilings	4		
4).	Conduces			

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	4.0	
5	4.0	
6	3.8	4.0
7	4.0	
8	4.0	
9	4.0	
10	4.0	
11	4.8	

Figure 3: Owned Facilities, Decision Support Tool, Condition Scoring Methodology

## **Facilities – Scorecard**

Once the decision support tools and criteria are applied to each facility, the results are compiled in a scorecard. Scoring uses the TERM system.

Facilities with a score of “3” or above are in a state of good repair and contribute to STA achieving its Asset Management Targets. Facilities with a score below “3” must be addressed in the current Capital Improvement Program (CIP). A CIP number annotated in the “Remarks” column of the scorecard reflects this. Equipment with a score of “3” or better may also have a scorecard annotation as being in the CIP, but it is not mandatory.

## SECTION 1: ROLLING STOCK

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## SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE ASSET INVENTORY

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Public Transportation Management System									I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.								
Owned Rolling Stock Inventory & Verification of Continued Use																	
Fleet - Fixed Route Page 1 of 3																	
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2023 (12/31/2022)</u>									Signature and Title _____ Date _____								
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2003	GILLIG 29'	4	15GGE271231090821	2333	471007	Yes	Yes	15	350,000	Yes	Yes	419,725	Yes	24 + 2	D	No
2	2003	GILLIG 29'	4	15GGE271631090823	2335	482449	Yes	Yes	15	350,000	Yes	Yes	419,725	Yes	24 + 2	D	No
3	2003	GILLIG 29'	4	15GGE271831090824	2336	490930	Yes	Yes	15	350,000	Yes	Yes	419,725	Yes	24 + 2	D	No
4	2006	GILLIG 40'	1	15GGD291761077750	2601	747850	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
5	2006	GILLIG 40'	1	15GGD291961077751	2602	821637	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
6	2006	GILLIG 40'	1	15GGD291061077752	2603	833469	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
7	2006	GILLIG 40'	1	15GGD291261077753	2604	777007	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
8	2006	GILLIG 40'	1	15GGD291461077754	2605	856488	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
9	2006	GILLIG 40'	1	15GGD291661077755	2606	802602	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
10	2006	GILLIG 40'	1	15GGD291861077756	2607	861290	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
11	2006	GILLIG 40'	1	15GGD291X61077757	2608	768005	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
12	2006	GILLIG 40'	1	15GGD291161077758	2609	823282	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
13	2006	GILLIG 40'	1	15GGD291361077759	2610	759391	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
14	2006	GILLIG 40'	1	15GGD291X61077760	2611	828536	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
15	2006	GILLIG 40'	1	15GGB291861077761	2612	835908	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
16	2006	GILLIG 40'	1	15GGB291X61077762	2613	813290	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
17	2006	GILLIG 40'	1	15GGB291161077763	2614	742826	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
18	2006	GILLIG 40'	1	15GGB291361077764	2615	820074	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
19	2006	GILLIG 40'	1	15GGD291961077765	2616	831288	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
20	2006	GILLIG 40'	1	15GGD291461077766	2617	840104	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
21	2006	GILLIG 40'	1	15GGD291661077767	2618	827976	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
22	2006	GILLIG 40'	1	15GGD291861077768	2619	827388	No	Yes	15	750,000	Yes	Yes	489,147	Yes	40 + 2	D	No
23	2007	NEW FLYER 60'	5	5FYD4YS196C031037	2661	610294	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
24	2007	NEW FLYER 60'	5	5FYD4YS106C031038	2662	612751	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
25	2007	NEW FLYER 60'	5	5FYD4YS126C031039	2663	612201	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
26	2007	NEW FLYER 60'	5	5FYD4YS196C031040	2664	599922	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
27	2007	NEW FLYER 60'	5	5FYD4YS106C031041	2665	603511	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
28	2007	NEW FLYER 60'	5	5FYD4YS126C031042	2666	598333	Yes	Yes	15	750,000	Yes	Yes	773,064	Yes	62+2	D	No
29	2007	GILLIG 35'	2	15GGB271571078435	2701	650454	Yes	Yes	15	750,000	Yes	Yes	519,964	Yes	39+2	D	No
30	2007	GILLIG 35'	2	15GGB271771078436	2702	650436	Yes	Yes	15	750,000	Yes	Yes	519,964	Yes	39+2	D	No
31	2007	GILLIG 35'	2	15GGB271971078437	2703	642621	Yes	Yes	15	750,000	Yes	Yes	519,964	Yes	39+2	D	No
32	2007	GILLIG 40'	1	15GGD271271078418	2704	742634	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
33	2007	GILLIG 40'	1	15GGD271471078419	2705	748995	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
34	2007	GILLIG 40'	1	15GGD271071078420	2706	753895	No	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
35	2007	GILLIG 40'	1	15GGD271271078421	2707	758466	No	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
36	2007	GILLIG 40'	1	15GGD271471078422	2708	748727	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
37	2007	GILLIG 40'	1	15GGD271671078423	2709	745867	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
38	2007	GILLIG 40'	1	15GGD271871078424	2710	729304	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
39	2007	GILLIG 40'	1	15GGD271X71078425	2711	743002	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
40	2007	GILLIG 40'	1	15GGD271171078426	2712	749073	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
41	2007	GILLIG 40'	1	15GGD271371078427	2713	769694	No	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
42	2007	GILLIG 40'	1	15GGD271571078428	2714	766621	No	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
43	2007	GILLIG 40'	1	15GGD271771078429	2715	740150	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
44	2007	GILLIG 40'	1	15GGD271371078430	2716	739960	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
45	2007	GILLIG 40'	1	15GGD271571078431	2717	734859	Yes	Yes	15	750,000	Yes	Yes	532,130	Yes	39+2	D	No
46	2007	GILLIG HEV 40'	1	15GGD301771078432	7001	731150	Yes	Yes	15	750,000	Yes	Yes	862,772	Yes	39+2	DE	No
47	2007	GILLIG HEV 40'	1	15GGD301971078433	7002	722735	Yes	Yes	15	750,000	Yes	Yes	862,772	Yes	39+2	DE	No
48	2007	GILLIG HEV 40'	1	15GGD301071078434	7003	693516	Yes	Yes	15	750,000	Yes	Yes	862,772	Yes	39+2	DE	No
49	2008	GILLIG 40'	1	15GGD271081079603	2801	700867	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
50	2008	GILLIG 40'	1	15GGD271281079604	2802	712051	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
51	2008	GILLIG 40'	1	15GGD271481079605	2803	706131	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
52	2008	GILLIG 40'	1	15GGD271681079606	2804	725875	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
53	2008	GILLIG 40'	1	15GGD271881079607	2805	705766	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
54	2008	GILLIG 40'	1	15GGD271X81079608	2806	721949	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
55	2008	GILLIG 40'	1	15GGD271181079609	2807	690997	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
56	2008	GILLIG 40'	1	15GGD271881079610	2808	717295	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
57	2008	GILLIG 40'	1	15GGD271X81079611	2809	699284	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
58	2008	GILLIG 40'	1	15GGD271181079612	2810	714805	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
59	2008	GILLIG 40'	1	15GGD271381079613	2811	701991	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
Total						59	42,858,977	\$ 32,645,837									
*Footnote: 2020 Replacement factor changed to CPI Inflation Rate																	

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.							
Owned Rolling Stock Inventory & Verification of Continued Use Fleet - Fixed Route Page 2 of 3																	
Agency/Organization: Spokane Transit Authority Reporting Year: 2023 (12/31/2022)																	
										Signature and Title				Date			
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2008	GILLIG 40'	1	15GGD271581079614	2812	721289	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
2	2008	GILLIG 40'	1	15GGD271781079615	2813	702170	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
3	2008	GILLIG 40'	1	15GGD271981079616	2814	665102	Yes	Yes	15	750,000	Yes	Yes	532,404	Yes	39+2	D	No
4	2008	GILLIG HEV 40'	1	15GGD301081079617	8001	693253	Yes	Yes	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
5	2008	GILLIG HEV 40'	1	15GGD301281079618	8002	710762	Yes	Yes	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
6	2008	GILLIG HEV 40'	1	15GGD301481079619	8003	673426	No	No	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
7	2008	GILLIG HEV 40'	1	15GGD301081079620	8004	673795	Yes	Yes	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
8	2008	GILLIG HEV 40'	1	15GGD301281079621	8005	696614	Yes	Yes	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
9	2008	GILLIG HEV 40'	1	15GGD301481079622	8006	705899	Yes	Yes	15	750,000	Yes	Yes	777,026	Yes	39+2	DE	No
10	2009	NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	551797	Yes	Yes	15	750,000	Yes	Yes	922,560	Yes	62+2	D	No
11	2009	NEW FLYER 60'	5	5FYD4YS119B036419	2962	540165	Yes	Yes	15	750,000	Yes	Yes	906,467	Yes	62+2	D	No
12	2009	NEW FLYER 60'	5	5FYD4YS189B036420	2963	501182	Yes	Yes	15	750,000	Yes	Yes	922,560	Yes	62+2	D	No
13	2009	NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	537618	Yes	Yes	15	750,000	Yes	Yes	922,560	Yes	62+2	D	No
14	2009	GILLIG 40'	1	15GGD271191176245	2901	675769	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
15	2009	GILLIG 40'	1	15GGD271391176246	2902	647283	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
16	2009	GILLIG 40'	1	15GGD271591176247	2903	684363	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
17	2009	GILLIG 40'	1	15GGD271791176248	2904	678434	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
18	2009	GILLIG 40'	1	15GGD271991176249	2905	654267	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
19	2009	GILLIG 40'	1	15GGD271591176250	2906	657229	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
20	2009	GILLIG 40'	1	15GGD271791176251	2907	672400	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
21	2009	GILLIG 40'	1	15GGD271991176252	2908	670012	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
22	2009	GILLIG 40'	1	15GGD271091176253	2909	661321	Yes	Yes	15	750,000	Yes	Yes	521,163	Yes	39+2	D	No
23	2009	GILLIG HEV 29'	4	15GGE301091091443	9031	214049	Yes	Yes	20	350,000	Yes	Yes	798,536	Yes	26+2	DE	No
24	2009	GILLIG HEV 29'	4	15GGE301291091444	9032	221050	Yes	Yes	20	350,000	Yes	Yes	798,536	Yes	26+2	DE	No
25	2009	GILLIG HEV 29'	4	15GGE301491091445	9033	211213	Yes	Yes	20	350,000	Yes	Yes	798,536	Yes	26+2	DE	No
26	2010	GILLIG HEV 40'	1	15GGD3017A1176254	10701	640402	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
27	2010	GILLIG HEV 40'	1	15GGD3019A1176255	10702	623841	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
28	2010	GILLIG HEV 40'	1	15GGD3010A1176256	10703	624495	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
29	2010	GILLIG HEV 40'	1	15GGD3012A1176257	10704	662720	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
30	2010	GILLIG HEV 40'	1	15GGD3014A1176258	10705	624106	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
31	2010	GILLIG HEV 40'	1	15GGD3016A1176259	10706	652512	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
32	2010	GILLIG HEV 40'	1	15GGD3012A1176260	10707	636753	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
33	2010	GILLIG HEV 40'	1	15GGD3014A1176261	10708	640995	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
34	2010	GILLIG HEV 40'	1	15GGD3016A1176262	10709	630769	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
35	2010	GILLIG HEV 40'	1	15GGD3018A1176263	10710	656062	Yes	Yes	15	750,000	Yes	Yes	814,859	Yes	39+2	DE	No
36	2012	GILLIG HEV 40'	1	15GGD3018C1180543	12701	467714	Yes	Yes	15	750,000	Yes	Yes	815,874	Yes	39+2	DE	No
37	2012	GILLIG HEV 40'	1	15GGD301XC1180544	12702	511622	Yes	Yes	15	750,000	Yes	Yes	815,874	Yes	39+2	DE	No
38	2012	GILLIG HEV 40'	1	15GGD3011C1180545	12703	484221	Yes	Yes	15	750,000	Yes	Yes	815,874	Yes	39+2	DE	No
39	2012	GILLIG HEV 40'	1	15GGD3013C1180546	12704	468286	Yes	Yes	15	750,000	Yes	Yes	824,451	Yes	39+2	DE	No
40	2012	GILLIG HEV 40'	1	15GGD3015C1180547	12705	509755	Yes	Yes	15	750,000	Yes	Yes	824,452	Yes	39+2	DE	No
41	2012	GILLIG HEV 40'	1	15GGD3017C1180548	12706	495269	Yes	Yes	15	750,000	Yes	Yes	824,452	Yes	39+2	DE	No
42	2014	GILLIG 40'	1	15GGD271XE1183561	1401	402763	Yes	Yes	15	750,000	Yes	Yes	521,919	Yes	39+2	D	No
43	2014	GILLIG 40'	1	15GGD2711E1183562	1402	444519	Yes	Yes	15	750,000	Yes	Yes	521,919	Yes	39+2	D	No
44	2014	GILLIG 40'	1	15GGD2713E1183563	1403	444488	Yes	Yes	15	750,000	Yes	Yes	521,919	Yes	39+2	D	No
45	2014	GILLIG 40'	1	15GGD2715E1183564	1404	454766	Yes	Yes	15	750,000	Yes	Yes	521,919	Yes	39+2	D	No
46	2014	GILLIG 40'	1	15GGD2717E1183565	1405	452961	Yes	Yes	15	750,000	Yes	Yes	521,919	Yes	39+2	D	No
47	2014	GILLIG 40'	1	15GGD2719E1183566	1406	443865	Yes	Yes	15	750,000	Yes	Yes	521,174	Yes	39+2	D	No
48	2014	GILLIG 40'	1	15GGD2710E1183567	1407	437019	Yes	Yes	15	750,000	Yes	Yes	521,174	Yes	39+2	D	No
49	2014	GILLIG 40'	1	15GGD2712E1183568	1408	449418	Yes	Yes	15	750,000	Yes	Yes	521,174	Yes	39+2	D	No
50	2016	GILLIG 40'	1	15GGD2715G1187083	1601	320019	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
51	2016	GILLIG 40'	1	15GGD2717G1187084	1602	308093	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
52	2016	GILLIG 40'	1	15GGD2719G1187085	1603	315653	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
53	2016	GILLIG 40'	1	15GGD2710G1187086	1604	301724	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
54	2016	GILLIG 40'	1	15GGD2712G1187087	1605	315141	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
55	2016	GILLIG 40'	1	15GGD2714G1187088	1606	318513	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
56	2016	GILLIG 40'	1	15GGD2716G1187089	1607	321801	Yes	Yes	15	750,000	Yes	Yes	548,165	Yes	39+2	D	No
57	2017	NEW FLYER 60'	5	5FYD8YU18HC051154	1761	258133	Yes	Yes	15	750,000	Yes	Yes	935,613	Yes	62+2	D	No
58	2017	NEW FLYER 60'	5	5FYD8YU1XHC051155	1762	253467	Yes	Yes	15	750,000	Yes	Yes	935,613	Yes	62+2	D	No
59	2017	NEW FLYER 60'	5	5FYD8YU11HC051156	1763	228494	Yes	Yes	15	750,000	Yes	Yes	935,613	Yes	62+2	D	No
Total					59	30,820,816							\$ 40,906,272				

\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate

Public Transportation Management System										I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the terms and conditions of the grant agreement.										
Owned Rolling Stock Inventory & Verification of Continued Use																				
Fleet - Fixed Route Page 3 of 3																				
Agency/Organization: Spokane Transit Authority										Signature and Title									Date	
Reporting Year: 2023 (12/31/2022)																				
No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)			
1	2017	GILLIG 40'	1	15GGD2710H3188311	1801	253374	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
2	2017	GILLIG 40'	1	15GGD2712H3188312	1802	260731	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
3	2017	GILLIG 40'	1	15GGD2714H3188313	1803	258642	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
4	2017	GILLIG 40'	1	15GGD2716H3188314	1804	264428	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
5	2017	GILLIG 40'	1	15GGD2718H3188315	1805	265739	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
6	2017	GILLIG 40'	1	15GGD271XH3188316	1806	261049	Yes	Yes	15	750,000	Yes	Yes	574,877	Yes	39+2	D	No			
7	2018	NEW FLYER 60'	5	5FYD8YU11JB052853	1861	208806	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
8	2018	NEW FLYER 60'	5	5FYD8YU13JB052854	1862	212915	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
9	2018	NEW FLYER 60'	5	5FYD8YU15JB052855	1863	224407	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
10	2018	NEW FLYER 60'	5	5FYD8YU17JB052856	1864	217981	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
11	2018	NEW FLYER 60'	5	5FYD8YU19JB052857	1865	233431	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
12	2018	NEW FLYER 60'	5	5FYD8YU10JB052858	1866	230872	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
13	2018	NEW FLYER 60'	5	5FYD8YU12JB052859	1867	241823	Yes	Yes	15	750,000	Yes	Yes	967,475	Yes	62+2	D	No			
14	2019	GILLIG 40'	1	15GGD2717K3192931	1901	169619	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
15	2019	GILLIG 40'	1	15GGD2719K3192932	1902	168599	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
16	2019	GILLIG 40'	1	15GGD2710K3192933	1903	184127	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
17	2019	GILLIG 40'	1	15GGD2712K3192934	1904	182570	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
18	2019	GILLIG 40'	1	15GGD2714K3192935	1905	163050	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
19	2019	GILLIG 40'	1	15GGD2716K3192936	1906	180360	Yes	Yes	15	750,000	Yes	Yes	601,711	Yes	39+2	D	No			
20	2021	GILLIG 40'	1	15GGD2712M3195822	2101	89007	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
21	2021	GILLIG 40'	1	15GGD2714M3195823	2102	82662	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
22	2021	GILLIG 40'	1	15GGD2716M3195824	2103	92190	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
23	2021	GILLIG 40'	1	15GGD2718M3195825	2104	92859	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
24	2021	GILLIG 40'	1	15GGD271XM3195826	2105	93798	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
25	2021	GILLIG 40'	1	15GGD2711M3195827	2106	98830	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
26	2021	GILLIG 40'	1	15GGD2713M3195828	2107	88912	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
27	2021	GILLIG 40'	1	15GGD2715M3195829	2108	91696	Yes	Yes	15	750,000	Yes	Yes	609,165	Yes	37+2	D	No			
28	2021	GILLIG 40'	1	15GGD2711M3195830	2109	80545	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
29	2021	GILLIG 40'	1	15GGD2713M3195831	2110	95091	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
30	2021	GILLIG 40'	1	15GGD2715M3195832	2111	94671	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
31	2021	GILLIG 40'	1	15GGD2717M3195833	2112	76034	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
32	2021	GILLIG 40'	1	15GGD2719M3195834	2113	95642	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
33	2021	GILLIG 40'	1	15GGD2710M3195835	2114	90643	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
34	2021	GILLIG 40'	1	15GGD2712M3195836	2115	88806	Yes	Yes	15	750,000	Yes	Yes	610,114	Yes	37+2	D	No			
35	2021	GILLIG 40'	1	15GGD2714M3195837	2116	75334	Yes	Yes	15	750,000	Yes	Yes	610,115	Yes	37+2	D	No			
36	2021	NEW FLYER 40' BEB	1	5FYB8FJ17MB075445	E4001	19063	Yes	Yes	15	750,000	Yes	Yes	1,085,117	Yes	39+2	E	No			
37	2021	NEW FLYER 40' BEB	1	5FYB8FJ19MB075446	E4002	23883	Yes	Yes	15	750,000	Yes	Yes	1,085,117	Yes	39+2	E	No			
38	2021	PROTERRA 40' BEB	1	7JZTH13J4ML000444	E4003	7863	Yes	Yes	15	750,000	Yes	Yes	1,055,603	Yes	40+2	E	No			
39	2021	PROTERRA 40' BEB	1	7JZTH13J6ML000445	E4004	6660	Yes	Yes	15	750,000	Yes	Yes	1,056,544	Yes	40+2	E	No			
40	2021	NEW FLYER 60' BEB	5	5FYB8YJ17MB075361	E6001	3483	Yes	Yes	15	750,000	Yes	Yes	1,510,296	Yes	41+2	E	No			
41	2021	NEW FLYER 60' BEB	5	5FYB8YJ19MB075362	E6002	3114	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
42	2021	NEW FLYER 60' BEB	5	5FYB8YJ10MB075363	E6003	3423	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
43	2021	NEW FLYER 60' BEB	5	5FYB8YJ12MB075364	E6004	3762	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
44	2021	NEW FLYER 60' BEB	5	5FYB8YJ14MB075365	E6005	1176	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
45	2021	NEW FLYER 60' BEB	5	5FYB8YJ16MB075366	E6006	1961	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
46	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075367	E6007	1563	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
47	2021	NEW FLYER 60' BEB	5	5FYB8YJ1XMB075368	E6008	3218	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
48	2021	NEW FLYER 60' BEB	5	5FYB8YJ11MB075369	E6009	2505	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
49	2021	NEW FLYER 60' BEB	5	5FYB8YJ18MB075370	E6010	2549	Yes	Yes	15	750,000	Yes	Yes	1,510,295	Yes	41+2	E	No			
50	2022	NEW FLYER 40' DIESEL	1	5FYD8FV10NF105558	2201	2465	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
51	2022	NEW FLYER 40' DIESEL	1	5FYD8FV12NF105559	2202	2435	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
52	2022	NEW FLYER 40' DIESEL	1	5FYD8FV19NF105560	2203	2443	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
53	2022	NEW FLYER 40' DIESEL	1	5FYD8FV10NF105561	2204	2408	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
54	2022	NEW FLYER 40' DIESEL	1	5FYD8FV12NF105562	2205	2422	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
55	2022	NEW FLYER 40' DIESEL	1	5FYD8FV14NF105563	2206	2387	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
56	2022	NEW FLYER 40' DIESEL	1	5FYD8FV16NF105564	2207	2425	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
57	2022	NEW FLYER 40' DIESEL	1	5FYD8FV18NF105565	2208	2414	Yes	Yes	15	750,000	Yes	Yes	554,576	Yes	37+2	D	No			
58	2022	NEW FLYER 40' DIESEL	1	5FYD8FV1XNF105566	2209	2771	Yes	Yes	15	750,000	Yes	Yes	569,151	Yes	37+2	D	No			
59	2022	NEW FLYER 40' DIESEL	1	5FYD8FV11NF105567	2210	2477	Yes	Yes	15	750,000	Yes	Yes	569,151	Yes	37+2	D	No			
Total					83	5,718,108							\$ 48,546,332			39				

\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate

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## SECTION 1A: ROLLING STOCK – FIXED ROUTE VEHICLE DECISION SUPPORT CALCULATIONS

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Figure 1: Sample SGR Financial Needs Worksheet

Fixed Route Fleet Methodology - Projected Vehicle Service Life Maintenance Cost - (Financial Needs of SGR)

"maintenance cost per year" equals "total P+L 12/31/16" divided by the "age of vet (yrs.)". Age of vehicle is calculated to 12/31/2016.				"Projected P&L in 15 yr. life" equals current "maintenance cost per year" multiplied by a 15 year service life.			
		in service date	reporting date	Replacement year			
		2/1/2003	12/31/2016	12/31/2018 2/1/2003 = 15.92 Service life			
2301	age of vet (yrs.)		13.9	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 2/1/03	maintenance cost per year				
2301	\$199,509	\$273,315	\$14,329.16	\$214,937	79%		
2302	\$201,500	\$273,315	\$14,472.16	\$217,082	79%		
2303	\$186,400	\$273,315	\$13,387.64	\$200,815	73%		
2304	\$197,700	\$273,315	\$14,199.23	\$212,988	78%		
2305	\$196,500	\$273,315	\$14,113.05	\$211,696	77%		
2306	\$198,750	\$273,315	\$14,274.65	\$214,120	78%		
2307	\$180,700	\$273,315	\$12,978.26	\$194,674	71%		
2308	\$216,000	\$273,315	\$15,513.58	\$232,704	85%		
2309	\$179,700	\$273,315	\$12,906.43	\$193,597	71%		
2310	\$224,900	\$273,315	\$16,152.79	\$242,292	89%		
2311	\$172,350	\$273,315	\$12,378.54	\$185,678	68%		
2312	\$212,500	\$273,315	\$15,262.20	\$228,933	84%		
2313	\$193,000	\$273,315	\$13,861.67	\$207,925	76%		
				\$2,757,440	\$212,111	78%	Avg. P& L cost
				13			
Total P+ L (Parts + Labor) equals all consumed from the "in service date" of "2/1/03" to the "reporting date" of "12/31/16".							
		date	reporting date	Replacement year			
		8/1/2003	12/31/2016	12/31/2019 8/1/2003 = 16.43 Service life			
2331	age of vet (yrs.)		13.4	Projected P& L in 15 yr. life	End of life %		
vet #	total P+ L 12/31/16	vet cost 8/1/03	maintenance cost per year				
2333	\$122,000	\$256,000	\$9,085.90	\$136,289	53%		
2335	\$127,300	\$256,000	\$9,480.62	\$142,209	56%		
2336	\$111,300	\$256,000	\$8,289.02	\$124,335	49%		
				\$402,833	\$134,278	52%	Avg. P& L cost
				3			
"Avg. P& L cost" percentage is equal to the "Projected P& L in 15 yr. life" divided by the "vehicle cost 2/1/03".							

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## 2023 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	2333	\$172,886	\$256,000	\$10,645	\$183,532	72%	Yes
2	2335	\$191,692	\$256,000	\$10,645	\$202,337	79%	Yes
3	2336	\$164,256	\$256,000	\$10,645	\$174,901	68%	Yes
4	2601	\$266,749	\$299,400	\$12,389	\$279,138	93%	No
5	2602	\$249,937	\$299,400	\$19,140	\$269,077	90%	No
6	2603	\$247,763	\$299,400	\$19,140	\$266,903	89%	No
7	2604	\$251,583	\$299,400	\$12,389	\$263,972	88%	No
8	2605	\$232,505	\$299,400	\$19,140	\$251,645	84%	No
9	2606	\$254,402	\$299,400	\$12,389	\$266,791	89%	No
10	2607	\$237,476	\$299,400	\$19,140	\$256,616	86%	No
11	2608	\$262,909	\$299,400	\$12,389	\$275,298	92%	No
12	2609	\$251,980	\$299,400	\$19,140	\$271,120	91%	No
13	2610	\$249,506	\$299,400	\$12,389	\$261,895	87%	No
14	2611	\$246,254	\$299,400	\$19,140	\$265,394	89%	No
15	2612	\$244,588	\$299,400	\$19,140	\$263,728	88%	No
16	2613	\$256,928	\$299,400	\$19,140	\$276,068	92%	No
17	2614	\$252,347	\$299,400	\$12,389	\$264,736	88%	No
18	2615	\$259,987	\$299,400	\$19,140	\$279,127	93%	No
19	2616	\$251,112	\$299,400	\$19,140	\$270,252	90%	No
20	2617	\$257,392	\$299,400	\$19,140	\$276,532	92%	No
21	2618	\$259,083	\$299,400	\$19,140	\$278,223	93%	No
22	2619	\$256,003	\$299,400	\$19,140	\$275,143	92%	No
23	2661	\$293,651	\$499,873	\$27,680	\$321,331	64%	Yes
24	2662	\$314,222	\$499,873	\$27,680	\$341,902	68%	Yes
25	2663	\$285,723	\$499,873	\$27,680	\$313,403	63%	Yes
26	2664	\$329,386	\$499,873	\$27,680	\$357,065	71%	Yes
27	2665	\$304,558	\$499,873	\$27,680	\$332,238	66%	Yes
28	2666	\$303,191	\$499,873	\$27,680	\$330,871	66%	Yes
29	2701	\$187,918	\$325,000	\$19,040	\$206,958	64%	Yes
30	2702	\$196,471	\$325,000	\$19,040	\$215,511	66%	Yes
31	2703	\$197,563	\$325,000	\$19,040	\$216,603	67%	Yes
32	2704	\$304,056	\$332,400	\$23,032	\$327,088	98%	No
33	2705	\$253,426	\$332,400	\$23,032	\$276,458	83%	No
34	2706	\$261,882	\$332,400	\$23,032	\$284,914	86%	No
35	2707	\$271,505	\$332,400	\$23,032	\$294,537	89%	No
36	2708	\$269,162	\$332,400	\$23,032	\$292,194	88%	No
37	2709	\$289,747	\$332,400	\$23,032	\$312,779	94%	No
38	2710	\$255,741	\$332,400	\$23,032	\$278,774	84%	No
39	2711	\$263,312	\$332,400	\$23,032	\$286,344	86%	No
40	2712	\$248,682	\$332,400	\$23,032	\$271,714	82%	No
41	2713	\$252,472	\$332,400	\$23,032	\$275,504	83%	No
42	2714	\$264,818	\$332,400	\$23,032	\$287,850	87%	No

## 2023 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
43	2715	\$265,386	\$332,400	\$23,032	\$288,418	87%	No
44	2716	\$279,339	\$332,400	\$23,032	\$302,372	91%	No
45	2717	\$265,346	\$332,400	\$23,032	\$288,378	87%	No
46	7001	\$212,857	\$539,000	\$24,017	\$236,875	44%	Yes
47	7002	\$242,336	\$539,000	\$24,017	\$266,353	49%	Yes
48	7003	\$227,728	\$539,000	\$24,017	\$251,745	47%	Yes
49	2801	\$225,697	\$346,400	\$26,544	\$252,241	73%	Yes
50	2802	\$237,754	\$346,400	\$26,544	\$264,298	76%	Yes
51	2803	\$246,331	\$346,400	\$26,544	\$272,875	79%	Yes
52	2804	\$243,702	\$346,400	\$26,544	\$270,246	78%	Yes
53	2805	\$262,512	\$346,400	\$26,544	\$289,056	83%	No
54	2806	\$253,421	\$346,400	\$26,544	\$279,965	81%	No
55	2807	\$251,403	\$346,400	\$26,544	\$277,947	80%	No
56	2808	\$278,366	\$346,400	\$26,544	\$304,910	88%	No
57	2809	\$253,175	\$346,400	\$26,544	\$279,719	81%	No
58	2810	\$239,222	\$346,400	\$26,544	\$265,766	77%	Yes
59	2811	\$249,806	\$346,400	\$26,544	\$276,350	80%	No
60	2812	\$266,190	\$346,400	\$26,544	\$292,734	85%	No
61	2813	\$243,820	\$346,400	\$26,544	\$270,364	78%	Yes
62	2814	\$243,796	\$346,400	\$26,544	\$270,340	78%	Yes
63	8001	\$227,586	\$506,000	\$17,800	\$245,386	48%	Yes
64	8002	\$218,583	\$506,000	\$17,800	\$236,383	47%	Yes
65	8003	\$220,921	\$506,000	\$17,800	\$238,721	47%	Yes
66	8004	\$269,750	\$506,000	\$17,800	\$287,551	57%	Yes
67	8005	\$223,648	\$506,000	\$17,800	\$241,449	48%	Yes
68	8006	\$222,736	\$506,000	\$17,800	\$240,536	48%	Yes
69	2961	\$232,770	\$592,000	\$23,761	\$256,531	43%	Yes
70	2962	\$248,381	\$592,000	\$23,761	\$272,142	46%	Yes
71	2963	\$266,104	\$592,000	\$23,761	\$289,866	49%	Yes
72	2964	\$239,834	\$592,000	\$23,761	\$263,595	45%	Yes
73	2901	\$244,470	\$329,000	\$20,853	\$265,324	81%	No
74	2902	\$205,976	\$329,000	\$20,853	\$226,829	69%	Yes
75	2903	\$232,826	\$329,000	\$20,853	\$253,679	77%	Yes
76	2904	\$213,536	\$329,000	\$20,853	\$234,389	71%	Yes
77	2905	\$246,312	\$329,000	\$20,853	\$267,165	81%	No
78	2906	\$244,171	\$329,000	\$20,853	\$265,024	81%	No
79	2907	\$232,743	\$329,000	\$20,853	\$253,596	77%	Yes
80	2908	\$237,095	\$329,000	\$20,853	\$257,948	78%	Yes
81	2909	\$233,397	\$329,000	\$20,853	\$254,250	77%	Yes
82	9031	\$93,882	\$520,000	\$19,486	\$113,367	22%	Yes
83	9032	\$87,737	\$520,000	\$19,486	\$107,223	21%	Yes
84	9033	\$90,727	\$520,000	\$19,486	\$110,212	21%	Yes

## 2023 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
85	10701	\$178,699	\$533,200	\$18,624	\$197,324	37%	Yes
86	10702	\$190,590	\$533,200	\$18,624	\$209,214	39%	Yes
87	10703	\$184,891	\$533,200	\$18,624	\$203,515	38%	Yes
88	10704	\$178,133	\$533,200	\$18,624	\$196,757	37%	Yes
89	10705	\$158,436	\$533,200	\$18,624	\$177,060	33%	Yes
90	10706	\$173,678	\$533,200	\$18,624	\$192,302	36%	Yes
91	10707	\$171,503	\$533,200	\$18,624	\$190,127	36%	Yes
92	10708	\$182,906	\$533,200	\$18,624	\$201,530	38%	Yes
93	10709	\$174,204	\$533,200	\$18,624	\$192,828	36%	Yes
94	10710	\$120,867	\$533,200	\$18,624	\$139,491	26%	Yes
95	12701	\$141,605	\$571,300	\$39,024	\$180,629	32%	Yes
96	12702	\$140,320	\$571,300	\$39,024	\$179,344	31%	Yes
97	12703	\$145,009	\$571,300	\$39,024	\$184,033	32%	Yes
98	12704	\$166,764	\$558,000	\$39,024	\$205,788	37%	Yes
99	12705	\$139,895	\$558,000	\$39,024	\$178,919	32%	Yes
100	12706	\$136,545	\$558,000	\$39,024	\$175,569	31%	Yes
101	1401	\$171,532	\$378,000	\$45,172	\$216,704	57%	Yes
102	1402	\$120,995	\$378,000	\$45,172	\$166,167	44%	Yes
103	1403	\$114,984	\$378,000	\$45,172	\$160,156	42%	Yes
104	1404	\$124,512	\$378,000	\$45,172	\$169,684	45%	Yes
105	1405	\$111,771	\$378,000	\$45,172	\$156,943	42%	Yes
106	1406	\$136,188	\$378,000	\$45,172	\$181,360	48%	Yes
107	1407	\$132,842	\$378,000	\$45,172	\$178,014	47%	Yes
108	1408	\$128,391	\$378,000	\$45,172	\$173,563	46%	Yes
109	1601	\$67,807	\$435,052	\$21,922	\$89,729	21%	Yes
110	1602	\$65,766	\$435,052	\$21,922	\$87,688	20%	Yes
111	1603	\$68,749	\$435,052	\$21,922	\$90,671	21%	Yes
112	1604	\$62,897	\$435,052	\$21,922	\$84,819	19%	Yes
113	1605	\$68,204	\$435,052	\$21,922	\$90,126	21%	Yes
114	1606	\$66,996	\$435,052	\$21,922	\$88,918	20%	Yes
115	1607	\$64,876	\$435,052	\$21,922	\$86,798	20%	Yes
116	1761	\$57,969	\$758,868	\$23,693	\$81,662	11%	Yes
117	1762	\$61,262	\$758,868	\$23,693	\$84,955	11%	Yes
118	1763	\$57,692	\$758,868	\$23,693	\$81,385	11%	Yes
119	1801	\$46,481	\$431,355	\$20,215	\$66,697	15%	Yes
120	1802	\$44,144	\$431,355	\$20,215	\$64,359	15%	Yes
121	1803	\$44,206	\$431,355	\$20,215	\$64,421	15%	Yes
122	1804	\$42,555	\$431,355	\$20,215	\$62,770	15%	Yes
123	1805	\$45,339	\$431,355	\$20,215	\$65,554	15%	Yes
124	1806	\$45,873	\$431,355	\$20,215	\$66,088	15%	Yes
125	1861	\$49,473	\$762,000	\$22,743	\$72,216	9%	Yes
126	1862	\$48,248	\$762,000	\$22,743	\$70,991	9%	Yes

## 2023 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
127	1863	\$51,522	\$762,000	\$22,743	\$74,265	10%	Yes
128	1864	\$51,602	\$762,000	\$22,743	\$74,345	10%	Yes
129	1865	\$49,105	\$762,000	\$22,743	\$71,848	9%	Yes
130	1866	\$52,497	\$762,000	\$22,743	\$75,240	10%	Yes
131	1867	\$50,167	\$762,000	\$22,743	\$72,910	10%	Yes
132	1901	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
133	1902	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
134	1903	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
135	1904	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
136	1905	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
137	1906	\$28,179	\$509,925	\$19,960	\$48,139	9%	Yes
138	2101	\$8,424	\$534,355	\$11,423	\$19,847	4%	Yes
139	2102	\$5,485	\$534,355	\$11,423	\$16,908	2%	Yes
140	2103	\$5,573	\$534,355	\$11,423	\$16,996	3%	Yes
141	2104	\$6,479	\$534,355	\$11,423	\$17,902	3%	Yes
142	2105	\$5,649	\$534,355	\$11,423	\$17,072	2%	Yes
143	2106	\$9,408	\$534,355	\$11,423	\$20,831	4%	Yes
144	2107	\$9,830	\$534,355	\$11,423	\$21,253	4%	Yes
145	2108	\$13,338	\$534,355	\$11,423	\$24,761	2%	Yes
146	2109	\$9,208	\$534,355	\$11,423	\$20,631	4%	Yes
147	2110	\$4,476	\$534,355	\$11,423	\$15,899	3%	Yes
148	2111	\$8,655	\$534,355	\$11,423	\$20,078	2%	Yes
149	2112	\$4,004	\$534,355	\$11,423	\$15,427	3%	Yes
150	2113	\$8,358	\$534,355	\$11,423	\$19,781	4%	Yes
151	2114	\$6,325	\$534,355	\$11,423	\$17,748	2%	Yes
152	2115	\$6,544	\$534,355	\$11,423	\$17,967	3%	Yes
153	2116	\$5,193	\$534,355	\$11,423	\$16,616	3%	Yes
154	E4001	\$1,620	\$949,065	\$2,370	\$3,990	0%	Yes
155	E4002	\$902	\$949,065	\$2,370	\$3,272	0%	Yes
156	E4003	\$0	\$923,176	\$2,309	\$2,309	0%	Yes
157	E4004	\$0	\$923,176	\$2,309	\$2,309	0%	Yes
158	E6001	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
159	E6002	\$27	\$1,323,263	\$1,713	\$1,741	0%	Not in Service**
160	E6003	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
161	E6004	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
162	E6005	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
163	E6006	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
164	E6007	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
165	E6008	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
166	E6009	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
167	E6010	\$0	\$1,323,263	\$1,713	\$1,713	0%	Not in Service**
168	2201	\$0	\$507,759	\$3,425	\$3,425	1%	Not in Service**

## 2023 TAM Plan F/R Coach SGR Calculations

	Vehicle Model Year	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
169	2202	\$0	\$507,759	\$482	\$482	0%	Not in Service***
170	2203	\$0	\$507,759	\$316	\$316	0%	Not in Service***
171	2204	\$0	\$507,759	\$273	\$273	0%	Not in Service***
172	2205	\$0	\$507,759	\$508	\$508	0%	Not in Service***
173	2206	\$0	\$507,759	\$426	\$426	0%	Not in Service***
174	2207	\$0	\$507,759	\$363	\$363	0%	Not in Service***
175	2208	\$0	\$507,759	\$283	\$283	0%	Not in Service***
176	2209	\$0	\$507,759	\$472	\$472	0%	Not in Service***
177	2210	\$0	\$507,759	\$0	\$0	0%	Not in Service***

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >80% SGR more quickly.

\*\* These coaches are scheduled for revenue service in July 2023.

\*\*\*These coaches were received at the end of 2022 and are going into revenue service the first quarter of 2023.

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## SECTION 1A: ROLLING STOCK - FIXED ROUTE VEHICLE SCORECARD

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## F/R Coach Score Card 2023 TAM Plan

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		Point Score	CIP Project Number
1	2333	Yes	Yes	19	Y	471,007	N	3	361 - "22"
2	2335	Yes	Yes	19	Y	482,449	N	3	361 - "22"
3	2336	Yes	Yes	19	Y	490,930	N	3	361 - "22"
4	2601	Yes	No	16	N	747,850	Y	1	483-"21" Cont.
5	2602	Yes	No	16	N	821,637	N	1	568 - "21"
6	2603	Yes	No	16	N	833,469	N	1	568 - "21"
7	2604	Yes	No	16	N	777,007	N	1	483-"21" Cont.
8	2605	Yes	No	16	N	856,488	N	1	568 - "21"
9	2606	Yes	No	16	N	802,602	N	1	483-"21" Cont.
10	2607	Yes	No	16	N	861,290	N	1	568 - "21"
11	2608	Yes	No	16	N	768,005	N	1	483-"21" Cont.
12	2609	Yes	No	16	N	823,282	N	1	490 - "22"
13	2610	Yes	No	16	N	759,391	N	1	483-"21" Cont.
14	2611	Yes	No	16	N	828,536	N	1	490 - "22"
15	2612	Yes	No	16	N	835,908	N	1	490 - "22"
16	2613	Yes	No	16	N	813,290	N	1	490 - "22"
17	2614	Yes	No	16	N	742,826	Y	1	483-"21" Cont.
18	2615	Yes	No	16	N	820,074	N	1	490 - "22"
19	2616	Yes	No	16	N	831,288	N	1	490 - "22"
20	2617	Yes	No	16	N	840,104	N	1	490 - "22"
21	2618	Yes	No	16	N	827,976	N	1	490 - "22"
22	2619	Yes	No	16	N	827,388	N	1	490 - "22"
23	2661	Yes	Yes	16	N	610,294	Y	3	836 - "22"
24	2662	Yes	Yes	16	N	612,751	Y	3	836 - "22"
25	2663	Yes	Yes	16	N	612,201	Y	3	836 - "22"
26	2664	Yes	Yes	16	N	599,922	Y	3	836 - "22"
27	2665	Yes	Yes	16	N	603,511	Y	3	836 - "22"
28	2666	Yes	Yes	16	N	598,333	Y	3	836 - "22"
29	2701	Yes	Yes	15	Y	650,454	Y	5	568 - "22"
30	2702	Yes	Yes	15	Y	650,436	Y	5	568 - "22"
31	2703	Yes	Yes	15	Y	642,621	Y	5	568 - "22"
32	2704	Yes	No	15	Y	742,634	Y	3	490 - "22"
33	2705	Yes	No	15	Y	748,995	Y	3	568 - "22"
34	2706	Yes	No	15	Y	753,895	N	1	568 - "22"
35	2707	Yes	No	15	Y	758,466	N	1	568 - "22"
36	2708	Yes	No	15	Y	748,727	Y	3	486 - "23"
37	2709	Yes	No	15	Y	745,867	Y	3	486 - "23"
38	2710	Yes	No	15	Y	729,304	Y	3	486 - "23"
39	2711	Yes	No	15	Y	743,002	Y	3	486 - "23"
40	2712	Yes	No	15	Y	749,073	Y	3	486 - "23"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement. Coaches highlighted in "yellow" were placed into contingency and are now being utilized in temporary service.

## F/R Coach Score Card 2023 TAM Plan

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		Point Score	CIP Project Number
41	2713	Yes	No	15	Y	769,694	N	1	486 - "23"
42	2714	Yes	No	15	Y	766,621	N	1	486 - "23"
43	2715	Yes	No	15	Y	740,150	Y	3	486 - "23"
44	2716	Yes	No	15	Y	739,960	Y	3	486 - "23"
45	2717	Yes	No	15	Y	734,859	Y	3	486 - "23"
46	7001	Yes	Yes	15	Y	731,150	Y	5	533- "23"
47	7002	Yes	Yes	15	Y	722,735	Y	5	533- "23"
48	7003	Yes	Yes	15	Y	693,516	Y	5	533- "23"
49	2801	Yes	Yes	14	Y	700,867	Y	5	533- "23"
50	2802	Yes	Yes	14	Y	712,051	Y	5	533- "23"
51	2803	Yes	Yes	14	Y	706,131	Y	5	533- "23"
52	2804	Yes	Yes	14	Y	725,875	Y	5	533- "23"
53	2805	Yes	No	14	Y	705,766	Y	3	493-"24"
54	2806	Yes	No	14	Y	721,949	Y	3	493-"24"
55	2807	Yes	No	14	Y	690,997	Y	3	493-"24"
56	2808	Yes	No	14	Y	717,295	Y	3	493-"24"
57	2809	Yes	No	14	Y	699,284	Y	3	493-"24"
58	2810	Yes	Yes	14	Y	714,805	Y	5	493-"24"
59	2811	Yes	No	14	Y	701,991	Y	3	493-"24"
60	2812	Yes	No	14	Y	721,289	Y	3	493-"24"
61	2813	Yes	Yes	14	Y	702,170	Y	5	493-"24"
62	2814	Yes	Yes	14	Y	665,102	Y	5	493-"24"
63	8001	Yes	Yes	14	Y	693,253	Y	5	493-"24"
64	8002	Yes	Yes	14	Y	710,762	Y	5	493-"24"
65	8003	Yes	Yes	14	Y	673,426	Y	5	493-"24"
66	8004	Yes	Yes	14	Y	673,795	Y	5	493-"24"
67	8005	Yes	Yes	14	Y	696,614	Y	5	493-"24"
68	8006	Yes	Yes	14	Y	705,899	Y	5	493-"24"
69	2961	Yes	Yes	13	Y	551,797	Y	5	494-"25"
70	2962	Yes	Yes	13	Y	540,165	Y	5	494-"25"
71	2963	Yes	Yes	13	Y	501,182	Y	5	494-"25"
72	2964	Yes	Yes	13	Y	537,618	Y	5	494-"25"
73	2901	Yes	No	13	Y	675,769	Y	3	494-"25"
74	2902	Yes	Yes	13	Y	647,283	Y	5	494-"25"
75	2903	Yes	Yes	13	Y	684,363	Y	5	494-"25"
76	2904	Yes	Yes	13	Y	678,434	Y	5	494-"25"
77	2905	Yes	No	13	Y	654,267	Y	3	494-"25"
78	2906	Yes	No	13	Y	657,229	Y	3	494-"25"
79	2907	Yes	Yes	13	Y	672,400	Y	5	494-"25"
80	2908	Yes	Yes	13	Y	670,012	Y	5	494-"25"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## F/R Coach Score Card 2023 TAM Plan

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		Point Score	CIP Project Number
81	2909	Yes	Yes	13	Y	661,321	Y	5	570-"25"
82	9031	Yes	Yes	13	Y	214,049	Y	5	"29"
83	9032	Yes	Yes	13	Y	221,050	Y	5	"29"
84	9033	Yes	Yes	13	Y	211,213	Y	5	"29"
85	10701	Yes	Yes	12	Y	640,402	Y	5	492-"26"
86	10702	Yes	Yes	12	Y	623,841	Y	5	492-"26"
87	10703	Yes	Yes	12	Y	624,495	Y	5	492-"26"
88	10704	Yes	Yes	12	Y	662,720	Y	5	492-"26"
89	10705	Yes	Yes	12	Y	624,106	Y	5	492-"26"
90	10706	Yes	Yes	12	Y	652,512	Y	5	492-"26"
91	10707	Yes	Yes	12	Y	636,753	Y	5	492-"26"
92	10708	Yes	Yes	12	Y	640,995	Y	5	492-"26"
93	10709	Yes	Yes	12	Y	630,769	Y	5	492-"26"
94	10710	Yes	Yes	12	Y	656,062	Y	5	492-"26"
95	12701	Yes	Yes	10	Y	467,714	Y	5	877-"27"
96	12702	Yes	Yes	10	Y	511,622	Y	5	877-"27"
97	12703	Yes	Yes	10	Y	484,221	Y	5	877-"27"
98	12704	Yes	Yes	10	Y	468,286	Y	5	877-"27"
99	12705	Yes	Yes	10	Y	509,755	Y	5	877-"27"
100	12706	Yes	Yes	10	Y	495,269	Y	5	877-"27"
101	1401	Yes	Yes	8	Y	402,763	Y	5	"29"
102	1402	Yes	Yes	8	Y	444,519	Y	5	"29"
103	1403	Yes	Yes	8	Y	444,488	Y	5	"29"
104	1404	Yes	Yes	8	Y	454,766	Y	5	"29"
105	1405	Yes	Yes	8	Y	452,961	Y	5	"29"
106	1406	Yes	Yes	8	Y	443,865	Y	5	"29"
107	1407	Yes	Yes	8	Y	437,019	Y	5	"29"
108	1408	Yes	Yes	8	Y	449,418	Y	5	"29"
109	1601	Yes	Yes	6	Y	320,019	Y	5	"31"
110	1602	Yes	Yes	6	Y	308,093	Y	5	"31"
111	1603	Yes	Yes	6	Y	315,653	Y	5	"31"
112	1604	Yes	Yes	6	Y	301,724	Y	5	"31"
113	1605	Yes	Yes	6	Y	315,141	Y	5	"31"
114	1606	Yes	Yes	6	Y	318,513	Y	5	"31"
115	1607	Yes	Yes	6	Y	321,801	Y	5	"31"
116	1761	Yes	Yes	5	Y	258,133	Y	5	"32"
117	1762	Yes	Yes	5	Y	253,467	Y	5	"32"
118	1763	Yes	Yes	5	Y	228,494	Y	5	"32"
119	1801	Yes	Yes	4	Y	253,374	Y	5	"33"
120	1802	Yes	Yes	4	Y	260,731	Y	5	"33"

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## F/R Coach Score Card 2023 TAM Plan

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		Point Score	CIP Project Number
121	1803	Yes	Yes	4	Y	258,642	Y	5	"33"
122	1804	Yes	Yes	4	Y	264,428	Y	5	"33"
123	1805	Yes	Yes	4	Y	265,739	Y	5	"33"
124	1806	Yes	Yes	4	Y	261,049	Y	5	"33"
125	1861	Yes	Yes	4	Y	208,806	Y	5	"33"
126	1862	Yes	Yes	4	Y	212,915	Y	5	"33"
127	1863	Yes	Yes	4	Y	224,407	Y	5	"33"
128	1864	Yes	Yes	4	Y	217,981	Y	5	"33"
129	1865	Yes	Yes	4	Y	233,431	Y	5	"33"
130	1866	Yes	Yes	4	Y	230,872	Y	5	"33"
131	1867	Yes	Yes	4	Y	241,823	Y	5	"33"
132	1901	Yes	Yes	3	Y	169,619	Y	5	"34"
133	1902	Yes	Yes	3	Y	168,599	Y	5	"34"
134	1903	Yes	Yes	3	Y	184,127	Y	5	"34"
135	1904	Yes	Yes	3	Y	182,570	Y	5	"34"
136	1905	Yes	Yes	3	Y	163,050	Y	5	"34"
137	1906	Yes	Yes	3	Y	180,360	Y	5	"34"
138	2101	Yes	Yes	1	Y	89,007	Y	5	"36"
139	2102	Yes	Yes	1	Y	82,662	Y	5	"36"
140	2103	Yes	Yes	1	Y	92,190	Y	5	"36"
141	2104	Yes	Yes	1	Y	92,859	Y	5	"36"
142	2105	Yes	Yes	1	Y	93,798	Y	5	"36"
143	2106	Yes	Yes	1	Y	98,830	Y	5	"36"
144	2107	Yes	Yes	1	Y	88,912	Y	5	"36"
145	2108	Yes	Yes	1	Y	91,696	Y	5	"36"
146	2109	Yes	Yes	1	Y	80,545	Y	5	"36"
147	2110	Yes	Yes	1	Y	95,091	Y	5	"36"
148	2111	Yes	Yes	1	Y	94,671	Y	5	"36"
149	2112	Yes	Yes	1	Y	76,034	Y	5	"36"
150	2113	Yes	Yes	1	Y	95,642	Y	5	"36"
151	2114	Yes	Yes	1	Y	90,643	Y	5	"36"
152	2115	Yes	Yes	1	Y	88,806	Y	5	"36"
153	2116	Yes	Yes	1	Y	75,334	Y	5	"36"
154	E4001	Yes	Yes	1	Y	19,063	Y	5	"36"
155	E4002	Yes	Yes	1	Y	23,883	Y	5	"36"
156	E4003	Yes	Yes	1	Y	7,863	Y	5	"36"
157	E4004	Yes	Yes	1	Y	6,660	Y	5	"36"
158	E6001	Yes	Yes	1	Y	3,483	Y	5	Not in Serv.*
159	E6002	Yes	Yes	1	Y	3,114	Y	5	Not in Serv.*
160	E6003	Yes	Yes	1	Y	3,423	Y	5	Not in Serv.*

CIP numbers associated with coaches are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## F/R Coach Score Card 2023 TAM Plan

	Vehicle model year	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
161	E6004	Yes	Yes	1	Y	3,762	Y	5	Not in Serv.*
162	E6005	Yes	Yes	1	Y	1,176	Y	5	Not in Serv.*
163	E6006	Yes	Yes	1	Y	1,961	Y	5	Not in Serv.*
164	E6007	Yes	Yes	1	Y	1,563	Y	5	Not in Serv.*
165	E6008	Yes	Yes	1	Y	3,218	Y	5	Not in Serv.*
166	E6009	Yes	Yes	1	Y	2,505	Y	5	Not in Serv.*
167	E6010	Yes	Yes	1	Y	2,549	Y	5	Not in Serv.*
168	2201	Yes	Yes	0	Y	2,465	Y	5	Not in Serv.**
169	2202	Yes	Yes	0	Y	2,435	Y	5	Not in Serv.**
170	2203	Yes	Yes	0	Y	2,443	Y	5	Not in Serv.**
171	2204	Yes	Yes	0	Y	2,408	Y	5	Not in Serv.**
172	2205	Yes	Yes	0	Y	2,422	Y	5	Not in Serv.**
173	2206	Yes	Yes	0	Y	2,387	Y	5	Not in Serv.**
174	2207	Yes	Yes	0	Y	2,425	Y	5	Not in Serv.**
175	2208	Yes	Yes	0	Y	2,414	Y	5	Not in Serv.**
176	2209	Yes	Yes	0	Y	2,771	Y	5	Not in Serv.**
177	2210	Yes	Yes	0	Y	2,477	Y	5	Not in Serv.**

\* These coaches are scheduled for revenue service in July 2023.

\*\*These coaches were received at the end of 2022 and are going into revenue service the first quarter of 2023.

CIP numbers associated with vehicles may change due to replacement decisions that may occur prior to scheduled replacement.

### Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset
3	Management Targets.
1	Vehicles with a score of "1" must be accompanied by a Capital Investment Plan (CIP) for replacement in a funded project.

### Scoring Methodology:

#### Four Targets

Is the vehicle safe? (yes/no)	Does the vehicle meet the financial needs of SGR? (yes/no)	Is the vehicle at or below its established age target? (yes/no)	Is the vehicle at or below its established mileage target? (yes/no)	Point Score
Yes	Yes	Yes	Yes	5
Yes	Yes	No	Yes	3
No	Yes	Yes	Yes	1
Yes	No	No	Yes	1

## F/R Coach Score Card 2023 TAM Plan

- 1 Vehicles meeting all four elements receive a score of "5".
- 2 Vehicles meeting the safety element and two of the three remaining elements receive a score of "3".
- 3 Vehicles the do not meet the safety element automatically receive a score of "1" regardless of scoring in the remaining three categories.
- 4 Vehicles the meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1".

Total Meeting SGR	134
Total Vehicles	157 *

Percentage Meeting SGR **85%**

- \* The ten City Line coaches were included in the TAM to track mileage and maintenance cost but are scheduled to begin revenue service in July 2023. These ten coaches were not included in the "Total Vehicles" count since they are not in active revenue service.
- \*\* The ten 2022 New Flyer coaches (2201-2210) were received from New Flyer in late 2022 are just now going into revenue service in first quarter of 2023. This fleet is also not included in "Total Vehicles" count since they were not in active revenue service in 2022.

## SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE ASSET INVENTORY

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**Public Transportation Management System****Owned Rolling Stock Inventory & Verification of Continued Use**

Fleet - Paratransit Direct and Contracted Page 1 of 2

Agency/Organization: Spokane Transit Authority  
Reporting Year: 2023 (12/31/2022)

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

Signature and Title

Date

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2008	Eldorado Cutaway	14	1FD4E45S38DB23425	S179	178,918	No	Yes	9	200,000	Yes	Yes	94,346	Yes	14 + 2	G	No
2	2011	Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	192231	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
3	2011	Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	209302	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
4	2011	Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	191680	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
5	2011	Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	191753	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
6	2011	Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	225623	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
7	2011	Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	205974	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
8	2011	Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	192209	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
9	2011	Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	158687	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
10	2011	Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	198512	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
11	2011	Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	226726	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
12	2011	Eldorado Cutaway	14	1GB6G5BL8B1190612	C191	210224	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
13	2011	Eldorado Cutaway	14	1GB6G5BL6B1190673	C192	203036	Yes	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
14	2011	Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	203571	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
15	2011	Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	204975	No	Yes	9	200,000	Yes	Yes	123,008	Yes	14 + 2	D	No
16	2012	Eldorado Cutaway	14	1GB6G5BL3C1180412	C195	204269	Yes	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
17	2012	Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	202006	No	Yes	9	200,000	Yes	Yes	121,073	Yes	14 + 2	D	No
18	2012	Eldorado Cutaway	14	1GB6G5BL2C1180577	C197	134314	Yes	Yes	9	265,000	Yes	Yes	121,481	Yes	14 + 2	D	No
19	2012	Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	201934	No	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
20	2012	Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	215444	No	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
21	2012	Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	195125	Yes	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
22	2012	Eldorado Cutaway	14	1GB6G5BL3C1181785	S201	221134	No	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
23	2012	Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	197652	Yes	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
24	2012	Eldorado Cutaway	14	1GB6G5BL8C1183158	C203	190602	Yes	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
25	2012	Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	211762	No	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
26	2012	Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	195859	Yes	Yes	9	200,000	Yes	Yes	121,073	Yes	14 + 2	D	No
27	2012	Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	212737	No	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
28	2012	Eldorado Cutaway	14	1GB6G5BL3C1182127	C207	176833	Yes	Yes	9	200,000	Yes	Yes	121,073	Yes	14 + 2	D	No
29	2012	Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	199536	Yes	Yes	9	200,000	Yes	Yes	121,481	Yes	14 + 2	D	No
30	2013	Eldorado Cutaway	14	1GB6G5BL4D1188830	C211	204050	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
31	2013	Eldorado Cutaway	14	1GB6G5BL0D1188503	C212	200206	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
32	2013	Eldorado Cutaway	14	1GB6G5BL9D1188984	S213	209634	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
33	2013	Eldorado Cutaway	14	1GB6G5BL5D1189842	C214	191242	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
34	2013	Eldorado Cutaway	14	1GB6G5BL5D1189422	S215	192378	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
35	2013	Eldorado Cutaway	14	1GB6G5BL6D1189753	S216	192883	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
36	2013	Eldorado Cutaway	14	1GB6G5BL7D1189468	C217	195946	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
37	2013	Eldorado Cutaway	14	1GB6G5BL5D1189307	C218	203346	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
38	2013	Eldorado Cutaway	14	1GB6G5BL0D1190574	C219	209705	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
39	2013	Eldorado Cutaway	14	1GB6G5BL5D1190005	C220	202842	Yes	Yes	9	200,000	Yes	Yes	120,944	Yes	14 + 2	D	No
40	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1108345	C221	200667	No	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
41	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1106003	C222	197708	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
42	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107441	C223	204437	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
43	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1106574	C224	198943	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
44	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BLXF1106344	C225	196006	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
45	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL9F1106836	C226	171117	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
46	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1106717	C227	204167	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
47	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL2F1107584	C228	147357	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
48	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL4F1106145	C229	193180	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
49	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL0F1105736	C230	177002	Yes	Yes	9	200,000	Yes	Yes	119,545	Yes	14+2	D	No
50	2015	Chevrolet Eldorado Aerotech Van	14	1GB6G5BB0F1284075	S237	79,582	Yes	Yes	9	200,000	Yes	Yes	124,039	Yes	14+2	LP	No
51	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284334	C231	168931	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
52	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL8F1284365	C232	176657	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
53	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL1F1284191	C233	170923	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
54	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL6F1285563	C234	176398	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
55	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL3F1286153	C235	181263	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
56	2016	Chevrolet Eldorado Aerotech Van	14	1GB6G5BL5F1284923	C236	177651	Yes	Yes	9	200,000	Yes	Yes	121,135	Yes	14+2	D	No
57	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1298096	C238	136559	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
58	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1296770	C239	133767	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
59	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1297151	C240	143614	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
60	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL9G1297816	C241	129309	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
61	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLXG1300576	C242	138460	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
62	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL1G1299303	C243	127223	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
Total					62	11,585,780							\$ 7,495,633				

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

\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate<sup>1</sup>

Part of 2022 VanGrant Program-still on premises due to weather.

## Fleet - Paratransit Direct and Contracted Page 2 of 2

Reporting Year: 2023 (12/31/2022)

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

Date \_\_\_\_\_

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Odometer	Meets Financial Needs of SGR (Yes/No)	Is the Vehicle Safe? (Yes/No)	Agency's ULB (Year)	Agency's ULB (Miles)	Maintenance Current (Yes/No)	Performs its Designed Function (Yes/No)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (Yes/No)
1	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBLG1302295	C245	125089	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
2	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL5G1302669	C246	80183	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
3	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL2G1303360	C247	117165	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
4	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL6G1305256	C248	129953	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
5	2017	Chevrolet Eldorado Aerotech Van	14	1GB6GUBL0G1306077	C249	131904	Yes	Yes	9	200,000	Yes	Yes	120,655	Yes	14+2	D	No
6	2019	Ford Starcraft	14	1FDES8PMXKKA41083	S250	74125	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
7	2019	Ford Starcraft	14	1FDES8PM3KKA86009	S251	48122	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
8	2019	Ford Starcraft	14	1FDES8PM7KKA95375	S252	70705	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
9	2019	Ford Starcraft	14	1FDES8PM0KKA95363	S253	33273	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
10	2019	Ford Starcraft	14	1FDES8PM4KKA86004	C254	49208	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
11	2019	Ford Starcraft	14	1FDES8PM7KKA86000	S255	43577	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
12	2019	Ford Starcraft	14	1FDES8PM0KKA86002	S256	74812	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
13	2019	Ford Starcraft	14	1FDES8PM8KKA95370	S257	74487	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
14	2019	Ford Starcraft	14	1FDES8PM9KKA95376	S258	73965	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
15	2019	Ford Starcraft	14	1FDES8PM2KKA85997	S259	71529	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
16	2019	Ford Starcraft	14	1FDES8PM1KKA86008	C260	59849	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
17	2019	Ford Starcraft	14	1FDES8PM8KKA86006	S261	74563	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
18	2019	Ford Starcraft	14	1FDES8PM1KKA95372	S262	64799	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
19	2019	Ford Starcraft	14	1FDES8PM3KKA95373	S263	71815	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
20	2019	Ford Starcraft	14	1FDES8PM0KKA95377	S264	73209	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
21	2019	Ford Starcraft	14	1FDES8PM6KKA86005	S265	72609	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
22	2019	Ford Starcraft	14	1FDES8PM2KKA95378	S266	72688	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
23	2019	Ford Starcraft	14	1FDES8PM0KKA95380	C267	59698	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
24	2019	Ford Starcraft	14	1FDES8PM5KKA95374	S268	65920	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
25	2019	Ford Starcraft	14	1FDES8PM2KKA95381	S269	72705	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
26	2019	Ford Starcraft	14	1FDES8PM1KKA95369	S270	72964	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
27	2019	Ford Starcraft	14	1FDES8PM9KKA95362	C271	73458	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
28	2019	Ford Starcraft	14	1FDES8PM4KKA95382	S272	72295	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
29	2019	Ford Starcraft	14	1FDES8PMXKKA95368	S273	68466	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
30	2019	Ford Starcraft	14	1FDES8PM2KKA95364	C274	63197	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
31	2019	Ford Starcraft	14	1FDES8PM6KKA95383	S275	75308	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
32	2019	Ford Starcraft	14	1FDES8PM4KKA95365	C276	60238	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
33	2019	Ford Starcraft	14	1FDES8PMXKKA95371	S277	68338	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
34	2019	Ford Starcraft	14	1FDES8PMXKKA86007	S278	68466	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
35	2019	Ford Starcraft	14	1FDES8PM4KKA85998	C279	56184	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
36	2019	Ford Starcraft	14	1FDES8PM8KKA95367	S280	74835	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
37	2019	Ford Starcraft	14	1FDES8PM4KKA95379	C281	48290	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
38	2019	Ford Starcraft	14	1FDES8PM2KKA86003	S282	72728	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
39	2019	Ford Starcraft	14	1FDES8PMXKKA78148	S283	71253	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
40	2019	Ford Starcraft	14	1FDES8PM7KKA95361	S284	68759	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
41	2019	Ford Starcraft	14	1FDES8PM4KKA78145	C285	63687	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
42	2019	Ford Starcraft	14	1FDES8PM8KKA95384	C286	66609	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
43	2019	Ford Starcraft	14	1FDES8PM9KKA78142	S287	70256	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
44	2019	Ford Starcraft	14	1FDES8PM6KKA95366	S288	64452	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
45	2019	Ford Starcraft	14	1FDES8PM9KKA86001	S289	66949	Yes	Yes	9	200,000	Yes	Yes	77,129	Yes	10+2	G	No
46	2022	Forest River Senator II	14	1FDFE4FNXNDC31554	S290	13620	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
47	2022	Forest River Senator II	14	1FDFE4FNSNDC34278	S291	14888	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
48	2022	Forest River Senator II	14	1FDFE4FN6NDC27470	S292	12180	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
49	2022	Forest River Senator II	14	1FDFE4FN8NDC31553	S293	7008	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
50	2022	Forest River Senator II	14	1FDFE4FN3NDC29015	S294	15448	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
51	2022	Forest River Senator II	14	1FDFE4FNXNDC32655	S295	11622	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
52	2022	Forest River Senator II	14	1FDFE4FN7NDC29017	S296	7896	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
53	2022	Forest River Senator II	14	1FDFE4FN1NDC31555	S297	15949	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
54	2022	Forest River Senator II	14	1FDFE4FN9NDC31559	S298	14757	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
55	2022	Forest River Senator II	14	1FDFE4FN7NDC31558	S299	11962	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
56	2022	Forest River Senator II	14	1FDFE4FN8NDC33514	S300	14304	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
57	2022	Forest River Senator II	14	1FDFE4FN0NDC33510	S301	10425	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
58	2022	Forest River Senator II	14	1FDFE4FN8NDC32654	S302	8127	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
59	2022	Forest River Senator II	14	1FDFE4FN2NDC33511	S303	14875	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
60	2022	Forest River Senator II	14	1FDFE4FNSNDC31560	S304	17894	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No
61	2022	Forest River Senator II	14	1FDFE4FNSNDC31557	S305	14517	Yes	Yes	9	200,000	Yes	Yes	88,046	Yes	12+2	G	No

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

\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate

## SECTION 1B: ROLLING STOCK – DEMAND RESPONSE VEHICLE DECISION SUPPORT CALCULATIONS

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## 2023 TAM Plan Demand Response SGR Calculations

	Vehicle Number	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	S179	\$44,805	\$66,212	<b>\$166</b>	\$44,971	68%	<b>NO</b>
2	S181	\$35,961	\$91,120	<b>\$3,137</b>	\$39,098	43%	Yes
3	S182	\$33,949	\$91,120	<b>\$3,137</b>	\$37,086	41%	Yes
4	S183	\$38,786	\$91,120	<b>\$3,137</b>	\$41,923	46%	Yes
5	S185	\$31,889	\$91,120	<b>\$3,137</b>	\$35,026	38%	Yes
6	S186	\$34,192	\$91,120	<b>\$3,137</b>	\$37,329	41%	Yes
7	S187	\$35,986	\$91,120	<b>\$3,137</b>	\$39,123	43%	Yes
8	S189	\$29,197	\$91,120	<b>\$3,137</b>	\$32,334	35%	Yes
9	S190	\$31,027	\$91,120	<b>\$3,137</b>	\$34,164	37%	Yes
10	S193	\$31,692	\$91,120	<b>\$3,137</b>	\$34,829	38%	Yes
11	S196	\$32,141	\$92,735	<b>\$3,950</b>	\$36,090	39%	Yes
12	S198	\$30,913	\$92,735	<b>\$3,950</b>	\$34,863	38%	Yes
13	S199	\$32,601	\$92,735	<b>\$3,950</b>	\$36,551	39%	Yes
14	S201	\$28,823	\$92,735	<b>\$3,950</b>	\$32,773	35%	Yes
15	S202	\$41,063	\$92,735	<b>\$3,950</b>	\$45,013	49%	Yes
16	S204	\$29,918	\$92,735	<b>\$3,950</b>	\$33,868	37%	Yes
17	S205	\$35,588	\$92,735	<b>\$3,950</b>	\$39,538	43%	Yes
18	S206	\$32,015	\$92,735	<b>\$3,950</b>	\$35,965	39%	Yes
19	S208	\$28,509	\$92,735	<b>\$3,950</b>	\$32,459	35%	Yes
20	S213	\$30,940	\$93,755	<b>\$3,555</b>	\$34,495	37%	Yes
21	S215	\$29,690	\$93,755	<b>\$0</b>	\$29,690	32%	Yes
22	S216	\$28,961	\$93,755	<b>\$3,555</b>	\$32,516	35%	Yes
23	S237	\$7,410	\$97,669	<b>\$322</b>	\$7,732	8%	Yes
24	S250	\$4,965	\$65,363	<b>\$1,870</b>	\$6,835	10%	Yes
25	S251	\$5,066	\$65,363	<b>\$1,870</b>	\$6,936	11%	Yes
26	S252	\$4,553	\$65,363	<b>\$1,870</b>	\$6,423	10%	Yes
27	S253	\$9,172	\$65,363	<b>\$1,870</b>	\$11,042	17%	Yes
28	S255	\$9,228	\$65,363	<b>\$1,870</b>	\$11,098	17%	Yes
29	S256	\$4,668	\$65,363	<b>\$1,870</b>	\$6,538	10%	Yes
30	S257	\$4,377	\$65,363	<b>\$1,870</b>	\$6,247	10%	Yes
31	S258	\$4,269	\$65,363	<b>\$1,870</b>	\$6,139	9%	Yes
32	S259	\$4,227	\$65,363	<b>\$1,870</b>	\$6,097	9%	Yes
33	S261	\$4,174	\$65,363	<b>\$1,870</b>	\$6,044	9%	Yes
34	S262	\$4,151	\$65,363	<b>\$1,870</b>	\$6,021	9%	Yes
35	S263	\$4,164	\$65,363	<b>\$1,870</b>	\$6,034	9%	Yes
36	S264	\$4,237	\$65,363	<b>\$1,870</b>	\$6,107	9%	Yes
37	S265	\$4,117	\$65,363	<b>\$1,870</b>	\$5,987	9%	Yes
38	S266	\$4,134	\$65,363	<b>\$1,870</b>	\$6,004	9%	Yes
39	S268	\$4,366	\$65,363	<b>\$1,870</b>	\$6,236	10%	Yes
40	S269	\$3,984	\$65,363	<b>\$1,870</b>	\$5,854	9%	Yes
41	S270	\$4,176	\$65,363	<b>\$1,870</b>	\$6,046	9%	Yes

### 2023 TAM Plan Demand Response SGR Calculations

	Vehicle Number	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
42	S272	\$3,903.75	\$65,363	<b>\$1,870</b>	\$5,773.75	9%	Yes
43	S273	\$4,265.84	\$65,363	<b>\$1,870</b>	\$6,135.84	9%	Yes
44	S275	\$3,919.34	\$65,363	<b>\$1,870</b>	\$5,789.34	9%	Yes
45	S277	\$3,919.35	\$65,363	<b>\$1,870</b>	\$5,789.35	9%	Yes
46	S278	\$3,973.02	\$65,363	<b>\$1,870</b>	\$5,843.02	9%	Yes
47	S280	\$3,973.02	\$65,363	<b>\$1,870</b>	\$5,843.02	9%	Yes
48	S282	\$3,929.57	\$65,363	<b>\$1,870</b>	\$5,799.57	9%	Yes
49	S283	\$3,946.18	\$65,363	<b>\$1,870</b>	\$5,816.18	9%	Yes
50	S284	\$3,999.86	\$65,363	<b>\$1,870</b>	\$5,869.86	9%	Yes
51	S287	\$3,795.41	\$65,363	<b>\$1,870</b>	\$5,665.41	9%	Yes
52	S288	\$3,795.37	\$65,363	<b>\$1,870</b>	\$5,665.37	9%	Yes
53	S289	\$3,822.25	\$65,363	<b>\$1,870</b>	\$5,692.25	9%	Yes
54	S290	\$0	\$88,046	<b>\$76</b>	\$75.96	0%	Yes
55	S291	\$0	\$88,046	<b>\$81</b>	\$81.16	0%	Yes
56	S292	\$0	\$88,046	<b>\$433</b>	\$433.01	0%	Yes
57	S293	\$0	\$88,046	<b>\$50</b>	\$50.00	0%	Yes
58	S294	\$0	\$88,046	<b>\$144</b>	\$143.62	0%	Yes
59	S295	\$0	\$88,046	<b>\$56</b>	\$55.68	0%	Yes
60	S296	\$0	\$88,046	<b>\$559</b>	\$559.21	1%	Yes
61	S297	\$0	\$88,046	<b>\$172</b>	\$172.29	0%	Yes
62	S298	\$0	\$88,046	<b>\$71</b>	\$70.79	0%	Yes
63	S299	\$0	\$88,046	<b>\$352</b>	\$351.77	0%	Yes
64	S300	\$0	\$88,046	<b>\$502</b>	\$502.30	1%	Yes
65	S301	\$0	\$88,046	<b>\$83</b>	\$83.40	0%	Yes
66	S302	\$0	\$88,046	<b>\$305</b>	\$305.41	0%	Yes
67	S303	\$0	\$88,046	<b>\$647</b>	\$646.76	1%	Yes
68	S304	\$0	\$88,046	<b>\$75</b>	\$75.12	0%	Yes
69	S305	\$0	\$88,046	<b>\$120</b>	\$120.02	0%	Yes

## 2023 TAM Plan Contracted Demand Response SGR Calculations

	Vehicle Number	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	C191/S191	\$31,037.59	\$91,120	<b>\$4,990</b>	\$36,028	40%	Yes
2	C192/S192	\$27,202.55	\$91,120	<b>\$2,149</b>	\$29,351	32%	Yes
3	C195/S195	\$31,096.95	\$92,735	<b>\$2,149</b>	\$33,246	36%	Yes
4	C221/S221	\$18,836.81	\$94,130	<b>\$6,570</b>	\$25,407	27%	Yes
5	C222/S222	\$18,753.81	\$94,130	<b>\$6,570</b>	\$25,324	27%	Yes
6	C223/S223	\$19,157.81	\$94,130	<b>\$6,570</b>	\$25,728	27%	Yes
7	C224/S224	\$19,094.81	\$94,130	<b>\$6,570</b>	\$25,665	27%	Yes
8	C225/S225	\$19,215.81	\$94,130	<b>\$6,570</b>	\$25,786	27%	Yes
9	C226/S226	\$20,247.81	\$94,130	<b>\$6,570</b>	\$26,818	28%	Yes
10	C227/S227	\$19,595.81	\$94,130	<b>\$6,570</b>	\$26,166	28%	Yes
11	C228/S228	\$22,005.81	\$94,130	<b>\$6,570</b>	\$28,576	30%	Yes
12	C229/S229	\$19,636.81	\$94,130	<b>\$6,570</b>	\$26,207	28%	Yes
13	C230/S230	\$18,182.81	\$94,130	<b>\$6,570</b>	\$24,753	26%	Yes
14	C231/S231	\$14,364.88	\$96,137	<b>\$5,437</b>	\$19,802	21%	Yes
15	C232/S232	\$14,461.88	\$96,137	<b>\$5,437</b>	\$19,899	21%	Yes
16	C233/S233	\$14,083.88	\$96,137	<b>\$5,437</b>	\$19,521	20%	Yes
17	C234/S234	\$13,294.88	\$96,137	<b>\$5,437</b>	\$18,732	19%	Yes
18	C235/S235	\$15,548.88	\$96,137	<b>\$5,437</b>	\$20,986	22%	Yes
19	C236/S236	\$14,807.88	\$96,137	<b>\$5,437</b>	\$20,245	21%	Yes
20	C238/S238	\$12,025.40	\$98,093	<b>\$6,632</b>	\$18,657	19%	Yes
21	C239/S239	\$10,419.40	\$98,093	<b>\$6,632</b>	\$17,051	17%	Yes
22	C240/S240	\$11,285.40	\$98,093	<b>\$6,632</b>	\$17,917	18%	Yes
23	C241/S241	\$12,325.40	\$98,093	<b>\$6,632</b>	\$18,957	19%	Yes
24	C242/S242	\$12,038.40	\$98,093	<b>\$6,632</b>	\$18,670	19%	Yes
25	C243/S243	\$16,111.40	\$98,093	<b>\$6,632</b>	\$22,743	23%	Yes
26	C245/S245	\$11,557.40	\$98,093	<b>\$6,632</b>	\$18,189	19%	Yes
27	C246/S246	\$5,948	\$98,093	<b>\$6,632</b>	\$12,580	13%	Yes
28	C247/S247	\$16,284.40	\$98,093	<b>\$6,632</b>	\$22,916	23%	Yes
29	C248/S248	\$15,466.40	\$98,093	<b>\$6,632</b>	\$22,098	23%	Yes
30	C249/S249	\$15,535.40	\$98,093	<b>\$6,632</b>	\$22,167	23%	Yes
31	C254/S254	\$3,919.34	\$65,363	<b>\$1,816</b>	\$5,736	9%	Yes
32	C260/S260	\$4,335.16	\$65,363	<b>\$1,816</b>	\$6,151	9%	Yes
33	C267/S267	\$4,155.92	\$65,363	<b>\$1,816</b>	\$5,971.92	9%	Yes
34	C271/S271	\$3,946.18	\$65,363	<b>\$1,816</b>	\$5,762.18	9%	Yes
35	C274/S274	\$4,117.13	\$65,363	<b>\$1,816</b>	\$5,933.13	9%	Yes
36	C276/S276	\$3,979.30	\$65,363	<b>\$1,816</b>	\$5,795.30	9%	Yes
37	C279/S279	\$4,101.30	\$65,363	<b>\$1,816</b>	\$5,917.30	9%	Yes
38	C281/S281	\$4,390.86	\$65,363	<b>\$1,816</b>	\$6,206.86	9%	Yes
39	C285/S285	\$3,822.21	\$65,363	<b>\$1,816</b>	\$5,638.21	9%	Yes
40	C286/S286	\$3,920.02	\$65,363	<b>\$1,816</b>	\$5,736.02	9%	Yes

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >50% SGR more quickly.

## 2023 TAM Plan Demand Response in Transition SGR Calculations

	Vehicle Number	12/31/2021 Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts & Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%	Notes
1	S180	\$36,415	\$91,120	<b>\$3,137</b>	\$39,551	43%	Yes	SUV or Disp 2023
2	S184	\$36,006	\$91,120	<b>\$3,137</b>	\$39,143	43%	Yes	SUV 2023
3	S188	\$35,241	\$91,120	<b>\$3,137</b>	\$38,378	42%	Yes	SUV or Disp 2023
4	S194	\$34,358	\$91,120	<b>\$3,137</b>	\$37,495	41%	Yes	SUV or Disp 2023
5	S200	\$37,090	\$92,735	<b>\$3,950</b>	\$41,040	44%	Yes	SUV or Disp 2023
6	C197/S197	\$33,072.95	\$92,735	<b>\$2,149</b>	\$35,222	38%	Yes	SUV or Disp 2023
7	C203/S203	\$25,066.95	\$92,735	<b>\$2,149</b>	\$27,216	29%	Yes	SUV or Disp 2023
8	C207/S207	\$26,532.95	\$92,735	<b>\$2,149</b>	\$28,682	31%	Yes	SUV or Disp 2023
9	C211/S211	\$24,476.90	\$93,755	<b>\$2,149</b>	\$26,626	28%	Yes	Van Grant 2023
10	C212/S212	\$23,995.90	\$93,755	<b>\$2,149</b>	\$26,145	28%	Yes	SUV or Disp 2023
11	C214/S214	\$23,373.90	\$93,755	<b>\$2,149</b>	\$25,523	27%	Yes	Van Grant 2023
12	C217/S217	\$25,252.90	\$93,755	<b>\$2,149</b>	\$27,402	29%	Yes	Van Grant 2023
13	C218/S218	\$24,365.90	\$93,755	<b>\$2,149</b>	\$26,515	28%	Yes	Van Grant 2023
14	C219/S219	\$25,546.90	\$93,755	<b>\$2,149</b>	\$27,696	30%	Yes	SUV 2023
15	C220/S220	\$23,868.90	\$93,755	<b>\$2,149</b>	\$26,018	28%	Yes	SUV 2023

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >50% SGR more quickly.



## SECTION 1B: ROLLING STOCK - DEMAND RESPONSE VEHICLE SCORECARD

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## Demand Response Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	S179	Yes	No	14	N	178,918	Y	1	487/"23"
2	S181	Yes	Yes	11	N	209,302	N	1	487/"23"
3	S182	Yes	Yes	11	N	191,680	Y	3	487/"23"
4	S183	Yes	Yes	11	N	191,753	Y	3	487/"23"
5	S185	Yes	Yes	11	N	225,623	N	1	487/"23"
6	S186	Yes	Yes	11	N	205,974	N	1	487/"23"
7	S187	Yes	Yes	11	N	192,209	Y	3	487/"23"
8	S189	Yes	Yes	11	N	198,512	Y	3	487/"23"
9	S190	Yes	Yes	11	N	226,726	N	1	487/"23"
10	S193	Yes	Yes	11	N	203,571	N	1	487/"23"
11	S196	Yes	Yes	10	N	202,006	N	1	487/"23"
12	S198	Yes	Yes	10	N	201,934	N	1	487/"23"
13	S199	Yes	Yes	10	N	215,444	N	1	487/"23"
14	S201	Yes	Yes	10	N	221,134	N	1	487/"23"
15	S202	Yes	Yes	10	N	197,652	Y	3	487/"23"
16	S204	Yes	Yes	10	N	211,762	N	1	489/"24"
17	S205	Yes	Yes	10	N	195,859	Y	3	489/"24"
18	S206	Yes	Yes	10	N	212,737	N	1	489/"24"
19	S208	Yes	Yes	10	N	199,536	Y	3	489/"24"
20	S213	Yes	Yes	9	Y	209,634	N	3	489/"24"
21	S215	Yes	Yes	9	Y	192,378	Y	5	489/"24"
22	S216	Yes	Yes	9	Y	192,883	Y	5	489/"24"
23	S237	Yes	Yes	7	Y	79,582	Y	5	491/"25"
24	S250	Yes	Yes	3	Y	74,125	Y	5	878-"27"
25	S251	Yes	Yes	3	Y	48,122	Y	5	878-"27"
26	S252	Yes	Yes	3	Y	70,705	Y	5	878-"27"
27	S253	Yes	Yes	3	Y	33,273	Y	5	878-"27"
28	S255	Yes	Yes	3	Y	43,577	Y	5	878-"27"
29	S256	Yes	Yes	3	Y	74,812	Y	5	878-"27"
30	S257	Yes	Yes	3	Y	74,487	Y	5	878-"27"
31	S258	Yes	Yes	3	Y	73,965	Y	5	878-"27"
32	S259	Yes	Yes	3	Y	71,529	Y	5	878-"27"
33	S261	Yes	Yes	3	Y	74,563	Y	5	878-"27"
34	S262	Yes	Yes	3	Y	64,799	Y	5	878-"27"
35	S263	Yes	Yes	3	Y	71,815	Y	5	878-"27"
36	S264	Yes	Yes	3	Y	73,209	Y	5	878-"27"
37	S265	Yes	Yes	3	Y	72,609	Y	5	878-"27"
38	S266	Yes	Yes	3	Y	72,688	Y	5	878-"27"

CIP numbers associated with vans are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## Demand Response Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
39	S268	Yes	Yes	3	Y	65,920	Y	5	961-"28"
40	S269	Yes	Yes	3	Y	72,705	Y	5	961-"28"
41	S270	Yes	Yes	3	Y	72,964	Y	5	961-"28"
42	S272	Yes	Yes	3	Y	72,295	Y	5	961-"28"
43	S273	Yes	Yes	3	Y	68,466	Y	5	961-"28"
44	S275	Yes	Yes	3	Y	75,308	Y	5	961-"28"
45	S277	Yes	Yes	3	Y	68,338	Y	5	961-"28"
46	S278	Yes	Yes	3	Y	68,466	Y	5	961-"28"
47	S280	Yes	Yes	3	Y	74,835	Y	5	961-"28"
48	S282	Yes	Yes	3	Y	72,728	Y	5	961-"28"
49	S283	Yes	Yes	3	Y	71,253	Y	5	961-"28"
50	S284	Yes	Yes	3	Y	68,759	Y	5	961-"28"
51	S287	Yes	Yes	3	Y	70,256	Y	5	961-"28"
52	S288	Yes	Yes	3	Y	64,452	Y	5	961-"28"
53	S289	Yes	Yes	3	Y	66,949	Y	5	961-"28"
54	S290	Yes	Yes	1	Y	13,620	Y	5	"31"
55	S291	Yes	Yes	1	Y	14,888	Y	5	"31"
56	S292	Yes	Yes	1	Y	12,180	Y	5	"31"
57	S293	Yes	Yes	1	Y	7,008	Y	5	"31"
58	S294	Yes	Yes	1	Y	15,448	Y	5	"31"
59	S295	Yes	Yes	1	Y	11,622	Y	5	"31"
60	S296	Yes	Yes	1	Y	7,896	Y	5	"31"
61	S297	Yes	Yes	1	Y	15,949	Y	5	"31"
62	S298	Yes	Yes	1	Y	14,757	Y	5	"31"
63	S299	Yes	Yes	1	Y	11,962	Y	5	"31"
64	S300	Yes	Yes	1	Y	14,304	Y	5	"31"
65	S301	Yes	Yes	1	Y	10,425	Y	5	"31"
66	S302	Yes	Yes	1	Y	8,127	Y	5	"31"
67	S303	Yes	Yes	1	Y	14,875	Y	5	"31"
68	S304	Yes	Yes	1	Y	17,894	Y	5	"31"
69	S305	Yes	Yes	1	Y	14,517	Y	5	"31"

CIP numbers associated with vans are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## Contracted Demand Response Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	C191/S191	Yes	Yes	11	N	210,224	N	1	489/"24"
2	C192/S192	Yes	Yes	11	N	203,036	N	1	489/"24"
3	C195/S195	Yes	Yes	11	N	204,269	N	1	489/"24"
4	C221/S221	Yes	Yes	11	N	200,667	N	1	489/"24"
5	C222/S222	Yes	Yes	8	Y	197,708	Y	5	489/"24"
6	C223/S223	Yes	Yes	8	Y	204,437	N	3	489/"24"
7	C224/S224	Yes	Yes	8	Y	198,943	Y	5	489/"24"
8	C225/S225	Yes	Yes	8	Y	196,006	Y	5	489/"24"
9	C226/S226	Yes	Yes	8	Y	171,117	Y	5	491/"25"
10	C227/S227	Yes	Yes	8	Y	204,167	N	3	491/"25"
11	C228/S228	Yes	Yes	8	Y	147,357	Y	5	491/"25"
12	C229/S229	Yes	Yes	8	Y	193,180	Y	5	491/"25"
13	C230/S230	Yes	Yes	8	Y	177,002	Y	5	491/"25"
14	C231/S231	Yes	Yes	7	Y	168,931	Y	5	491/"25"
15	C232/S232	Yes	Yes	7	Y	176,657	Y	5	491/"25"
16	C233/S233	Yes	Yes	7	Y	170,923	Y	5	491/"25"
17	C234/S234	Yes	Yes	7	Y	176,398	Y	5	491/"25"
18	C235/S235	Yes	Yes	7	Y	181,263	Y	5	491/"25"
19	C236/S236	Yes	Yes	7	Y	177,651	Y	5	491/"25"
20	C238/S238	Yes	Yes	5	Y	136,559	Y	5	491/"25"
21	C239/S239	Yes	Yes	5	Y	133,767	Y	5	491/"25"
22	C240/S240	Yes	Yes	5	Y	143,614	Y	5	491/"25"
23	C241/S241	Yes	Yes	5	Y	129,309	Y	5	491/"25"
24	C242/S242	Yes	Yes	5	Y	138,460	Y	5	837-"26"
25	C243/S243	Yes	Yes	5	Y	127,223	Y	5	837-"26"
26	C245/S245	Yes	Yes	5	Y	125,089	Y	5	837-"26"
27	C246/S246	Yes	Yes	5	Y	80,183	Y	5	837-"26"
28	C247/S247	Yes	Yes	5	Y	117,165	Y	5	837-"26"
29	C248/S248	Yes	Yes	5	Y	129,953	Y	5	837-"26"
30	C249/S249	Yes	Yes	5	Y	131,904	Y	5	837-"26"
31	C254/S254	Yes	Yes	3	Y	49,208	Y	5	"29"
32	C260/S260	Yes	Yes	3	Y	59,849	Y	5	"29"
33	C267/S267	Yes	Yes	3	Y	59,698	Y	5	"29"
34	C271/S271	Yes	Yes	3	Y	73,458	Y	5	"29"
35	C274/S274	Yes	Yes	3	Y	63,197	Y	5	"29"
36	C276/S276	Yes	Yes	3	Y	60,238	Y	5	"29"
37	C279/S279	Yes	Yes	3	Y	56,184	Y	5	"29"
38	C281/S281	Yes	Yes	3	Y	48,290	Y	5	"29"
39	C285/S285	Yes	Yes	3	Y	63,687	Y	5	"29"
40	C286/S286	Yes	Yes	3	Y	66,609	Y	5	"29"

CIP numbers associated with vehicles may change due to replacement decisions that may occur prior to scheduled replacement.

**Notes:**

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset
3	Management Targets.
1	Vehicles with a score of "1" must be accompanied by a Capital Investment Plan (CIP) for replacement in a funded project.

**Scoring Methodology:**

**Four Targets**

Is the vehicle safe? (yes/no)	Does the vehicle meet the financial needs of SGR? (yes/no)	Is the vehicle at or below its established age target? (yes/no)	Is the vehicle at or below its established mileage target? (yes/no)	Point Score
Yes	Yes	Yes	Yes	5
Yes	Yes	No	Yes	3
No	Yes	Yes	Yes	1
Yes	No	No	Yes	1

- 1 Vehicles meeting all four elements receive a score of "5".
- 2 Vehicles meeting the safety element and two of the three remaining elements receive a score of "3".
- 3 Vehicles the do not meet the safety element automatically receive a score of "1" regardless of scoring in the remaining three categories.
- 4 Vehicles the meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1".

Total Meeting SGR	93
Total Vehicles	109
Percentage Meeting SGR	<b>85% *</b>

- \* There are 16 vehicles listed in the SGR score card that are not currently in a state of good repair that have replacement vehicles in production which were delayed due to post-pandemic supply and labor shortages. The 2022 replacement vehicles for these vans are anticipated to arrive in 2023.

**'Demand Response Vehicles in Transition' Condition Score Card 2023 TAMP**

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	S180	Yes	Yes	11	N	192,231	Y	3	484/"21"
2	S184	Yes	Yes	11	N	218,713	N	1	484/"21"
3	S188	Yes	Yes	11	N	158,687	Y	3	484/"21"
4	S194	Yes	Yes	11	N	204,975	N	1	484/"21"
5	S200	Yes	Yes	10	N	195,125	Y	3	484/"21"
6	C197/S197	Yes	Yes	10	N	134,314	Y	3	484/"21"
7	C203/S203	Yes	Yes	10	N	190,602	Y	3	484/"21"
8	C207/S207	Yes	Yes	10	N	176,833	Y	3	484/"21"
9	C211/S211	Yes	Yes	8	Y	204,050	N	3	484/"21"
10	C212/S212	Yes	Yes	8	Y	200,206	N	3	484/"21"
11	C214/S214	Yes	Yes	8	Y	191,242	Y	5	484/"21"
12	C217/S217	Yes	Yes	8	Y	195,946	Y	5	484/"21"
13	C218/S218	Yes	Yes	8	Y	203,346	N	3	484/"21"
14	C219/S219	Yes	Yes	8	Y	209,705	N	3	484/"21"
15	C220/S220	Yes	Yes	8	Y	202,842	N	3	484/"21"

**These vans have been replaced by vehicles purchased with the above CIP and are in a period of transition between our Van Grant program, SUV program, or disposal.**

**Notes:**

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset
3	Management Targets.
1	Vehicles with a score of "1" must be accompanied by a Capital Investment Plan (CIP) for replacement in a funded project.

**Scoring Methodology:**

**Four Targets**

Is the vehicle safe? (yes/no)	Does the vehicle meet the financial needs of SGR? (yes/no)	Is the vehicle at or below its established age target? (yes/no)	Is the vehicle at or below its established mileage target? (yes/no)	Point Score
Yes	Yes	Yes	Yes	5
Yes	Yes	No	Yes	3
No	Yes	Yes	Yes	1
Yes	No	No	Yes	1

- 1 Vehicles meeting all four elements receive a score of "5".
- 2 Vehicles meeting the safety element and two of the three remaining elements receive a score of "3".
- 3 Vehicles the do not meet the safety element automatically receive a score of "1" regardless of scoring in the remaining three categories.
- 4 Vehicles the meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1".

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## SECTION 1C: ROLLING STOCK – RIDESHARE VEHICLE ASSET INVENTORY

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## Fleet - RideShare and Special Use Page 1 of 2

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

Date

Total	60	5,797,409	\$ 2,575,144
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\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate

Part of 2022 VanGrant Program-still on premises due to weather.

**Public Transportation Management System**  
**Owned Rolling Stock Inventory & Verification of Continued Use**  
**Fleet - RideShare and Special Use Page 2 of 2**

Agency/Organization: Spokane Transit Authority  
Reporting Year: 2023 (12/31/2022)

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

Signature and Title

Date

No.	Year	Make/Model	Vehicle Code	Identification Number (VIN)	Vehicle Number	Odometer	Meets Needs of SGR (Yes/No)	Is the Safe? (Yes/No)	ULB (Year)	ULB (Miles)	Current (Yes/No)	Performs its Function (Yes/No)	Cost (\$)	Access (Yes/No)	Capacity	Type	Title (Yes/No)
1	2014	CHEVROLET EXPRESS PASS	14	1GAZG1FG9E1211219	U222	116,303	No	Yes	16	110,000	Yes	Yes	37,572	No	15	G	No
2	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211342	R223	102,760	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
3	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG6E1211663	R224	47,553	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
4	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1211924	R225	98,657	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
5	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212071	R226	80,422	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
6	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG8E1212085	R227	78,779	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
7	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG1E1212283	R228	66,329	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
8	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG5E1212819	R230	80,791	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
9	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG4E1212911	R231	101,555	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
10	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG2E1213040	R232	66,911	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
11	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FGXE1213397	R233	52,779	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
12	2014	CHEVROLET EXPRESS PASS	14	1GAZG1FG2E1213765	U234	103,055	Yes	Yes	16	110,000	Yes	Yes	37,572	No	15	G	No
13	2014	CHEVROLET EXPRESS PASS	13	1GAZG1FG9E1213911	R235	66,146	Yes	Yes	11	110,000	Yes	Yes	37,572	No	15	G	No
14	2017	TOYOTA SIENNA	13	5TDZZ3DC8HS86285	R236	56,622	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
15	2017	TOYOTA SIENNA	13	5TDZZ3DCOHS864705	R237	47,047	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
16	2017	TOYOTA SIENNA	13	5TDZZ3DCXHS869006	R238	29,420	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
17	2017	TOYOTA SIENNA	13	5TDZZ3DC7HS869433	R239	55,521	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
18	2017	TOYOTA SIENNA	13	5TDZZ3DC2HS870070	R240	35,422	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
19	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870208	R241	35,260	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
20	2017	TOYOTA SIENNA	13	5TDZZ3DC5HS870905	R242	40,078	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
21	2017	TOYOTA SIENNA	13	5TDZZ3DC4HS871057	R243	50,020	Yes	Yes	11	110,000	Yes	Yes	39,674	No	7	G	No
22	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM4HKB35495	R244*	74,304	Yes	Yes	11	110,000	Yes	Yes	46,781	No	15	G	No
23	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM6HKB35496	R245	113,885	Yes	Yes	11	110,000	Yes	Yes	46,781	No	15	G	No
24	2017	FORD ECONOLINE XL VAN	13	1FBAX2CM3HKB58024	R246	102,692	Yes	Yes	11	110,000	Yes	Yes	46,781	No	15	G	No
25	2017	FORD ECONOLINE XL VAN	13	1FBAX2CMXHB57615	R247	103,196	Yes	Yes	11	110,000	Yes	Yes	46,781	No	15	G	No
26	2018	TOYOTA SIENNA	13	5TDZZ3DC1JS953608	R248	30,469	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	No
27	2018	TOYOTA SIENNA	13	5TDZZ3DC8JS954058	R249	41,126	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	No
28	2018	TOYOTA SIENNA	13	5TDZZ3DC6JS954267	R250	45,527	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	No
29	2018	TOYOTA SIENNA	13	5TDZZ3DC7JS954293	R251	48,495	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	Yes
30	2018	TOYOTA SIENNA	13	5TDZZ3DC3JS954596	R252	67,156	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	Yes
31	2018	TOYOTA SIENNA	13	5TDZZ3DC0JS954684	R253	40,135	Yes	Yes	11	110,000	Yes	Yes	38,787	No	7	G	Yes
32	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM5JKB21904	R254	43,638	Yes	Yes	11	110,000	Yes	Yes	47,821	No	15	G	Yes
33	2018	FORD X2C TRANSIT 15-PASS MR	13	1FBAX2CM7JKB21905	R255	28,718	Yes	Yes	11	110,000	Yes	Yes	47,717	No	15	G	Yes
34	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF3K1348509	R256	34,434	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
35	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF6K1348908	R257	22,785	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
36	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF1K1349027	R258	27,284	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
37	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF9K1349258	R259	36,452	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
38	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF0K1349536	R260	48,631	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
39	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF4K1350317	R261	45,904	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
40	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF8K1350417	R262	31,545	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
41	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF9K1350636	R263	50,858	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
42	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF1K1350792	R264	55,591	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
43	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF1K1351084	R265	30,568	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
44	2019	CHEVROLET EXPRESS VAN	13	1GAZGPGF0K1352203	R266	38,036	Yes	Yes	11	110,000	Yes	Yes	41,400	No	15	G	No
45	2020	Ford X2C Transit	13	1FBAX2C88LKB40744	R267	19778	Yes	Yes	11	110,000	Yes	Yes	49,000	No	15	G	No
46	2020	Ford X2C Transit	13	1FBAX2C88LKB40745	R268	24381	Yes	Yes	11	110,000	Yes	Yes	49,000	No	15	G	No
47	2020	Ford X2C Transit	13	1FBAX2C81LKB40746	R269	13338	Yes	Yes	11	110,000	Yes	Yes	49,000	No	15	G	No
48	2020	Ford X2C Transit	13	1FBAX2C83LKB40747	R270	26289	Yes	Yes	11	110,000	Yes	Yes	49,000	No	15	G	No
49	2020	Ford X2C Transit	13	1FBAX2C85LKB40748	R271	28117	Yes	Yes	11	110,000	Yes	Yes	49,000	No	15	G	No
50	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ188816	R272	4722	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
51	2022	CHEVROLET TRAVERSE	13	1GNEVLKW2NJ188944	R273	3594	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
52	2022	CHEVROLET TRAVERSE	13	1GNEVLKW0NJ189042	R274	3643	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
53	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189054	R275	2952	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
54	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189264	R276	4060	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
55	2022	CHEVROLET TRAVERSE	13	1GNEVLKW5NJ189330	R277	3069	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
56	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ189500	R278	4225	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
57	2022	CHEVROLET TRAVERSE	13	1GNEVLKW4NJ189576	R279	4146	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
58	2022	CHEVROLET TRAVERSE	13	1GNEVLKW3NJ189911	R280	3940	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
59	2022	CHEVROLET TRAVERSE	13	1GNEVLKW7NJ189944	R281	3975	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
60	2022	CHEVROLET TRAVERSE	13	1GNEVLKW0NJ189963	R282	2682	Yes	Yes	11	110,000	Yes	Yes	35,553	No	8	G	No
<b>Total</b>						<b>60</b>	<b>2,506,707</b>						<b>\$ 2,337,557</b>				

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

\*Footnote: 2020 Replacement factor changed to CPI Inflation Rate

Part of 2022 VanGrant Program-still on premises due to weather.

\*Pending 2023 disposal-Totaled but parting out in-house, still on premises

## SECTION 1C: ROLLING STOCK – RIDESHARE VEHICLE DECISION SUPPORT CALCULATIONS

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### 2023 TAM Plan Rideshare SGR Calculations

	Vehicle Number	12/31/2021 Total Parts and Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
1	R181	\$6,230	\$23,300	<b>\$539</b>	\$6,770	29%	Yes
2	R182	\$4,152	\$23,300	<b>\$539</b>	\$4,692	20%	Yes
3	R183	\$4,164	\$23,300	<b>\$539</b>	\$4,703	20%	Yes
4	R185	\$4,254	\$23,300	<b>\$539</b>	\$4,793	21%	Yes
5	R186	\$6,263	\$23,300	<b>\$539</b>	\$6,802	29%	Yes
6	R187	\$6,257	\$23,300	<b>\$539</b>	\$6,796	29%	Yes
7	R188	\$5,719	\$23,300	<b>\$539</b>	\$6,258	27%	Yes
8	R189	\$6,649	\$23,739	<b>\$676</b>	\$7,326	31%	No
9	R190	\$5,010	\$23,739	<b>\$676</b>	\$5,686	24%	Yes
10	R191	\$3,712	\$23,739	<b>\$676</b>	\$4,388	18%	Yes
11	R192	\$3,755	\$23,739	<b>\$676</b>	\$4,431	19%	Yes
12	R193	\$3,712	\$23,739	<b>\$676</b>	\$4,388	18%	Yes
13	R194	\$4,296	\$23,739	<b>\$676</b>	\$4,972	21%	Yes
14	R195	\$4,545	\$23,739	<b>\$676</b>	\$5,221	22%	Yes
15	R197	\$2,412	\$26,242	<b>\$905</b>	\$3,316	13%	Yes
16	R198	\$2,363	\$26,242	<b>\$905</b>	\$3,268	12%	Yes
17	R199	\$1,985	\$26,242	<b>\$905</b>	\$2,890	11%	Yes
18	R200	\$1,934	\$26,242	<b>\$905</b>	\$2,839	11%	Yes
19	R201	\$1,701	\$26,242	<b>\$905</b>	\$2,606	10%	Yes
21	R203	\$4,726	\$26,242	<b>\$905</b>	\$5,631	21%	Yes
23	R205	\$3,270	\$26,242	<b>\$905</b>	\$4,175	16%	Yes
25	R207	\$2,240	\$23,715	<b>\$726</b>	\$2,966	13%	Yes
26	R208	\$1,985	\$23,715	<b>\$726</b>	\$2,711	11%	Yes
27	R209	\$2,752	\$23,715	<b>\$726</b>	\$3,478	15%	Yes
28	R210	\$2,903	\$23,715	<b>\$726</b>	\$3,629	15%	Yes
29	R211	\$2,616	\$23,715	<b>\$726</b>	\$3,342	14%	Yes
30	R212	\$3,218	\$23,715	<b>\$726</b>	\$3,944	17%	Yes
31	R213	\$2,481	\$23,715	<b>\$726</b>	\$3,207	14%	Yes
32	R214	\$1,860	\$23,715	<b>\$726</b>	\$2,586	11%	Yes
33	R215	\$2,464	\$23,715	<b>\$726</b>	\$3,190	13%	Yes
34	R216	\$2,742	\$26,400	<b>\$924</b>	\$3,667	14%	Yes
35	R217	\$1,779	\$26,400	<b>\$924</b>	\$2,703	10%	Yes
36	R218	\$2,655	\$26,400	<b>\$924</b>	\$3,579	14%	Yes
37	R219	\$4,007	\$26,400	<b>\$924</b>	\$4,931	19%	Yes
38	R220	\$2,815	\$26,400	<b>\$924</b>	\$3,739	14%	Yes
39	R221	\$2,734	\$29,584	<b>\$911</b>	\$3,645	12%	Yes
41	R223	\$4,395	\$29,584	<b>\$911</b>	\$5,306	18%	Yes
42	R224	\$2,469	\$29,584	<b>\$911</b>	\$3,380	11%	Yes
43	R225	\$3,720	\$29,584	<b>\$911</b>	\$4,631	16%	Yes

### 2023 TAM Plan Rideshare SGR Calculations

	Vehicle Number	12/31/2021 Total Parts and Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
44	R226	\$3,054	\$29,584	<b>\$911</b>	\$3,965	13%	Yes
45	R227	\$2,694	\$29,584	<b>\$911</b>	\$3,605	12%	Yes
46	R228	\$2,683	\$29,584	<b>\$911</b>	\$3,594	12%	Yes
47	R230	\$3,117	\$29,584	<b>\$911</b>	\$4,028	14%	Yes
48	R231	\$5,266	\$29,584	<b>\$0</b>	\$5,266	18%	Yes
49	R232	\$2,866	\$29,584	<b>\$911</b>	\$3,777	13%	Yes
50	R233	\$2,986	\$29,584	<b>\$911</b>	\$3,897	13%	Yes
52	R235	\$3,520	\$29,584	<b>\$911</b>	\$4,431	15%	Yes
53	R236	\$1,889	\$32,255	<b>\$684</b>	\$2,573	8%	Yes
54	R237	\$1,512	\$32,255	<b>\$684</b>	\$2,196	7%	Yes
55	R238	\$1,418	\$32,255	<b>\$684</b>	\$2,102	7%	Yes
56	R239	\$1,257	\$32,255	<b>\$684</b>	\$1,941	6%	Yes
57	R240	\$880	\$32,255	<b>\$684</b>	\$1,564	5%	Yes
58	R241	\$1,313	\$32,255	<b>\$684</b>	\$1,997	6%	Yes
59	R242	\$1,624	\$32,255	<b>\$684</b>	\$2,308	7%	Yes
60	R243	\$1,534	\$32,255	<b>\$684</b>	\$2,218	7%	Yes
61	R244	\$3,090	\$38,032	<b>\$0</b>	\$3,090	8%	Disposal
62	R245	\$2,972	\$38,032	<b>\$965</b>	\$3,938	10%	Yes
63	R246	\$3,103	\$38,032	<b>\$965</b>	\$4,068	11%	Yes
64	R247	\$3,891	\$38,032	<b>\$965</b>	\$4,856	13%	Yes
65	R248	\$1,303	\$32,323	<b>\$547</b>	\$1,850	6%	Yes
66	R249	\$1,725	\$32,323	<b>\$547</b>	\$2,272	7%	Yes
67	R250	\$1,503	\$32,323	<b>\$547</b>	\$2,050	6%	Yes
68	R251	\$1,725	\$32,323	<b>\$547</b>	\$2,272	7%	Yes
69	R252	\$1,601	\$32,323	<b>\$547</b>	\$2,148	7%	Yes
70	R253	\$1,472	\$32,323	<b>\$547</b>	\$2,019	6%	Yes
71	R254	\$1,206	\$39,851	<b>\$769</b>	\$1,975	5%	Yes
72	R255	\$1,240	\$39,764	<b>\$769</b>	\$2,009	5%	Yes
73	R256	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
74	R257	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
75	R258	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
76	R259	\$1,329	\$35,085	<b>\$697</b>	\$2,026	6%	Yes
77	R260	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
78	R261	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
79	R262	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
80	R263	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
81	R264	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
82	R265	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes
83	R266	\$1,251	\$35,085	<b>\$697</b>	\$1,948	6%	Yes



### 2023 TAM Plan Rideshare SGR Calculations

	Vehicle Number	12/31/2021 Total Parts and Labor	Vehicle Purchase Price	12/31/2022 Avg. Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <30%
84	R267	\$516	\$40,698	<b>\$911</b>	\$1,428	4%	Yes
85	R268	\$474	\$40,698	<b>\$911</b>	\$1,385	3%	Yes
86	R269	\$326	\$40,698	<b>\$911</b>	\$1,237	3%	Yes
87	R270	\$384	\$40,698	<b>\$911</b>	\$1,295	3%	Yes
88	R271	\$492	\$40,698	<b>\$911</b>	\$1,403	3%	Yes
89	R272	\$0	\$35,553	<b>\$99</b>	\$99	0%	Yes
90	R273	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
91	R274	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
92	R275	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
93	R276	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
94	R277	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
95	R278	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
96	R279	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
97	R280	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
98	R281	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes
99	R282	\$0	\$35,553	<b>\$0</b>	\$0	0%	Yes

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >30% SGR more quickly.

### 2023 TAM Plan SUV SGR Calculations

	Vehicle Number	12/31/2021 Total Parts and Labor	Vehicle Purchase Price	12/31/2022 Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <80%
1	U71/S171	\$36,561	\$66,212	\$461	\$37,022	56%	Yes
2	U75/S175	\$36,578	\$66,212	\$849	\$37,428	57%	Yes
3	U77/S177	\$37,554	\$66,212	\$0	\$37,554	57%	Yes
4	U78/S178	\$21,907	\$66,212	\$0	\$21,907	33%	Yes
5	U144/R144	\$5,226	\$25,772	\$301	\$5,527	21%	Yes
6	U146/R146	\$5,041	\$25,772	\$172	\$5,212	20%	Yes
7	U148/R148	\$5,680	\$25,772	\$461	\$6,141	24%	Yes
8	U156/R156	\$6,367	\$25,772	\$536	\$6,904	27%	Yes
9	U166/R166	\$4,641	\$26,553	\$236	\$4,877	18%	Yes
10	U167/R167	\$5,581	\$26,553	\$249	\$5,829	22%	Yes
11	U168/R168	\$6,726	\$26,553	\$0	\$6,726	25%	Yes
12	U175/R175	\$3,778	\$26,500	\$490	\$4,267	16%	Yes
13	U176/R176	\$3,211	\$26,500	\$476	\$3,687	14%	Yes
14	U177/R177	\$4,127	\$26,500	\$596	\$4,723	18%	Yes
15	U178/R178	\$4,348	\$26,500	\$1,058	\$5,406	20%	Yes
16	U179/R179	\$7,567	\$26,500	\$491	\$8,058	30%	Yes
17	U184/S184	\$4,319	\$23,300	\$539	\$4,858	21%	Yes
18	U204/R204	\$2,411	\$26,242	\$905	\$3,316	13%	Yes
19	U206/R206	\$2,172	\$26,242	\$905	\$3,077	12%	Yes
20	U222/R222	\$3,622	\$29,584	\$911	\$4,533	15%	Yes
21	U234/R234	\$3,672	\$29,584	\$911	\$4,583	15%	Yes
22	U633/633	\$37,320	\$92,422	\$2,054	\$39,374	43%	Yes
23	U635/635	\$40,670	\$92,422	\$2,353	\$43,023	47%	Yes
24	U640/S210	\$27,651	\$92,735	\$2,575	\$30,226	33%	Yes
25	U741/741	\$1,509	\$18,484	\$1,023	\$2,532	14%	Yes

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >80% more quickly.

**NOTE:**

SERVICE LIFE FOR VANS TRANSFERRED TO SPECIAL USE AND /OR 1st TRANSIT WILL BE EXTENDED

5 YEARS AND 65,000 ADDITIONAL MILES AND MEETS FINANCIAL NEEDS OF SGR WILL BE < 80%

SUV stands for Special Use Vehicles (self directed service for qualified external recipient)



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## Rideshare Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
1	R181	Yes	Yes	11	Y	86,739	Y	5	595-"23"
2	R182	Yes	Yes	11	Y	71,921	Y	5	595-"23"
3	R183	Yes	Yes	11	Y	71,436	Y	5	595-"23"
4	R185	Yes	Yes	11	Y	80,171	Y	5	595-"23"
5	R186	Yes	Yes	11	Y	91,337	Y	5	595-"23"
6	R187	Yes	Yes	11	Y	107,371	Y	5	595-"23"
7	R188	Yes	Yes	11	Y	88,246	Y	5	595-"23"
8	R189	Yes	No	10	Y	92,840	Y	3	595-"23"
9	R190	Yes	Yes	10	Y	106,824	Y	5	595-"23"
10	R191	Yes	Yes	10	Y	87,247	Y	5	595-"23"
11	R192	Yes	Yes	10	Y	63,995	Y	5	595-"23"
12	R193	Yes	Yes	10	Y	69,371	Y	5	791-"24"
13	R194	Yes	Yes	10	Y	68,895	Y	5	791-"24"
14	R195	Yes	Yes	10	Y	74,201	Y	5	791-"24"
15	R197	Yes	Yes	9	Y	72,863	Y	5	791-"24"
16	R198	Yes	Yes	9	Y	42,263	Y	5	791-"24"
17	R199	Yes	Yes	9	Y	53,418	Y	5	791-"24"
18	R200	Yes	Yes	9	Y	54,030	Y	5	791-"24"
19	R201	Yes	Yes	9	Y	57,329	Y	5	791-"24"
20	R203	Yes	Yes	9	Y	121,560	N	3	791-"24"
21	R205	Yes	Yes	9	Y	73,826	Y	5	791-"24"
22	R207	Yes	Yes	8	Y	55,473	Y	5	791-"24"
23	R208	Yes	Yes	8	Y	41,204	Y	5	826-"25"
24	R209	Yes	Yes	8	Y	89,642	Y	5	826-"25"
25	R210	Yes	Yes	8	Y	97,037	Y	5	826-"25"
26	R211	Yes	Yes	8	Y	106,399	Y	5	826-"25"
27	R212	Yes	Yes	8	Y	88,250	Y	5	826-"25"
28	R213	Yes	Yes	8	Y	85,859	Y	5	826-"25"
29	R214	Yes	Yes	8	Y	38,981	Y	5	826-"25"
30	R215	Yes	Yes	8	Y	61,544	Y	5	826-"25"
31	R216	Yes	Yes	8	Y	78,274	Y	5	826-"25"
32	R217	Yes	Yes	8	Y	50,028	Y	5	826-"25"
33	R218	Yes	Yes	8	Y	57,306	Y	5	826-"25"
34	R219	Yes	Yes	8	Y	52,901	Y	5	827-"26"
35	R220	Yes	Yes	8	Y	43,651	Y	5	827-"26"
36	R221	Yes	Yes	8	Y	51,429	Y	5	827-"26"
37	R223	Yes	Yes	8	Y	102,760	Y	5	827-"26"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## Rideshare Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
38	R224	Yes	Yes	8	Y	47,553	Y	5	827-"26"
39	R225	Yes	Yes	8	Y	98,657	Y	5	827-"26"
40	R226	Yes	Yes	8	Y	80,422	Y	5	827-"26"
41	R227	Yes	Yes	8	Y	78,779	Y	5	827-"26"
42	R228	Yes	Yes	8	Y	66,329	Y	5	827-"26"
43	R230	Yes	Yes	8	Y	80,791	Y	5	827-"26"
44	R231	Yes	Yes	8	Y	101,555	Y	5	827-"26"
45	R232	Yes	Yes	8	Y	66,911	Y	5	881-"27"
46	R233	Yes	Yes	8	Y	52,779	Y	5	881-"27"
47	R235	Yes	Yes	8	Y	66,146	Y	5	881-"27"
48	R236	Yes	Yes	5	Y	56,622	Y	5	947-"28"
49	R237	Yes	Yes	5	Y	47,047	Y	5	947-"28"
50	R238	Yes	Yes	5	Y	29,420	Y	5	947-"28"
51	R239	Yes	Yes	5	Y	55,521	Y	5	947-"28"
52	R240	Yes	Yes	5	Y	35,422	Y	5	947-"28"
53	R241	Yes	Yes	5	Y	35,260	Y	5	947-"28"
54	R242	Yes	Yes	5	Y	40,078	Y	5	947-"28"
55	R243	Yes	Yes	5	Y	50,020	Y	5	947-"28"
56	R244	No	Yes	5	Y	74,304	Y	1	Disposal
57	R245	Yes	Yes	5	Y	113,885	N	3	947-"28"
58	R246	Yes	Yes	5	Y	102,692	Y	5	947-"28"
59	R247	Yes	Yes	5	Y	103,196	Y	5	947-"28"
60	R248	Yes	Yes	4	Y	30,469	Y	5	"29"
61	R249	Yes	Yes	4	Y	41,126	Y	5	"29"
62	R250	Yes	Yes	4	Y	45,527	Y	5	"29"
63	R251	Yes	Yes	4	Y	48,495	Y	5	"29"
64	R252	Yes	Yes	4	Y	67,156	Y	5	"29"
65	R253	Yes	Yes	4	Y	40,135	Y	5	"29"
66	R254	Yes	Yes	4	Y	43,638	Y	5	"29"
67	R255	Yes	Yes	4	Y	28,718	Y	5	"29"
68	R256	Yes	Yes	3	Y	34,434	Y	5	"30"
69	R257	Yes	Yes	3	Y	22,785	Y	5	"30"
70	R258	Yes	Yes	3	Y	27,284	Y	5	"30"
71	R259	Yes	Yes	3	Y	36,452	Y	5	"30"
72	R260	Yes	Yes	3	Y	48,631	Y	5	"30"
73	R261	Yes	Yes	3	Y	45,904	Y	5	"30"
74	R262	Yes	Yes	3	Y	31,545	Y	5	"30"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## Rideshare Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	CIP Project Number
75	R263	Yes	Yes	3	Y	50,858	Y	5	"30"
76	R264	Yes	Yes	3	Y	55,591	Y	5	"30"
77	R265	Yes	Yes	3	Y	30,568	Y	5	"30"
78	R266	Yes	Yes	3	Y	38,036	Y	5	"30"
79	R267	Yes	Yes	2	Y	19,778	Y	5	"31"
80	R268	Yes	Yes	2	Y	24,381	Y	5	"31"
81	R269	Yes	Yes	2	Y	13,338	Y	5	"31"
82	R270	Yes	Yes	2	Y	26,289	Y	5	"31"
83	R271	Yes	Yes	2	Y	28,117	Y	5	"31"
84	R272	Yes	Yes	1	Y	4,722	Y	5	"33"
85	R273	Yes	Yes	1	Y	3,594	Y	5	"33"
86	R274	Yes	Yes	1	Y	3,643	Y	5	"33"
87	R275	Yes	Yes	1	Y	2,952	Y	5	"33"
88	R276	Yes	Yes	1	Y	4,060	Y	5	"33"
89	R277	Yes	Yes	1	Y	3,069	Y	5	"33"
90	R278	Yes	Yes	1	Y	4,225	Y	5	"33"
91	R279	Yes	Yes	1	Y	4,146	Y	5	"33"
92	R280	Yes	Yes	1	Y	3,940	Y	5	"33"
93	R281	Yes	Yes	1	Y	3,975	Y	5	"33"
94	R282	Yes	Yes	1	Y	2,682	Y	5	"33"

CIP numbers associated with vehicles are subject to change due to replacement decisions that may occur prior to scheduled replacement.

## Special Use Vehicle Condition Score Card 2023 TAM Plan

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)		Actual Miles Meets ULB (Y/N)		*Point Score	Notes
1	U71	Yes	Yes	14	Y	163,036	Y	5	SUV
2	U75	Yes	Yes	14	Y	173,409	Y	5	SUV
3	U77	Yes	Yes	14	Y	207,635	Y	5	SUV
4	U78	Yes	Yes	14	Y	209,543	Y	5	SUV
5	U144	Yes	Yes	16	Y	95,122	Y	5	SUV
6	U146	Yes	Yes	16	Y	84,289	Y	5	SUV
7	U148	Yes	Yes	16	Y	82,537	Y	5	SUV
8	U156	Yes	Yes	16	Y	93,406	Y	5	SUV
9	U166	Yes	Yes	12	Y	90,100	Y	5	SUV
10	U167	Yes	Yes	12	Y	107,538	Y	5	SUV
11	U168	Yes	Yes	12	Y	85,122	Y	5	SUV
12	U175	Yes	Yes	11	Y	91,286	Y	5	SUV
13	U176	Yes	Yes	11	Y	74,673	Y	5	SUV
14	U177	Yes	Yes	11	Y	83,070	Y	5	SUV
15	U178	Yes	Yes	11	Y	104,333	Y	5	SUV
16	U179	Yes	Yes	11	Y	92,045	Y	5	SUV
17	U184	Yes	Yes	11	Y	93,746	Y	5	SUV
18	U204	Yes	Yes	9	Y	82,423	Y	5	SUV
19	U206	Yes	Yes	9	Y	75,760	Y	5	SUV
20	U222	Yes	Yes	8	Y	116,303	Y	5	SUV
21	U234	Yes	Yes	8	Y	103,055	Y	5	SUV
22	U633	Yes	Yes	9	Y	273,769	N	3	SUV
23	U635	Yes	Yes	9	Y	288,020	N	3	SUV
24	U640	Yes	Yes	9	Y	200,856	Y	5	SUV
25	U741	Yes	Yes	8	Y	93,117	Y	5	SUV

SUV stands for Special Use Vehicles (self directed service for qualified external recipient) Note: Service life for vans transferred to Special Use will be extended 5 yrs/65k mi and meet financial needs of SGR will be 80%.

### Notes:

5	Vehicles with scores of "3" or "5" are in a state of good repair and contribute to STA achieving its Asset Management Targets.
3	
1	Vehicles with a score of "1" must be included in the current Capital Investment Plan (CIP) for replacement in a funded project.

### Scoring Methodology:

- 1). Vehicle meeting all four elements receive a score of "5"
- 2). Vehicles meeting the safety element and two of the three remaining elements receive a score of "3"
- 3). Vehicles that do not meet the safety element automatically receive a score of "1"
- 4). Vehicles that meet the safety element but fail to meet at least two of the remaining three elements receive a score of "1"



Example:

Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N)	Actual Miles Meets ULB (Y/N)	*Point Score
----------------------------------	--	-------------------------------	------------------------------	--------------

yes	yes	yes	yes	5
yes	yes	no	yes	3
no	yes	yes	yes	1
yes	no	no	yes	1

Total Meeting SGR	118
Total Vehicles	119

Percentage Meeting SGR **99%**

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## SECTION 2: ORGANIZATIONAL EQUIPMENT

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## SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE ASSET INVENTORY

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Public Transportation Management System  
Owned Equipment Inventory (2 pages)

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

Agency/Org: Spokane Transit Authority  
Reporting Year: 2023 (12/31/2022)

Signature and Title \_\_\_\_\_ Date \_\_\_\_\_

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
	5	62/R162 2009 Chevrolet Van	3.20	13	0	37,439.55	Assigned to F&G 2020
	5	74/R174 2010 Chevrolet Van	3.40	12	0	36,304.79	
	5	80/R180 2011 Dodge Grand Caravan	3.40	11	0	31,433.25	
	5	#89 2005 Dodge Grand Caravan	2.60	17	0	31,951.94	Assigned to Planning 2020
	5	#91 2005 Dodge Grand Caravan	3.20	17	0	31,951.94	
	5	#94 2005 Dodge Grand Caravan	2.60	17	0	31,951.97	
	5	96/R196 2012 Dodge Grand Caravan	3.00	10	0	31,097.55	Assigned to F&G 2020
	5	#101 2006 Caravan Grand Dodge	3.00	16	0	36,355.58	
	5	R-119 2007 Chevrolet Express Passenger Van	2.40	15	0	31,318.35	
	4	170/R170 2010 Chevrolet Van	4.00	12	0	36,304.79	Assigned to F&G 2022
	5	#805 1991 Heavy-Duty Tow Truck	3.20	31	0	347,043.68	
	5	#808 1999 Ford F350 1 Ton	2.20	23	0	45,144.17	
	5	#813 2009 F450 Ford Truck	2.80	13	0	93,800.11	replacement vehicle 843 received end of 2022
	5	#814 2008 Chevy Uplander	3.00	14	0	27,587.59	
	5	#817 2008 Chevy Uplander	3.20	14	0	27,587.59	
	5	#818 2009 Ford F450	3.00	13	0	93,754.65	
	5	#821 2011 Ford F450	2.60	11	0	76,379.21	
	5	#822 2011 Ford F450	2.60	11	0	75,758.41	
	5	#823 2012 Ford F350 Truck	4.60	10	0	88,600.96	Includes Tommy Gate and Air Compressor on truck
	5	#824 2012 Tow Truck -Freightliner	4.80	10	2	179,907.92	
	5	#825 2016 Ford F-350 1 Ton Pickup	5.00	6	1	56,787.72	
	5	#826 2016 Ford F450 1 Ton	4.40	6	1	67,356.58	
	5	#827 2016 Chevrolet Colorado Truck	3.80	6	1	36,087.16	
	5	#828 2017 Ford Service Truck	3.80	5	2	52,930.02	
	5	#829 2018 FORD F350	4.60	4	3	40,205.12	
	5	#830 2018 Ford F350	4.60	4	3	40,205.12	
	5	#831 2018 Ford F350	4.20	4	3	40,205.12	
	5	#832 2018 FORD F350	5.00	4	3	40,205.12	
	5	#833 2019 Ford F550 Dump Truck	5.00	3	4	74,071.73	
	5	#834 2019 Ford F550 FLAT BED	5.00	3	4	89,297.39	
	5	#835 F750 Crane Shelter Response Vehicle	5.00	2	5	257,715.85	
	5	#836 Ford Shelter Response Truck	5.00	2	4	53,983.33	
	5	#837 Ford Shelter Response Truck	5.00	2	4	53,599.38	
	5	#838 2022 Ford F350 4X4	5.00	1	6	60,509.00	
	5	#839 2022 Ford F350 4X4	5.00	1	6	60,128.39	
	5	#840 2022 Ford F350 4X4	5.00	1	6	60,128.39	
	5	#841 2022 Ford F350 4X4 SRW	5.00	1	6	60,128.39	
	5	#842 2021 Ford F150 4X4	5.00	0	7	49,963.30	
	5	#843 2022 Ford F350 4X4	5.00	0	7	53,983.04	
	5	#932 2007 Toyota Prius	2.60	15	0	37,257.40	
	5	#940 2010 Ford Pickup	3.20	12	0	32,359.48	
	5	#945 2013 Ford Escape SE	2.40	9	0	33,708.50	
	5	#946 2013 Ford Escape SE	2.20	9	0	33,708.50	replaced at the end of 2022
	5	#947 2014 Ford Escape SE	3.80	8	0	32,575.67	
	5	#948 2014 Ford Escape SE	4.40	8	0	32,575.67	
	5	#949 2015 Ford Fusion	5.00	7	0	24,032.98	
	5	#950 2016 Ford Focus	4.00	7	0	22,761.65	
	5	#951 2017 Ford Police Interceptor	3.60	5	2	37,330.29	
	5	#952 2018 Ford F150	3.20	4	3	45,260.36	
	5	#953 2018 Ford F150 4X4	3.40	4	3	44,962.80	
	5	#954 2018 Ford F150 4X4	3.40	4	3	44,562.16	
	5	#955 2018 Ford F150 4X4	3.40	4	3	44,562.16	
	5	#956 2018 Ford F150 4X4	3.40	4	3	44,562.16	
	5	#958 2019 Ford Escape AWD	4.40	3	3	30,174.44	
	5	#959 2019 Ford Escape SE AWD	5.00	3	3	30,568.41	
	5	#960 2019 Ford Escape SE AWD	5.00	3	3	30,174.44	
	5	#961 2021 Ford Escape SE AWD	5.00	1	5	31,813.41	
	5	#962 2021 Ford Escape SE AWD	5.00	1	5	31,813.41	
	5	#963 2022 Ford Escape SE	5.00	0	6	31,289.50	
	5	#964 2022 Ford Escape SE	5.00	0	6	31,643.42	
Total Replacement Cost						\$ 3,366,860.97	

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## SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE DECISION SUPPORT CALCULATIONS

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## Non-Revenue/Support Vehicle Equipment TERM Methodology

1	2	3	4	5	Vehicle rating scale		
Vehicle useful life benchmark (ULB) Percent of ULB based on age remaining	Vehicle mileage (ULB) Percent of ULB based on mileage remaining	Vehicle condition Quality, level of maintenance required	Vehicle performance Reliability, safety, meets industry standards	Vehicle level of maintenance required Level of preventive and corrective maintenance	Rating	Rating description	Rating range
Vehicle is new or nearly new 75% - 100%	Vehicle is new or nearly new 75% - 100%	Vehicle is new or like new	Vehicle meets or exceeds all performance and reliability metrics, industry standards	Vehicle requires routine preventative maintenance according to scheduled maintenance cycles.	5	Excellent	4.8 to 5.0
Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is nearing or at its mid-point of ULB 50%-75%	Vehicle is showing minimal signs of wear and deterioration	Vehicle generally meets performance and reliability, based on manufacturer's performance standards	Vehicle needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 to 4.7
Vehicle has passed its mid-point of ULB 25%-50%	Vehicle has passed its mid-point of ULB 25%-50%	Vehicle is showing moderately signs of defective or deteriorated components	Vehicle's performance and reliability may decrease and cause service interruption for none schedule maintenance	Vehicle needs more frequent minor repairs on subcomponents.	3	Adequate	3.0 to 3.9
Vehicle nearing or at end of its ULB 0%-25%	Vehicle nearing or at end of its ULB 0%-25%	Vehicle's major subcomponents needs to be rebuilt or replace	Vehicle performance and reliability is becoming more substantial, but <b>does not pose safety risk</b>	Vehicle's maintenance is significant increased in repairs between preventative maintenance cycles	2	Marginal	2.5 to 2.9 2.0 to 2.4
Vehicle passed its ULB	Vehicle passed its ULB	Vehicle is no longer serviceable	Vehicle does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 to 1.9
Asset non-operable or unsafe. Spare parts					0		0

Greater than 2.5 rating, the asset is in SGR

Planning for asset replacement

Less than 2.5 rating, the Asset is NOT in SGR

- Percent of ULB based on age remaining:** Spokane Transit has set an open age for our non-revenue support vehicle equipment. In order to establish an age metric, the age of the vehicle is calculated and divided into the (LTD) life to date mileage. This establishes an average annual mileage for the vehicle. The average annual mileage is then divided into the established ULB mileage to establish a projected age for the vehicle. The reasonable projected age is then divided into quarters to set an age range that corresponds with the rubric scoring above. (See example below)

Age calcs for non Revenue vehicles										5	4	3	2	1	Final
Veh	in service date	end report year date	age	LTD Miles	ULB Miles	Calculated age by miles	Calc age Rounded	Reason based	Remain Life	75-100%	50-75%	25-50%	25-0%	Beyond Age	Age Score
62	5/6/2009	12/31/2022	13.6	82214.3	150000	24.8	25	25	11.2	0-6.25	6.25-12.50	12.5-18.75	18.75-25	25+	3
74	9/28/2010	12/31/2022	12.3	117980.8	200000	20.8	21	21	8.5	0-5.25	5.25-10.5	10.5-15.75	15.75-21	21+	3

- Percent of ULB based on mileage remaining:** Spokane Transit has established mileage ULB performance targets based on departmental usage of the vehicle. Supervisor, Security, Transportation and General Administrative vehicles have a 200,000-mile threshold. Facilities and Grounds vehicles have a 150,000-mile threshold, and Vehicle Maintenance vehicles have a 100,000-mile threshold. The mileage thresholds are divided into quarters and to establish a numeric rating metric. The LTD mileage is then scored based on where it falls within this metric. (See example below)

Age calcs for non Revenue vehicle:					1/20/2023	5	4	3	2	1	Final
Veh	in service date	end report year date	LTD Miles	ULB Miles	75-100%	50-75%	25-50%	25-0%	Beyond Miles	Mileage Score	
119	4/5/2007	12/31/2022	153019.6	150000	0-37.5k	37.5k+-75k	75k+-112.5k	112.5k+-150k	150k+	1	
170	9/8/2010	12/31/2022	83142.7	200000	0-50k	50k+-100k	100k+-150k	150k+-200k	200k+	4	
805	7/25/1991	12/31/2022	36366.4	100000	0-25k	25k+-50k	50k+-75k	75k+-100k	100k+	4	

- 3./4. Quality, level of maint required/Reliability, safety, meets industry standards:** These two criteria are scored by the Maintenance Foreman responsible for the non-revenue/support vehicle fleet utilizing the above rubric.

- 5. Level of preventative and corrective maintenance:** By dividing the (LTD) maintenance cost of each vehicle by its acquisition cost, we establish maintenance percentages and compare them to established performance targets. The non-revenue/support vehicle maintenance percentage has been set at 50%. By quartering the percentage threshold, we can establish a point rating and score the vehicle. (See example below)

SGR Maint calcs for non Revenue				1/20/2023	5	4	3	2	1	Final
Veh	in service date	end report year date	SGR Maint %	SGR ULB Target	75-100%	50-75%	25-50%	25-0%	Beyond SGR	SGR Score
826	7/13/2016	12/31/2022	21%	50%	0-12.5%	12.5%+-25%	25%+-37.5%	37.5%+-50%	50%+	4
827	11/15/2016	12/31/2022	33%	50%	0-12.5%	12.5%+-25%	25%+-37.5%	37.5%+-50%	50%+	3

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### Non-Revenue/Service Vehicle Equipment Condition Assessment and Score STA TAM Plan 2023

#	Veh	Custodian	ULB Age Score	ULB Mileage Score	Vehicle Condition (int/ext, floor, etc.)	Vehicle Performance (safe to operate)	Vehicle Level of Maint Req (SGR %)	Final Score	CIP/Notes
1	62	Facilities	3	3	3	3	4	3.2	
2	74	Trans.	3	3	3	3	5	3.4	
3	80	Trans.	3	3	4	4	3	3.4	
4	89	Trans.	3	3	3	2	2	2.6	good operation, needed
5	91	IS Dept.	3	4	3	3	3	3.2	CIP 817
6	94	Trans.	3	3	3	3	1	2.6	good operation, needed
7	96	General	3	3	4	2	3	3.0	
8	101	Trans.	3	3	3	3	3	3.0	
9	119	Facilities	1	1	3	3	4	2.4	good operation, needed
10	170	Trans.	4	4	4	4	4	4.0	
11	805	F/R Maint	2	4	3	4	3	3.2	upgrades CIP 874
12	808	F/R Maint	2	2	3	3	1	2.2	2022 CIP 349,559
13	813	Facilities	2	2	3	3	4	2.8	future disposal*
14	814	Trans.	3	3	3	4	2	3.0	
15	817	Trans.	3	3	3	4	3	3.2	
16	818	F/R Maint	3	3	4	4	1	3.0	
17	821	Facilities	1	1	3	4	4	2.6	future disposal*
18	822	Facilities	1	1	3	4	4	2.6	future disposal*
19	823	Para Maint	4	4	5	5	5	4.6	
20	824	Para Maint	4	5	5	5	5	4.8	
21	825	Facilities	5	5	5	5	5	5.0	
22	826	Facilities	5	5	4	4	4	4.4	
23	827	F/R Maint	4	4	4	4	3	3.8	
24	828	Facilities	3	3	4	4	5	3.8	
25	829	Facilities	5	5	4	4	5	4.6	
26	830	Facilities	5	5	4	4	5	4.6	
27	831	Facilities	4	4	4	4	5	4.2	
28	832	Facilities	5	5	5	5	5	5.0	
29	833	Facilities	5	5	5	5	5	5.0	

\*Will retain until after City Line service launch to assess future need.

### Non-Revenue/Service Vehicle Equipment Condition Assessment and Score STA TAM Plan 2023

#	Veh	Custodian	ULB Age Score	ULB Mileage Score	Vehicle Condition (int/ext, floor, etc.)	Vehicle Performance (safe to operate)	Vehicle Level of Maint Req (SGR %)	Final Score	CIP/Notes
30	834	Facilities	5	5	5	5	5	5.0	
31	835	Facilities	5	5	5	5	5	5.0	
32	836	Facilities	5	5	5	5	5	5.0	
33	837	Facilities	5	5	5	5	5	5.0	
34	838	Facilities	5	5	5	5	5	5.0	
35	839	Facilities	5	5	5	5	5	5.0	
36	840	Facilities	5	5	5	5	5	5.0	
37	841	Facilities	5	5	5	5	5	5.0	
38	842	IS Dept.	5	5	5	5	5	5.0	
39	843	F/R Maint	5	5	5	5	5	5.0	
40	932	Trans.	2	2	3	3	3	2.6	good operation, needed
41	940	Security	2	4	4	4	2	3.2	
42	945	Security	2	2	2	3	3	2.4	2022 CIP 536
43	946	Security	2	2	2	3	2	2.2	2022 CIP 536
44	947	Trans.	4	4	4	4	3	3.8	
45	948	Para Supv.	4	5	4	4	5	4.4	
46	949	Gen Admin	5	5	5	5	5	5.0	
47	950	Trans.	4	4	4	4	4	4.0	
48	951	Security	4	4	3	4	3	3.6	
49	952	Trans.	3	3	3	4	3	3.2	
50	953	Trans.	3	3	3	4	4	3.4	
51	954	Trans.	3	3	3	4	4	3.4	
52	955	Trans.	3	3	3	4	4	3.4	
53	956	Trans.	3	3	3	4	4	3.4	
54	958	Security	4	4	5	4	5	4.4	
55	959	Trans.	5	5	5	5	5	5.0	
56	960	Planning	5	5	5	5	5	5.0	
57	961	Security	5	5	5	5	5	5.0	
58	962	Security	5	5	5	5	5	5.0	
59	963	Planning	5	5	5	5	5	5.0	
60	964	Security	5	5	5	5	5	5.0	

### Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	2021 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
1	62	\$4,664	\$26,553	\$216	\$4,879	18%	Yes
2	74	\$2,823	\$26,500	\$0	\$2,823	11%	Yes
3	80	\$6,691	\$23,284	\$667	\$7,358	32%	Yes
4	89	\$9,727	\$20,482	\$100	\$9,827	48%	Yes
5	91	\$5,949	\$20,482	\$277	\$6,226	30%	Yes
6	94	\$12,078	\$20,482	\$616	\$12,694	62%	No
7	96	\$5,304	\$23,739	\$801	\$6,105	26%	Yes
8	101	\$6,553	\$24,237	\$789	\$7,342	30%	Yes
9	119	\$4,995	\$21,305	\$45	\$5,040	24%	Yes
10	170/R170	\$4,063	\$26,500	\$0	\$4,063	15%	Yes
11	805	\$42,924	\$157,033	\$1,435	\$44,359	28%	Yes
12	808	\$32,262	\$24,941	\$184	\$32,446	130%	No
13	813	\$9,090	\$66,525	\$432	\$9,521	14%	Yes
14	814	\$9,213	\$19,565	\$132	\$9,345	48%	Yes
15	817	\$5,023	\$19,565	\$728	\$5,751	29%	Yes
16	818	\$15,091	\$19,565	\$226	\$15,317	78%	No
17	821	\$12,240	\$56,577	\$420	\$12,661	22%	Yes
18	822	\$11,939	\$56,117	\$457	\$12,396	22%	Yes
19	823	\$3,097	\$67,635	\$100	\$3,197	5%	Yes
20	824	\$1,339	\$137,335	\$856	\$2,195	2%	Yes
21	825	\$4,043	\$45,070	\$107	\$4,150	9%	Yes
22	826	\$11,086	\$53,458	\$222	\$11,308	21%	Yes
23	827	\$9,117	\$28,640	\$290	\$9,407	33%	Yes
24	828	\$2,787	\$43,040	\$200	\$2,987	7%	Yes
25	829	\$2,796	\$33,500	\$203	\$3,000	9%	Yes
26	830	\$2,721	\$33,500	\$253	\$2,974	9%	Yes
27	831	\$2,949	\$33,500	\$340	\$3,288	10%	Yes
28	832	\$2,867	\$33,500	\$53	\$2,920	9%	Yes
29	833	\$197	\$62,773	\$51	\$248	0%	Yes
30	834	\$31	\$75,676	\$77	\$108	0%	Yes
31	835	\$987	\$224,101	\$24	\$1,011	0%	Yes
32	836	\$128	\$46,942	\$1,400	\$1,527	3%	Yes
33	837	\$100	\$46,608	\$1,489	\$1,589	3%	Yes
34	838	\$0	\$38,131	\$494	\$494	1%	Yes
35	839	\$0	\$37,797	\$972	\$972	3%	Yes
36	840	\$0	\$37,797	\$338	\$338	1%	Yes
37	841	\$0	\$37,797	\$1,482	\$1,482	4%	Yes
38	842	\$0	\$47,135	\$100	\$100	0%	Yes
39	843	\$0	\$50,927	\$1,238	\$1,238	2%	Yes

### Meets Financial Needs of SGR Results Non Rev Vehicle Spokane Transit

	Vehicle Number	2021 LTD Total Parts & Labor	Vehicle Purchase Price	12/31/2022 Total Parts and Labor*	2021 LTD Plus 2022 Total Parts & Labor	Cost %	Meets Financial Needs of SGR <50%
40	932	\$8,446	\$25,345	\$293	\$8,739	34%	Yes
41	940	\$8,071	\$19,565	\$608	\$8,679	44%	Yes
42	945	\$8,615	\$26,130	\$618	\$9,233	35%	Yes
43	946	\$12,716	\$26,130	\$100	\$12,816	49%	Yes
44	947	\$6,981	\$25,650	\$247	\$7,228	28%	Yes
45	948	\$2,859	\$25,650	\$120	\$2,979	12%	Yes
46	949	\$1,107	\$18,925	\$135	\$1,242	7%	Yes
47	950	\$2,898	\$18,065	\$0	\$2,898	16%	Yes
48	951	\$11,019	\$30,400	\$343	\$11,362	37%	Yes
49	952	\$10,462	\$36,800	\$449	\$10,911	30%	Yes
50	953	\$5,259	\$37,135	\$733	\$5,992	16%	Yes
51	954	\$5,300	\$37,135	\$1,500	\$6,800	18%	Yes
52	955	\$3,667	\$37,135	\$1,122	\$4,788	13%	Yes
53	956	\$3,953	\$37,135	\$930	\$4,883	13%	Yes
54	958	\$698	\$25,572	\$485	\$1,184	5%	Yes
55	959	\$309	\$25,905	\$711	\$1,020	4%	Yes
56	960	\$198	\$25,572	\$19	\$217	1%	Yes
57	961	\$240	\$27,907	\$358	\$598	2%	Yes
58	962	\$240	\$27,907	\$398	\$638	2%	Yes
59	963	\$0	\$29,518	\$0	\$0	0%	Yes
60	964	\$0	\$29,852	\$0	\$0	0%	Yes

\*In 2022, STA experienced an average increase in vehicle maintenance part's cost of over 15%, caused by the post-pandemic supply chain constraints. This increase could create comparability issues to prior years and may cause vehicles to reach the >50% SGR more quickly.



## SECTION 2A: ORGANIZATIONAL EQUIPMENT – SUPPORT VEHICLE SCORECARD

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## Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		TERM Point Score	CIP & Notes
						All Others	200,000		
						Facilities	150,000		
						Veh Maint	100,000		
1	62	Yes	Yes	13	Y	82,214	Y	3.2	
2	74	Yes	Yes	12	Y	117,981	Y	3.4	
3	80	Yes	Yes	11	Y	124,963	Y	3.4	
4	89	Yes	Yes	17	Y	142,352	Y	2.6	
5	91	Yes	Yes	17	Y	82,205	Y	3.2	CIP 817
6	94	Yes	No	17	Y	134,686	Y	2.6	
7	96	Yes	Yes	10	Y	113,179	Y	3.0	
8	101	Yes	Yes	16	Y	133,643	Y	3.0	
9	119	Yes	Yes	15	Y	153,171	N	2.4	
10	170/R170	Yes	Yes	12	Y	83,388	Y	4.0	
11	805	Yes	Yes	31	Y	36,366	Y	3.2	upgrade 874
12	808	Yes	No	23	Y	94,450	Y	2.2	CIP 349
13	813	Yes	Yes	14	Y	145,394	Y	2.8	
14	814	Yes	Yes	14	Y	133,692	Y	3.0	
15	817	Yes	Yes	14	Y	121,911	Y	3.2	
16	818	Yes	No	12	Y	56,099	Y	3.0	
17	821	Yes	Yes	11	Y	163,097	N	2.6	
18	822	Yes	Yes	11	Y	169,389	N	2.6	
19	823	Yes	Yes	10	Y	21,929	Y	4.6	
20	824	Yes	Yes	9	Y	17,406	Y	4.8	
21	825	Yes	Yes	6	Y	29,950	Y	5.0	
22	826	Yes	Yes	5	Y	18,870	Y	4.4	
23	827	Yes	Yes	6	Y	40,046	Y	3.8	
24	828	Yes	Yes	5	Y	83,149	Y	3.8	
25	829	Yes	Yes	4	Y	34,651	Y	4.6	
26	830	Yes	Yes	4	Y	30,780	Y	4.6	
27	831	Yes	Yes	4	Y	41,248	Y	4.2	
28	832	Yes	Yes	4	Y	35,630	Y	5.0	
29	833	Yes	Yes	3	Y	11,316	Y	5.0	
30	834	Yes	Yes	3	Y	4,047	Y	5.0	
31	835	Yes	Yes	3	Y	3,160	Y	5.0	
32	836	Yes	Yes	3	Y	21,710	Y	5.0	
33	837	Yes	Yes	3	Y	30,609	Y	5.0	
34	838	Yes	Yes	2	Y	7,310	Y	5.0	
35	839	Yes	Yes	2	Y	6,315	Y	5.0	
36	840	Yes	Yes	2	Y	9,071	Y	5.0	
37	841	Yes	Yes	2	Y	7,017	Y	5.0	
38	842	Yes	Yes	2	Y	978	Y	5.0	
39	843	Yes	Yes	1	Y	1,387	Y	5.0	

## Non Revenue Vehicle Condition Score Card

	Vehicle number	Is the Vehicle Safe? (Yes/No)	Meets Financial Needs of SGR (Yes/No)	Actual Age Meets ULB (Y/N) Non Revenue and Service Vehicles do not have a defined service life.		Actual Miles Meets ULB (Y/N)		TERM Point Score	CIP & Notes
						All Others	200,000		
						Facilities	150,000		
						Veh Maint	100,000		
40	932	Yes	Yes	15	Y	190,216	Y	2.6	
41	940	Yes	Yes	12	Y	125,372	Y	3.2	
42	945	Yes	Yes	9	Y	163,294	Y	2.4	CIP 536
43	946	Yes	Yes	9	Y	177,339	Y	2.2	CIP 536
44	947	Yes	Yes	8	Y	68,591	Y	3.8	
45	948	Yes	Yes	8	Y	11,366	Y	4.4	
46	949	Yes	Yes	7	Y	31,355	Y	5.0	
47	950	Yes	Yes	6	Y	88,984	Y	4.0	
48	951	Yes	Yes	5	Y	82,298	Y	3.6	
49	952	Yes	Yes	4	Y	129,569	Y	3.2	
50	953	Yes	Yes	4	Y	117,603	Y	3.4	
51	954	Yes	Yes	4	Y	113,848	Y	3.4	
52	955	Yes	Yes	4	Y	119,712	Y	3.4	
53	956	Yes	Yes	4	Y	117,094	Y	3.4	
54	958	Yes	Yes	3	Y	71,355	Y	4.4	
55	959	Yes	Yes	3	Y	49,104	Y	5.0	
56	960	Yes	Yes	3	Y	11,062	Y	5.0	
57	961	Yes	Yes	2	Y	15,684	Y	5.0	
58	962	Yes	Yes	2	Y	16,763	Y	5.0	
59	963	Yes	Yes	1	Y	4	Y	5.0	
60	964	Yes	Yes	1	Y	4	Y	5.0	

Non-revenue/support vehicles scoring at a 2.5 or greater are considered in a state of good repair.

Total Meeting SGR	56
Total Vehicles	60
Percentage Meeting SGR	93%

## SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – MAJOR SUBSYSTEMS ASSET INVENTORY

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**Public Transportation Management System  
Owned Equipment Inventory (2 pages)**

**Agency/Org:** Spokane Transit Authority  
**Reporting Year:** 2023 (12/31/2022)

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

							Signature and Title	Date
NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments	
1	9	#308 Boom Aerial Lift Platform	3.00	36	0	81,484.73		
2	9	Double Spindle Brake Drum Lathe	2.00	35	0	93,645.90		
3	16	Van Washer	2.50	28	0	161,835.87	Located at North Boone building 1230 W. Boone Ave.	
4	16	Historical Display	4.00	27	0	130,409.31	Various Inland Empire System, Spokane Street Railway Co., Spokane United Railways, Spokane Traction Co., Spokane City Lines and WWP, historical photographs.	
5	16	Steam Pit Lift	3.00	18	0	242,621.43		
6	9	Six Post Hoist	3.00	15	0	67,706.99		
7	16	Emergency Generator	4.00	14	7	130,365.57	Located on Boone Campus	
8	16	Bus Vacuum System	4.00	14	0	180,482.23		
9	9	FSX Machine	4.00	14	0	81,156.78		
10	9	Tennant Floor Scrubber	3.00	14	0	70,403.13		
11	2	Odyssey Fareboxes-Qty 22	3.00	15	0	411,972.15		
12	2	Cash Boxes -Paratransit-Qty 98	3.00	11	0	141,752.59		
13	2	Farebox- 36" Odyssey-Qty 146	3.00	11	0	3,199,565.03		
14	16	Emergency Generator-Qty 2	4.00	9	11	414,145.10	Located at South Boone building 1230 W. Boone Ave.	
15	9	2015 Genie Boom-Towable	3.00	3	5	57,097.07	Towable/Licensed, replacement value exceeded 50K in 2021	
16	9	#325 Bobcat Toolcat Utility work machine	4.00	5	3	93,999.16		
17	16	Emergency Generator	4.00	4	16	125,216.14	Located at 1212 Sharp Ave	
18	9	2019 Toyota Forklift	4.00	3	5	66,097.22		
19	16	Emergency Generator	4.50	3	5	515,370.40	Located in Boone NW Garage, 1224 Cedar St.	
20	9	M30 TENNANT FLOOR SCRUBBER	4.00	2	1	115,746.12		
21	9	New Flyer BEB Tooling Kit & Accessories	5.00	1	7	255,585.22		
22	16	Stingray Cabinet parts Washer	4.50	1	7	114,477.51		
23	9	Set of 6 mobile column bus lifts	4.50	1	7	82,159.98		
24	2	Vaulting System -FSC	3.00	11	0	194,465.58		
25	2	Vaulting System -Boone	3.00	11	0	256,817.22		
26	2	Coin Sorter/Counter/Computer/Conveyor B	4.00	11	0	85,818.33		
27	2	Vaulting System- Boone NW Garage	4.00	3	3	125,106.24		
28	11	Paratransit MCD Navigation System SW	4.00	3	0	382,808.99		
29	4	TSI On-board camera project-HW/SW	4.00	1	6	2,773,913.69		
30	4	Smart Bus CAD/AVL Software & Hardware	4.00	6	0	6,878,343.74		
31	9	#321 Floor Scrubber	3.00	8	0	74,847.96		
32	16	Latex Wrap Equipment	5.00	0	8	56,394.71	Equipment key in producing service route signage, rolling stock wraps/decals, etc.	
33	9	2 sets- 4 column Lifts/Ramp/Lift Anchor Kit	4.00	8	0	107,971.46	Lift sets replacement value exceeded 50K in 2022	
34	9	3 sets-Lifts 1 Primary & 4 secondary	4.00	9	0	156,794.55	Lift sets replacement value exceeded 50K in 2022	
35	9	4 Mobile Column Lifts W/Lights	4.00	11	0	56,608.35	Lift sets replacement value exceeded 50K in 2022	
<b>Total Replacement Cost</b>						<b>\$ 17,983,186.45</b>		

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SECTION 2B: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT –  
MAJOR SUBSYSTEMS DECISION SUPPORT CALCULATIONS AND  
SCORING

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# OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 -1.9

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**Owned Equipment Asset Scoring 2023 TAM Plan**

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	Assoc. CIP
1	1986	Fac	00242	#308 Boom Aerial Lift Platform	3	3	3	3	3.0	
2	1987	Maint	00258	Double Spindle Brake Drum Lathe	2	2	2	2	2.0*	see *
3	1994	Fac	00306	Van Washer	2	3	3	2	2.5	862
4	1995	Fac	00309	Historical Display	2.5	4.5	4.5	4.5	4.0	
5	2004	Fac	00467	Steam Pit Lift	3	3	3	3	3.0	
6	2007	Fac	00681	Six Post Hoist	3	3	3	3	3.0	
7	2013	Fac	01417, 01418	Emergency Generator N. Boone	4	4	4	4	4.0	
8	2008	Fac	00921	Bus Vacuum System	4	4	4	4	4.0	
9	2008	Maint	00817	FSX Machine	4	4	4	4	4.0	
10	2008	Fac	00819	Tennant Floor Scrubber	3	3	3	3	3.0	
11	2007	Maint	00700, 00702	Odyssey Fareboxes-Qty 22	3	3	3	3	3.0	
12	2011	Maint	00172-00174	Cash Boxes-Paratransit-Qty 98	3	3	3	3	3.0	
13	2011	Maint	00147-00150	Farebox-36" Odyssey-Qty 146	3	3	3	3	3.0	
14	2013	Fac	01422, 01423	Emergency Generator-Boone/SW	4	4	4	4	4.0	
15	2015	Fac	01542	2015 Genie Boom-Towable	3	3	3	3	3.0	
16	2017	Fac	01705	#325 Bobcat Toolcat	4	4	4	4	4.0	
17	2018	Fac	01642	Emergency Generator 1212 Sharp	4	4	4	4	4.0	
18	2019	Fac	01841	2019 Toyota Forklift	4	4	4	4	4.0	
19	2019	Fac	01967	Emergency Generator BNWG	4	5	5	4	4.5	
20	2020	Fac	02055	M30 Tennant Floor Scrubber	4	4	4	4	4.0	
21	2021	Maint	02148	New Flyer BEB Tooling Kit & Acc	5	5	5	5	5.0	
22	2021	Fac	02206	Stingray Cabinet Parts Washer	4	4	5	5	4.5	
23	2021	Fac	02231	Set of 6 Mobile Column Bus Lifts	4	4	5	5	4.5	
24	2011	Fac	00154-00157	Vaulting System-FSC	3	3	3	3	3.0	
25	2011	Fac	00151-00153	Vaulting System-Boone	3	3	3	3	3.0	

### Owned Equipment Asset Scoring 2023 TAM Plan

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	Assoc. CIP
26	2011	Finance	00160-00164	Coin Sorter/Counter/CPU Conv Belt	4	4	4	4	4.0	
27	2019	Fac	1927	Vaulting System-Boone NW Garage	4	4	4	4	4.0	
28	2019	Maint	1952	Paratransit MCD Navigation System SW	4	4	4	4	4.0	
29	2021	Maint	2066	TSI On-Board Camera Project-HS/SW	4	4	4	4	4.0	
30	2016	Maint	1611, 1670	Smart Bus CAD/AVL Softw/Hardw	4	4	4	4	4.0	
31	2014	Fac	01431	#321 Tennant Floor Scrubber	3	3	3	3	3.0	
32	2022	Fac	2301-2304	Latex Wrap HP Printer/Plotter Laminator/Applicator	5	5	5	5	5.0	
33	2014	Fac	01487, 01489	4 Column Lifts/Ramp/Lift Anchor Kit	4	4	4	4	4.0	
34	2013	Fac	01390-01392	3 sets-Lifts 1 Primary & 4 Secondary	4	4	4	4	4.0	
35	2011	Fac	1099	4 Mobile Column Lifts W/Lights	4	4	4	4	4.0	

\* The double spindle brake drum lathe still functions and is maintained but is no longer supported by the manufacturer. Once this piece of equipment is no longer serviceable, F/R Maintenance plans on purchasing standard, non-serviceable brake components to perform the required maintenance.

### Owned Maintenance Equipment Asset Scorecard 2023 TAM Plan

Equipment scoring below a 2.5 must be assigned a CIP or submitted for replacement in the next CIP cycle.

Total Meeting SGR	33
Total Maint Equipment	35
Percentage Meeting SGR	94%

## SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT – INFORMATION SYSTEMS ASSET INVENTORY

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**Public Transportation Management System  
Owned Equipment Inventory (2 pages)**

**Agency/Org:** Spokane Transit Authority  
**Reporting Year:** 2023 (12/31/2022)

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

\_\_\_\_\_  
**Signature and Title** **Date**

NO.	Code	Equipment Description	Condition (Points)	Age (Years)	Remaining Useful Life (Years)	Replacement Cost	Comments
1	4	1997 SW-Trapeze Phase 1	3.00	25	0	237,071.74	
2	4	Fiberoptic Connection	4.00	15	0	64,525.16	
3	4	POS Inventory Control System-Software	3.00	12	0	156,107.15	Added 00129 to total 2020
4	3	Security Camera System-2010	3.00	12	0	1,003,473.82	
5	4	Trapeze Software-2011	4.00	11	0	1,044,966.26	Including Scheduling Fx/Blockbuster, Plan, Agent, IVR, Web, Pass Cert, Pass-SPV, Utilities Mapmaker, Flexible Rt, and Pass Ops
6	4	Trapeze Software-Info Com	4.00	10	0	44,466.84	Upgrade/addition to original Trapeze software-Com
7	3	Security Camera System-2012	3.00	10	0	364,446.81	Security Camera System-Boone & VTC
8	4	Trapeze Timekeeping System-2012 Module	4.00	10	0	302,827.39	
9	4	Software - Vanpool	5.00	9	0	82,891.96	upgraded software
10	4	Trapeze-Info IVR Update	3.30	8	0	56,570.23	Upgrade/addition to original Trapeze software-IVR
11	8	Radio Communications Replacement	4.50	6	9	7,064,587.34	
12	4	Trapeze Software- Ridepro, Pass SUS	5.00	5	0	131,078.41	
13	4	Tyler Munis ERP Software	5.00	5	0	1,685,141.24	
14	10	Real Time Signs and Software	2.00	5	0	210,350.84	Remaining are located at Valley Transit Center (2), and Jefferson Lot (1) & SW
15	10	Digital Signs and Software-WPTC 2018	2.00	4	1	116,409.13	Located at West Plains Transit Center
16	4	Network Storage-Pure Storage Flash-2018	5.00	4	0	158,866.13	
17	4	Cisco Blade Chassis	4.80	4	0	102,429.11	
18	4	Trapeze-INFO-Web G3 Responsive Migrat	3.30	3	0	28,207.51	Upgrade/addition to original Trapeze software-Web G3 Responsive Migration
19	4	EMC Unity 300 video storage server	4.80	3	0	110,298.28	
20	4	Cisco ASR1001-HX Router	5.00	2	1	84,331.14	
21	4	Cisco IP Phone Equipment/Software	5.00	2	1	272,047.29	
22	4	Cisco S3260 Storage Server	4.80	2	1	91,998.13	
23	4	Pure Storage Flash Blade-HW/SW	5.00	1	2	148,499.00	
24	4	Beyond Trust Remote Access SW	5.00	1	2	87,115.30	
25	4	Cisco Blade Server & Chassis (2)	5.00	1	2	135,133.19	
26	4	Trapeze PASS enhancement module	5.00	1	2	454,099.23	
27	4	Trapeze Viewpoint module	4.00	1	2	228,621.73	
28	4	Palo Alto Network Edge Firewalls-Qty 2	5.00	1	2	77,926.44	
29	4	Trapeze Paracutter module	5.00	0	3	132,970.39	
30	4	Pure Storage Flash Array Server	5.00	0	3	93,274.84	
31	4	Pure Storage Flash Blade 17TB	5.00	0	3	32,994.87	
32	4	Trapeze OPS-Web Module	5.00	0	3	228,556.27	
33	4	Cisco SFP Optical Transceivers	5.00	0	3	52,071.56	
34	4	Catalyst 8500 Secondary Edge Router	5.00	0	3	52,942.34	
<b>Total Replacement Cost</b>						<b>\$ 15,137,297.07</b>	

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SECTION 2C: ORGANIZATIONAL EQUIPMENT – OWNED EQUIPMENT  
– INFORMATION SYSTEMS DECISION SUPPORT CALCULATIONS AND  
SCORING

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# OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 -1.9

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**Owned IS Equipment Asset Scoring 2023 TAM Plan**

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	CIP & Notes
1	1997	IS	00373	1997 SW-Trapeze Phase 1	3	3	3	3	3.0	
2	2007	IS	00112	Plaza 2007 Fiberoptic Connectivity	4	4	4	4	4.0	
3	2010	Fin	00128	POS Inventory Control Sys-Software	3	3	3	3	3.0	
4	2010	Safe	00122-00125	Security Camera System 2010	3	3	3	3	3.0	
5	2011	IS	00183-00202	Trapeze Software 2011	4	4	4	4	4.0	
6	2012	IS	00205	Trapeze-Info Com	4	4	4	4	4.0	
7	2012	Safe	00226	Security Camera System 2012	3	3	3	3	3.0	
8	2012	IS	00203, 00204	Trapeze Timekeeping Sys	4	4	4	4	4.0	
9	2013	IS	01424	Software-Vanpool	5	5	5	5	5.0	upgraded
10	2014	IS	00206, 00207	Trapeze-Info IVR Update	3	3	4	3	3.3	
11	2016	IS	01528, 1671	Radio Comm Sys/SW	5	4	4	5	4.5	
12	2017	IS	1656	Trapeze SW-Ridepro, PASS SUS	5	5	5	5	5.0	
13	2017	IS	01527	Tyler Munis ERP/EAM SW	5	5	5	5	5.0	
14	2017	Comm	1648, 1650, 1684	Real Time Signs and SW	2	2	2	2	2.0	796
15	2018	Comm	1829-1833	Digital Signs and SW-WPTC 2018	2	2	2	2	2.0	796
16	2018	IS	1723	Network Storage-Pure Storage Flash-2018	5	5	5	5	5.0	
17	2018	IS	1774	Cisco Blade Chassis	4	5	5	5	4.8	
18	2019	IS	1668	Trapeze-INFO-Web G3 Resp. Migration	3	3	3	4	3.3	
19	2019	IS	1842	EMC Unity 300 video storage server	4	5	5	5	4.8	
20	2020	IS	1994	Cisco ASR1001-HX Router	5	5	5	5	5.0	
21	2020	IS	2056, 2057	Cisco IP Phone Equipment/Software	5	5	5	5	5.0	
22	2020	IS	2136	Cisco S3260 Storage Server	4	5	5	5	4.8	
23	2021	IS	2159, 2160	Pure Storage Flash Blade-HW/SW	5	5	5	5	5.0	
24	2021	IS	2230	Beyond Trust Remote Access SW	5	5	5	5	5.0	

**Owned IS Equipment Asset Scoring 2023 TAM Plan**

#	Model Year	Scoring Cust.	EAM STA Asset #	Asset	Percent of ULB Based on age remaining	Quality , Level of Maint Required	Reliability, Safety, Meets Industry Standards	Level of PM & Corrective Maint	Mean Score	CIP & Notes
25	2021	IS	2239, 2240	Cisco Blade Server & Chassis (2)	5	5	5	5	5.0	
26	2021	IS	1953	Trapeze PASS Enhancement Module	5	5	5	5	5.0	
27	2021	IS	1811	Trapeze Viewpoint Module	4	4	4	4	4.0	
28	2021	IS	2176, 2177	Palo Alto Network Edge Firewalls-Qty 2	5	5	5	5	5.0	
29	2022	IS	02291	Pure Storage Flash Array Server	5	5	5	5	5.0	
30	2022	IS	2292	Pure Storage Flash Blade 17TB	5	5	5	5	5.0	
31	2022	IS	2330	Catalyst 8500 Secondary Edge Router	5	5	5	5	5.0	
32	2022	IS	2327	Cisco SFP Optical Transceivers	5	5	5	5	5.0	
33	2022	IS	2157	Trapeze-Paracutter Module	5	5	5	5	5.0	
34	2022	IS	2175	Trapeze OPS-Web Module	5	5	5	5	5.0	

**Owned IS Equipment Asset Scorecard 2023 TAM Plan**

\*Equipment scoring below a 2.5 must be assigned a CIP or submitted for replacement in the next CIP cycle.

Total Meeting SGR	36
Total IS Equipment	38

Percentage Meeting SGR 95%



## SECTION 3: FACILITIES

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Public Transportation Management System Owned Facilities Inventory (2 pages)							I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.	
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2023 (12/31/2022)</u>							<div>Signature and Title</div> <div>Date</div>	
Facility Code	Facility Name	Acquisition Year	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments	
23	Boone Street Avenue	1997 and Prior	4.1	35	25	29,720,558	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. This facility went through an extensive upgrade during 2015 and 2016 to make it more energy efficient. Facility has had over \$8 million in facility upgrades or replacement since built with another \$2.4 million scheduled to be expended over the years 2017-2022. In 2018, STA placed in service a renovation of office space and reception area providing better accessibility, safety and security. A new fueling system was also installed in the maintenance facility. In 2020 Boone campus energy savings project completed along with permanent fencing and gating improvements. In 2021 Boone improvement projects consisted of: elevator repair/replacement, energy savings upgrades, in-ground lighted pit repair, installation of railed fall protection for battery electric bus maintenance, body shop door upgrade to accommodate future double decker buses and installation of a single mode fiber optic cable. Asset meets or exceeds all performance standards and requires only Preventative Maintenance and corrective maintenance.	
		1998				22,750		
		1999				18,861		
		2000				122,617		
		2001				18,535		
		2005				144,055		
		2006				60,860		
		2007				234,295		
		2008				530,248		
		2009				639,437		
		2010				4,465		
		2011				1,124,444		
		2012				2,823,260		
		2013				839,613		
		2014				69,926		
		2016				3,368,003		
		2017				139,326		
		2018				942,590		
		2020				1,077,604		
		2021				573,810		
21	Fleetwatch Fueling System	2018	4.5	4	11	676,286	Fleetwatch Fueling System located within the maintenance facility at 1230 W Boone. Added Boone NW Garage to Fleetwatch Fueling System in 2019.	
23	Paint Booth	2019	4.8	3	12	1,757,947	Vehicle Paint Booth located within the South Boone building bus garage.	
21	Bus Washer	2016	4.3	6	4	1,308,173	Bus Washer located within the maintenance facility at 1230 W Boone Ave. Installed in 2016, only requires normal preventative maintenance. .	
24	Boone Non-Diesel Underground Fuel Storage Tanks	2021	5.0	1	19	1,801,255	Replacement of non-diesel underground storage tanks located on the 1230 West Boone campus.	
11	Charles Fleck Center	1997 and Prior	4.0	31	12	4,885,335	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area. The roof was replaced and insulation upgraded in 2016. A chain link fence was added in 2017. STA has \$8.5 Million slated for upgrades to Fleck center preservation through 2022, many of the components are slated for replacement in 2020, including HVAC, Garage doors, and Emergency Generator. In 2020 ESCO, energy savings upgrades project completed.	
		2016				271,765		
		2017				23,735		
		2020				1,919,575		
9	Park & Rides	1997 and Prior	4.2	32	variable	546,197	Spokane Transit currently serves 14 park and ride lots. These park and ride lots are located throughout the transit service area. STA has \$150 thousand dollars slated for preservation of existing park and rides through 2022. Facilities are holding up very well, they are all cinderblock construction that require little maintenance, Asset meets normal performance standards. In 2018, STA placed in service a new transit center in the West Plains area providing direct connections between the cities of Medical Lake, Cheney, Eastern Washington University, Airway Heights and the City of Spokane. In 2019, STA constructed new transit centers at Spokane Community College and Spokane Falls Community Colleges which replaced existing stations. In 2020, STA placed in service a new transit center in South Spokane (Moran Prairie) on 57th and Palouse Highway. This facility is expected to draw commuters from southeast Spokane traveling to employment centers within Spokane and act as a gathering point for vanpool commuters traveling throughout the region.	
		1998				1,678,550		
		2000				237,485		
		2001				730,878		
		2003				1,544,964		
		2007				1,243,070		
		2009				3,095		
		2012				76,892		
		2013				9,535		
		2014				37,679		
		2015				45,230		
		2016				150,650		
		2017				574,152		
		2018				7,944,452		
		2019				3,414,624		
		2020				5,305,153		
1	Moran P&R BEB Charging Station	2021	5.0	1	11	1,297,994	Moran Park & Ride battery electric bus charging station project completed and put into service in 2021. Spokane Transit currently has a fleet of 14 battery electric buses.	
1	Spokane Community College P&R BEB Charging Station	2021	5.0	1	11	1,351,748	Spokane Community College Park & Ride battery electric bus charging station project completed and put into service in 2021. This charging station will also serve the City Line HPT project upon HPT completion. Spokane Transit currently has a fleet of 14 battery electric buses.	
6	Pence Cole Center	1997 and Prior	4.1	32	22	4,434,951	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. This center had its bathrooms and waiting area redone in 2015. In 2020 parking lot lighting was installed. There is little maintenance required to this facility with an occasional glass replacement due to vandalism. This facility meets normal performance standards.	
		2013				45,641		
		2014				452,908		
		2015				12,837		
		2020				33,045		

Public Transportation Management System Owned Facilities Inventory (2 pages)							I hereby certify that all information reported in the inventories reflects true, accurate and complete information for the agency/organization listed and that project equipment purchased through a state or federal grant agreement is still being used in accordance with the grant agreement.	
Agency/Organization: <u>Spokane Transit Authority</u> Reporting Year: <u>2023 (12/31/2022)</u>							_____ Signature and Title	

## SECTION 3A: FACILITIES – OWNED FACILITIES DECISION SUPPORT CALCULATIONS

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## 1212 Sharp/Paratransit and Rideshare Operation

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

Substructure			
Secondary Score		Primary Score	4
Foundation: Walls, column, slab, pilings, etc.	4		

2).

Shell			
Secondary Score		Primary Score	3.25
Superstructure/structural frame: Columns, pillars, walls	4	*It was determined the south deck will be removed rather than replaced. It is closed to use. Removal deferred for weather.	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
Exterior: Windows, doors and all finishes (paint, masonry)	3		
Deck: Structure, railings*	2		

3).

Interiors			
Secondary Score		Primary Score	4
Partitions: Walls, interior doors, fittings and signage	4		
Stairs: Interior stairs and landings	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		Primary Score	N/A
N/A			

5).

Plumbing			
Secondary Score		Primary Score	3.75
Fixtures	3		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	3.3	
3	4.0	
4	N/A	
5	3.8	
6	3.8	
7	N/A	
8	4.3	
9	4.0	
10	3.7	
		3.8

6).	HVAC			
	Secondary Score		Primary Score	3.75
	Energy supply	3	*Rooftop units old (EOL) but well maintained. Basement heat pumps < 2yrs old.	
	Heat generation & distribution system*	3		
	Cooling generation & distribution system	5		
Testing, balancing, controls & instrumentation	4			

7).	Fire Protection			
	Secondary Score		Primary Score	N/A
	N/A			

8).	<b>Electrical</b>		
	Secondary Score		Primary Score
	Electrical service and distribution	4	4.25
	Lighting & branch wiring (interior/exterior)	5	
	Communications & security	4	
	Lightning protection, generators and emergency lighting	4	

9).	Equipment			
	Secondary Score		Primary Score	4
	Emergency Generator	4		

10).	Site				
	Secondary Score			Primary Score	3.67
	Roadways/driveways & associated signage, markings & equipment.	4			
	Parking lots & associated signage, markings & equipment.	4			
	Pedestrian areas & associated signage, markings & equipment.	3			
	Site development, fences, walls and miscellaneous structures.	3			
	Landscaping and irrigation	4			
	Site utilities	4			

## 1229 W Boone Avenue

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

<b>Substructure</b>		
Secondary Score		Primary Score 4
Foundation: Walls, column, slab, pilings, etc.		
	4	

2).

<b>Shell</b>		
Secondary Score		Primary Score 3.75
Superstructure/structural frame: Columns, pillars, walls	4	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4	
Exterior: Windows, doors and all finishes (paint, masonry)	3	
Sky walk: Windows, doors, beams and all finishes (paint, masonry)	4	

3).

<b>Interiors</b>		
Secondary Score		Primary Score 4
Partitions: Walls, interior doors, fittings and signage	4	
Stairs: Interior stairs and landings	4	
Finishes: Materials used on walls, floors and ceilings	4	

4).

<b>Conveyance</b>		
Secondary Score		Primary Score 4
Elevators	5	Elevator new 2021
Hoists	3	
Lifts	4	

5).

<b>Plumbing</b>		
Secondary Score		Primary Score 4
Fixtures	4	
Water distribution	4	
Sanitary Waste	4	
Rain water drainage	4	

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	4.0	
5	4.0	
6	3.8	
7	4.0	
8	4.0	
9	4.0	
10	4.0	
11	4.8	

- 6). 

<b>HVAC</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Energy supply</i>	4		
<i>Heat generation &amp; distribution system</i>	4		
<i>Cooling generation &amp; distribution system</i>	3		
<i>Testing, balancing, controls &amp; instrumentation</i>	4		
- 7). 

<b>Fire Protection</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Sprinklers</i>	4		
<i>Standpipes</i>	4		
<i>Hydrants &amp; other fire protection specialties</i>	4		
- 8). 

<b>Electrical</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Electrical service and distribution*</i>	3	*Age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs. Lighting upgrade 2021.	
<i>Lighting &amp; branch wiring (interior/exterior)</i>	5		
<i>Communications &amp; security</i>	4		
<i>Lightning protection, generators and emergency lighting</i>	4		
- 9). 

<b>Equipment</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Emergency Generator</i>	4		
<i>Transit Vehicle Washer</i>	4		
- 10). 

<b>Site</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	4
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	4		
<i>Site utilities</i>	4		

11	<b>Maintenance Bays and Pits</b>		
	<i>Secondary Score</i>		<i>Primary Score</i> 5
	Maint. Pit 1 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 1 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit 2 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 2 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit 3 Concrete Walls/Flooring/Stairs	5	
	Maint. Pit 3 Metal Supports/Grates/Oil Catch	5	
	Maint. Pit BS Concrete Walls/Flooring/Stairs	4	
	Maint. Pit BS Metal Supports/Grates/Oil Catch	4	

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## 1230 W Boone

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

<b>Substructure</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.00
<i>Foundation: Walls, column, slab, pilings, etc.</i>		
	4	

2).

<b>Shell</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 3.75
<i>Superstructure/structural frame: Columns, pillars, walls</i>	4	
<i>Roof: Roof surfaces, drains, crickets, skylights, vents surrounds</i>	4	
<i>Exterior: Windows, doors and all finishes (paint, masonry)</i>	3	
<i>Sky walk: Windows, doors, beams and all finishes (paint, masonry)</i>	4	

3).

<b>Interiors</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.00
<i>Partitions: Walls, interior doors, fittings and signage</i>	4	
<i>Stairs: Interior stairs and landings</i>	4	
<i>Finishes: Materials used on walls, floors and ceilings</i>	4	

4).

<b>Conveyance</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 5.00
<i>Elevators</i>	5	Elevator new 2021
<i>Hoists</i>	N/A	
<i>Lifts</i>	N/A	

5).

<b>Plumbing</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.00
<i>Fixtures</i>	4	
<i>Water distribution</i>	4	
<i>Sanitary Waste</i>	4	
<i>Rain water drainage</i>	4	

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	3.8	
3	4.0	
4	5.0	
5	4.0	4.2
6	4.8	
7	4.0	
8	4.3	
9	4.0	
10	3.8	

6).

HVAC			
Secondary Score		Primary Score	4.75
Energy supply	4		
Heat generation & distribution system	5		
Cooling generation & distribution system	5		
Testing, balancing, controls & instrumentation	5		

7).

Fire Protection			
Secondary Score		Primary Score	4.00
Sprinklers	4		
Standpipes	4		
Hydrants & other fire protection specialties	4		

8).

Electrical			
Secondary Score		Primary Score	4.25
Electrical service and distribution*	3	*Age and restricted capacity of current electrical infrastructure to accommodate future expansion of the system needs. Lighting upgrade 2021.	
Lighting & branch wiring (interior/exterior)	5		
Communications & security	4		
Lightning protection, generators and emergency lighting	5		

9).

Equipment			
Secondary Score		Primary Score	4.00
Bus wash	3		
Historical Displays	5		
Emergency Generator	4		

10).

Site			
Secondary Score		Primary Score	3.80
Roadways/driveways & associated signage, markings & equipment.*	4	*Parking lot was crack sealed and recoated in 2021.	
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	3		
Landscaping and irrigation	4		
Site utilities	4		



## Charles "Fleck" Valley Service Center-123 S Bowdish Rd

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

Substructure			
Secondary Score		Primary Score	4.00
Foundation: Walls, column, slab, pilings, etc.			
	4		

2).

Shell			
Secondary Score		Primary Score	4.67
Superstructure/structural frame: Columns, pillars, walls	4	*Garage doors replaced in 2021	
Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	5		
Exterior: Windows, doors and all finishes (paint, masonry)*	5		

3).

Interiors			
Secondary Score		Primary Score	4.00
Partitions: Walls, interior doors, fittings and signage	4		
Stairs: Interior stairs and landings	4		
Finishes: Materials used on walls, floors and ceilings	4		

4).

Conveyance			
Secondary Score		Primary Score	3.00
Elevators	3		

5).

Plumbing			
Secondary Score		Primary Score	4.00
Fixtures	4		
Water distribution	4		
Sanitary Waste	4		
Rain water drainage	4		

6).

HVAC			
Secondary Score		Primary Score	4.75
Energy supply	4	*New units in 2021.	
Heat generation & distribution system*	5		
Cooling generation & distribution system*	5		

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	4.7	
3	4.0	
4	3.0	
5	4.0	
6	4.8	
7	4.0	
8	4.8	
9	3.5	
10	3.5	

Testing, balancing, controls & instrumentation	5
--	---

7).	<b>Fire Protection</b>			
		<b>Secondary Score</b>		<b>Primary Score</b>   4.00
		Sprinklers	4	
		Standpipes	4	
		Hydrants & other fire protection specialties	4	

8).	<b>Electrical</b>			
		<b>Secondary Score</b>		<b>Primary Score</b>   4.75
		Electrical service and distribution	4	*LED replacement in 2021.
		Lighting & branch wiring (interior/exterior)*	5	**Generator replaced 2021.
		Communications & security***	5	***Dialer replaced in 2022.
		Lightning protection, generators and emergency lighting**	5	

9).	<b>Site</b>			
		<b>Secondary Score</b>		<b>Primary Score</b>   3.50
		Roadways/driveways & associated signage, markings & equipment.*	4	*Sinking areas around fuel island. CIP in process.
		Parking lots & associated signage, markings & equipment.	3	
		Pedestrian areas & associated signage, markings & equipment.	3	
		Site development, fences, walls and miscellaneous structures.	4	
		Landscaping and irrigation	3	
		Site utilities	4.0	

10).	<b>Maintenance Bays and Pits</b>			
		<b>Secondary Score</b>		<b>Primary Score</b>   3.50
		Maint. Pit Concrete Walls/Flooring/Stairs	4	
		Maint. Pit Metal Supports/Grates/Oil Catch	3	

## Indian Trail EOL

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	Secondary Score		Primary Score	4.00
	Foundation: Walls, column, slab, pilings, etc.	4		

2).	<b>Shell</b>			
	Secondary Score		Primary Score	4.00
	Superstructure/structural frame: Columns, pillars, walls	4		
	Roof: Roof surfaces, drains, crickets, skylights, vents surrounds	4		
	Exterior: Windows, doors and all finishes (paint, masonry)	4		

3).	<b>Interiors</b>			
	Secondary Score		Primary Score	4.00
	Partitions: Walls, interior doors, fittings and signage	4		
	Finishes: Materials used on walls, floors and ceilings	4		

4).	<b>Plumbing</b>			
	Secondary Score		Primary Score	4.00
	Fixtures	4		
	Water distribution	4		
	Sanitary Waste	4		
	Rain water drainage	4		

5).	<b>HVAC</b>			
	Secondary Score		Primary Score	4.00
	Energy supply	4		
	Heat generation & distribution system	4		

6).	<b>Electrical</b>			
	Secondary Score		Primary Score	4.00
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		

7).	<b>Site</b>			
	Secondary Score		Primary Score	4.00

	Primary Scores in Ascending Order		Aggregated rating
1			
2			
3			
4			
5			
6			
7			
	4.0	4.0	4.0
	4.0	4.0	
	4.0	4.0	
	4.0	4.0	
	4.0	4.0	
	4.0	4.0	
	4.0	4.0	

<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	4
Site utilities	4

## STA Plaza-701 W Riverside Ave

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Basement: materials, insulation, slab, etc.</i>	4		
2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.67
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	3		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	4		
3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.67
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Stairs: Interior stairs and landings</i>	3		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		
4).	<b>Conveyance</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	5.00
	<i>Escalators</i>	5		
	<i>Ellevators</i>	5		
5).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		
6).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.33
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	3		
	<i>Cooling systems, chiller cooling towers</i>	3		

	<b>Primary Scores in Ascending Order</b>		<b>Aggregated rating</b>
1	4.0		
2	3.7		
3	3.7		
4	5.0	<b>3.9</b>	
5	4.0		
6	3.3		
7	4.0		
8	4.0		
9	N/A		
10	3.8		

7).	<b>Fire Protection</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	4.00
<i>Sprinklers</i>		4		
<i>Standpipes</i>		4		
<i>Hydrants &amp; other fire protection specialties</i>		4		

8).	<b>Electrical</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	4.00
<i>Electrical service and distribution</i>		4		
<i>Lighting &amp; branch wiring (interior/exterior)</i>		4		
<i>Communications &amp; security</i>		4		
<i>Lightning protection, generators and emergency lighting</i>		4		

9).	<b>Fare Collection Equipment</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	N/A
N/A				

10).	<b>Site</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	3.75
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>		4		
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>		4		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>		3		
<i>Site development, fences, walls and miscellaneous structures.</i>		4		
<i>Site utilities</i>				

## 5-Mile Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.50
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4	*Floors need refinished, and walls painted.	
	<i>Finishes: Materials used on walls, floors and ceilings*</i>	3		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	*LED replacement in 2021	
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		
	<i>Lightning protection, generators and emergency lighting</i>	4		

<b>Primary Scores in Ascending Order</b>		<b>Aggregated rating</b>
1	4.0	
2	4.3	
3	3.5	
4	4.0	
5	4.0	
6	4.3	
7	4.0	

7).

Site			
Secondary Score		Primary Score	4.00
Roadways/driveways & associated signage, markings & equipment.	4	*Crack seal and seal coat in 2021	
Parking lots & associated signage, markings & equipment. *	5		
Pedestrian areas & associated signage, markings & equipment.	4		
Site development, fences, walls and miscellaneous structures.	4		
Landscaping and irrigation	3		
Site utilities	4		



## West Plains Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	Secondary Score		Primary Score	5.00
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	<b>Shell</b>			
	Secondary Score		Primary Score	5.00
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	5		

3).	<b>Interiors</b>			
	Secondary Score		Primary Score	5.00
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	<b>Plumbing</b>			
	Secondary Score		Primary Score	4.75
	Fixtures	4		
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage	5		

5).	<b>HVAC</b>			
	Secondary Score		Primary Score	5.00
	Energy supply	5		
	Heat generation & distribution system	5		
	Ventilation	5		

6).	<b>Electrical</b>			
	Secondary Score		Primary Score	5.00
	Electrical service and distribution	5		
	Lighting & branch wiring (interior/exterior)	5		
	Communications & security	5		

Primary Scores in Ascending Order		Aggregated rating
1	5.0	
2	5.0	
3	5.0	
4	4.8	
5	5.0	
6	5.0	
7	4.8	
		4.9

<i>Lightning protection, generators and emergency lighting</i>	5
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7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.83
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	5	*Chipped curb on the platform.
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.*</i>	4	
<i>Site development, fences, walls and miscellaneous structures.</i>	5	
<i>Landscaping and irrigation</i>	5	
<i>Site utilities</i>	5	

## Hastings Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Fixtures</i>	4		
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4		
	<i>Lighting &amp; branch wiring (interior/exterior)</i>	5		
	<i>Communications &amp; security</i>	4		

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	4.3	
3	4.0	
4	4.0	
5	4.0	
6	4.3	
7	3.8	
		4.1

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	3.83
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Crack seal and seal coat in 2021	
<i>Parking lots &amp; associated signage, markings &amp; equipment.*</i>	5		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	3		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	4		
<i>Site utilities</i>	4		

## Northwest Boone Garage Maintenance/Parking Facility

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

<b>Substructure</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Foundation: Walls, column, pilings, etc.</i>	5	
<i>Landing, shelters materials, slab, etc.</i>	5	

2).

<b>Shell</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Superstructure/structural frame: Columns, pillars, walls</i>	5	
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	5	
<i>Exterior: doors and all finishes (paint, masonry)</i>	5	

3).

<b>Interiors</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   4.00
<i>Partitions: Walls, interior doors, fittings and signage</i>	5	
<i>Finishes: Materials used on walls, floors and ceilings</i>	3	

4).

<b>Plumbing</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   4.80
<i>Fixtures</i>	5.0	
<i>Water distribution</i>	5	
<i>Sanitary Waste</i>	5	
<i>Rain water drainage</i>	5	

5).

<b>HVAC</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Energy supply</i>	5	
<i>Heat generation &amp; distribution system</i>	5	
<i>Testing, balancing, controls and instrmtn</i>	5	
<i>Vents</i>	5	

6).

<b>Fire Protection</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Sprinklers</i>	5	
<i>Stand Pipes</i>	5	
<i>Hydrants &amp; other fire protection specialties</i>	5	

Primary Scores in Ascending Order		Aggregated rating
1	5.0	
2	5.0	
3	4.0	
4	4.8	
5	5.0	
6	5.0	
7	5.0	
8	5.0	
9	5.0	
		4.9

7).	<b>Electrical</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	5.00
<i>Electrical service and distribution</i>		5		
<i>Lighting &amp; branch wiring (interior/exterior)</i>		5		
<i>Communications &amp; security</i>		5		
<i>Lightning protection</i>		5		

8).	<b>Equipment</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	5.00
<i>Bus wash</i>		5		
<i>Emergency Generator</i>		5		
<i>Diesel Fueling Station</i>		5		

9).	<b>Site</b>			
<i>Secondary Score</i>			<i>Primary Score</i>	5.00
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>		5		
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>		5		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>		5		
<i>Site development, fences, walls and miscellaneous structures.</i>		5		
<i>Landscaping and irrigation</i>		5		
<i>Site utilities</i>		5		

## Jefferson Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	Secondary Score		Primary Score	4.00
	Foundation: Walls, column, pilings, etc.	4		
	Landing, shelters materials, slab, etc.	4		

2).	<b>Shell</b>			
	Secondary Score		Primary Score	4.33
	Superstructure/structural frame: Columns, pillars, walls*	5	*Columns and walls were painted 2022	
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	4		
	Exterior: doors and all finishes (paint, masonry)	4		

3).	<b>Interiors</b>			
	Secondary Score		Primary Score	N/A
	Partitions: Walls, interior doors, fittings and signage			
	Finishes: Materials used on walls, floors and ceilings			

4).	<b>Plumbing</b>			
	Secondary Score		Primary Score	N/A
	Fixtures			
	Water distribution			
	Sanitary Waste			
	Rain water drainage			

5).	<b>HVAC</b>			
	Secondary Score		Primary Score	N/A
	Energy supply			
	Heat generation & distribution system			
	Ventilation			

6).	<b>Electrical</b>			
	Secondary Score		Primary Score	4.00
	Electrical service and distribution	4		
	Lighting & branch wiring (interior/exterior)	4		
	Communications & security	4		

Primary Scores in Ascending Order		Aggregated rating
1	4.0	
2	4.3	
3	N/A	
4	N/A	
5	N/A	
6	4.0	
7	3.6	
		<b>4.0</b>

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	3.60
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Wall repair needed,	
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Site development, fences, walls and miscellaneous structures.*</i>	2		
<i>Site utilities</i>	4		



## K St Park and Ride-Cheney

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Fixtures</i>	4		
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4		
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		

\*LED lighting upgrade 2021

	<b>Primary Scores in Ascending Order</b>	
1	4.0	
2	4.3	
3	4.0	
4	4.0	<b>4.1</b>
5	4.0	
6	4.3	
7	4.2	
	<b>Aggregated rating</b>	

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.17
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Crack seal and seal coat in 2021
<i>Parking lots &amp; associated signage, markings &amp; equipment.*</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	4	
<i>Site development, fences, walls and miscellaneous structures.</i>	4	
<i>Landscaping and irrigation</i>	4	
<i>Site utilities</i>	4	

## Liberty Lake Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Fixtures</i>	4		
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4		
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		

\*LED lighting upgrade 2021

	<b>Primary Scores in Ascending Order</b>	
1	4.0	
2	4.3	
3	4.0	
4	4.0	<b>4.0</b>
5	4.0	
6	4.3	
7	3.5	
	<b>Aggregated rating</b>	

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 3.50
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Parking lot crack seal and seal coat in 2021. Variances in sidewalks at joints from settling.
<i>Parking lots &amp; associated signage, markings &amp; equipment.*</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	2	
<i>Site development, fences, walls and miscellaneous structures.</i>	3	
<i>Landscaping and irrigation</i>	3	
<i>Site utilities</i>	4	

## Medical Lake Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Fixtures</i>	4		
	<i>Water distribution</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Electrical service and distribution</i>	4		
	<i>Lighting &amp; branch wiring (interior/exterior)</i>	4		
	<i>Communications &amp; security</i>	4		

	<b>Primary Scores in Ascending Order</b>	
1	4.0	<b>Aggregated rating</b>
2	4.3	
3	4.0	
4	4.0	
5	4.0	
6	4.0	
7	3.5	
		<b>4.0</b>

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>			
<i>Secondary Score</i>		<i>Primary Score</i>	3.50
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Variances in sidewalks at joints from settling.	
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	4		
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.*</i>	3		
<i>Site development, fences, walls and miscellaneous structures.</i>	3		
<i>Landscaping and irrigation</i>	3		
<i>Site utilities</i>	4		

## Mirabeau Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4		
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4	*Floors need refinished, and walls painted.	
	<i>Finishes: Materials used on walls, floors and ceilings*</i>	2		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.75
	<i>Fixtures</i>	4	*Water heater is at EOL	
	<i>Water distribution*</i>	3		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	*LED lighting upgrade in 2021	
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		

	<b>Primary Scores in Ascending Order</b>	<b>Aggregated rating</b>
1	4.0	
2	4.3	
3	3.0	
4	3.8	3.9
5	4.0	
6	4.3	
7	3.7	

<i>Lightning protection, generators and emergency lighting</i>	4
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7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 3.67
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Crack seal and seal coat in 2021. **Drain grates on platforms are breaking loose at the corners. Welded to repair, but advise replacement. ***Old landscape needs replaced (not detrimental). Loss in pressure in 1 zone of irrigation noted at end of season, will be assessed at start up.
<i>Parking lots &amp; associated signage, markings &amp; equipment.*</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.**</i>	3	
<i>Site development, fences, walls and miscellaneous structures.</i>	3	
<i>Landscaping and irrigation***</i>	3	
<i>Site utilities</i>	4	



## South Hill Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4	*Doors replaced in 2019	
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)*</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	3.50
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4	*Floor need refinished	
	<i>Finishes: Materials used on walls, floors and ceilings*</i>	3		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Fixtures</i>	4	*DHW replaced 2022	
	<i>Water distribution*</i>	5		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4		
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	*LED lighting upgrade in 2021	
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		

	<b>Primary Scores in Ascending Order</b>	
1	4.0	<b>Aggregated rating</b>
2	4.3	
3	3.5	
4	4.3	
5	4.0	
6	4.3	
7	3.7	
		<b>4.0</b>

<i>Lightning protection, generators and emergency lighting</i>	4
--	---

7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 3.67
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment. *</i>	2	*drainage trench at north end of turnaround is caving in. 50% is covered w/ plate **Crack sealed and seal coated in 2021.
<i>Parking lots &amp; associated signage, markings &amp; equipment. **</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	4	
<i>Site development, fences, walls and miscellaneous structures.</i>	3	
<i>Landscaping and irrigation</i>	4	
<i>Site utilities</i>	4	

## Valley Transit Center Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Foundation: Walls, column, pilings, etc.</i>	4		
	<i>Landing, shelters materials, slab, etc.</i>	4		

2).	<b>Shell</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.33
	<i>Superstructure/structural frame: Columns, pillars, walls</i>	4	*Doors replaced in 2019	
	<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	4		
	<i>Exterior: doors and all finishes (paint, masonry)*</i>	5		

3).	<b>Interiors</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Partitions: Walls, interior doors, fittings and signage</i>	4		
	<i>Finishes: Materials used on walls, floors and ceilings</i>	4		

4).	<b>Plumbing</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Fixtures</i>	4	*Domestic Hot Water Heater (DHW) needs replaced.	
	<i>Water distribution*</i>	4		
	<i>Sanitary Waste</i>	4		
	<i>Rain water drainage</i>	4		

5).	<b>HVAC</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.00
	<i>Energy supply</i>	4	*ventilation fans are nearing EOL.	
	<i>Heat generation &amp; distribution system</i>	4		
	<i>Ventilation*</i>	4		

6).	<b>Electrical</b>			
	<i>Secondary Score</i>		<i>Primary Score</i>	4.25
	<i>Electrical service and distribution</i>	4	*LED lighting upgrade in 2021	
	<i>Lighting &amp; branch wiring (interior/exterior)*</i>	5		
	<i>Communications &amp; security</i>	4		

	<b>Primary Scores in Ascending Order</b>	<b>Aggregated rating</b>
1	4.0	
2	4.3	
3	4.0	
4	4.0	4.1
5	4.0	
6	4.3	
7	4.2	

<i>Lightning protection, generators and emergency lighting</i>	4
--	---

7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.17
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	4	*Crack seal and seal coat in 2021
<i>Parking lots &amp; associated signage, markings &amp; equipment.*</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.**</i>	5	**Shelters refurbished, benches and trash cans replaced in 2021
<i>Site development, fences, walls and miscellaneous structures.</i>	4	***irrigation is old and requires frequent repairs.
<i>Landscaping and irrigation***</i>	3	
<i>Site utilities</i>	4	

## Moran Station Park and Ride

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).	<b>Substructure</b>			
	Secondary Score		Primary Score	5.00
	Foundation: Walls, column, pilings, etc.	5		
	Landing, shelters materials, slab, etc.	5		

2).	<b>Shell</b>			
	Secondary Score		Primary Score	4.33
	Superstructure/structural frame: Columns, pillars, walls	5		
	Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds	5		
	Exterior: doors and all finishes (paint, masonry)	3		

3).	<b>Interiors</b>			
	Secondary Score		Primary Score	5.00
	Partitions: Walls, interior doors, fittings and signage	5		
	Finishes: Materials used on walls, floors and ceilings	5		

4).	<b>Plumbing</b>			
	Secondary Score		Primary Score	4.25
	Fixtures	4	*Sump pump needs reengineered to perform effectively.	
	Water distribution	5		
	Sanitary Waste	5		
	Rain water drainage*	3		

5).	<b>HVAC</b>			
	Secondary Score		Primary Score	5.00
	Energy supply	5		
	Heat generation & distribution system	5		
	Ventilation	5		

6).	<b>Electrical</b>			
	Secondary Score		Primary Score	5.00
	Electrical service and distribution	5		
	Lighting & branch wiring (interior/exterior)	5		
	Communications & security	5		

Primary Scores in Ascending Order		Aggregated rating
1	5.0	
2	4.3	4.8
3	5.0	
4	4.3	
5	5.0	
6	5.0	
7	4.7	

<i>Lightning protection, generators and emergency lighting</i>	5
--	---

7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i> 4.67
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	5	*several trees need replaced
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	5	
<i>Site development, fences, walls and miscellaneous structures.</i>	5	
<i>Landscaping and irrigation*</i>	3	
<i>Site utilities</i>	5	

## SCC Transfer Center

All facilities are assessed by calculating the average scores of each substructure. These scores are then used to compile a mean, overall score for each facility. As subcomponents degrade or are updated, it is reflected in the overall rating of the facility.

1).

<b>Substructure</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Foundation: Walls, column, pilings, etc.</i>	5	
<i>Landing, shelters materials, slab, etc.</i>	5	

2).

<b>Shell</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Superstructure/structural frame: Columns, pillars, walls</i>	5	
<i>Roof: Roof surfaces, gutters, eaves, skylights, chimney surrounds</i>	5	
<i>Exterior: doors and all finishes (paint, masonry)</i>	5	

3).

<b>Interiors</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   4.00
<i>Partitions: Walls, interior doors, fittings and signage</i>	5	*window sill was damaged from water.
<i>Finishes: Materials used on walls, floors and ceilings*</i>	3	

4).

<b>Plumbing</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   4.75
<i>Fixtures</i>	4	
<i>Water distribution</i>	5	
<i>Sanitary Waste</i>	5	
<i>Rain water drainage</i>	5	

5).

<b>HVAC</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   4.67
<i>Energy supply</i>	5	*heat pumps are discontinued.
<i>Heat generation &amp; distribution system*</i>	4	
<i>Ventilation</i>	5	

6).

<b>Electrical</b>		
<i>Secondary Score</i>		<i>Primary Score</i>   5.00
<i>Electrical service and distribution</i>	5	
<i>Lighting &amp; branch wiring (interior/exterior)</i>	5	
<i>Communications &amp; security</i>	5	

Primary Scores in Ascending Order		Aggregated rating
1	5.0	4.8
2	5.0	
3	4.0	
4	4.8	
5	4.7	
6	5.0	
7	4.8	

<i>Lightning protection, generators and emergency lighting</i>	5
--	---

7).

<b>Site</b>		
<i>Secondary Score</i>		<i>Primary Score</i>
<i>Roadways/driveways &amp; associated signage, markings &amp; equipment.</i>	5	4.83
<i>Parking lots &amp; associated signage, markings &amp; equipment.</i>	5	
<i>Pedestrian areas &amp; associated signage, markings &amp; equipment.</i>	4	
<i>Site development, fences, walls and miscellaneous structures.</i>	5	
<i>Landscaping and irrigation</i>	5	
<i>Site utilities</i>	5	



# OWNED EQUIPMENT SUB ASSET CONDITION SCORING METHODOLOGY, ASSET CONDITION CRITERIA RATING

Asset CONDITION CRITERIA				Asset RATING SCALE		
Asset Useful Life Benchmark (ULB)	Asset Condition	Asset Performance	Asset Level of Maintenance Required	Rating	Rating Description	Rating Range
Percent of ULB Based on age remaining	Quality , Level of Maintenance Required	Reliability, Safety, Meets Industry Standards	Level of Preventative and Corrective Maintenance			
Asset is new or nearly new 75% - 100%	Asset is new or like new	Asset meets or exceeds all performance and reliability metrics, industry standards	Asset requires routine preventative maintenance according to scheduled maintenance cycles	5	Excellent	4.8 -5.0
Asset is nearing or at its mid-point of ULB 50% - 75%	Asset is showing minimal signs of wear and deterioration	Asset generally meets performance and reliability, based on manufacturer's performance standards	Asset needs some minor repairs for minor subcomponents between maintenance cycles	4	Good	4.0 -4.7
Asset has passed its mid- point of ULB 25%- 50%	Asset is showing moderate signs of defective or deteriorated components	Asset's performance and reliability may decrease and cause service interruption for non-scheduled maintenance	Asset needs more frequent minor repairs on subcomponents	3	Adequate	3.0 - 3.9
Asset is nearing or at end of its ULB 0% - 25%	Asset's major subcomponents need to be rebuilt or replaced	Asset performance and reliability is becoming more substantial, but does not pose safety risk	Asset's maintenance is significant - increased repairs between preventative maintenance cycles	2	Marginal	2.0 - 2.9
Asset passed its ULB	Asset is no longer serviceable	Asset does not meet performance standards and <b>would pose safety hazard</b> if put in service	Major component failures	1	Poor	1.0 -1.9

**2023 TAMP Qualifying Sub Assets Associated with a Facility Score Card**

<b>Asset</b>	<b>Percent of ULB Based on age remaining</b>	<b>Quality , Level of Maintenance Required</b>	<b>Reliability, Safety, Meets Industry Standards</b>	<b>Level of Preventative and Corrective Maintenance</b>	<b>Aggregated Score</b>
<b>1229 W. Boone Avenue</b>					
Paint Booth	5	5	5	5	4.8
Bus Washer	4	4	4	4	4.3
Fleetwatch Fueling System (BNWG also)	4	4	5	5	4.5
<b>1230 W. Boone Avenue</b>					
Boone Non Diesel Underground Fuel Storage Tanks	5	5	5	5	5.0
<b>Boone Northwest Garage, 1224 Cedar St.</b>					
Boone NWG Underground Fuel Storage Tanks	5	5	5	5	5.0
Boone NWG Bus Washer	5	5	5	5	5.0
Boone NWG BEB Charging Stations	5	5	5	5	5.0
<b>STA Plaza, 701 West Riverside Avenue</b>					
Plaza Automated Control System	5	5	5	5	5.0
<b>SCC Transfer Center, 1810 N. Greene St. Campus</b>					
Spokane Community Center T/C BEB Charging Station	5	5	5	5	5.0
<b>Moran Prairie Park and Ride, 5625 S. Palouse Hwy</b>					
Moran Prairie Park & Ride BEB Charging Station	5	5	5	5	5.0
<b>Charles Fleck Center, 127 W. Bowdish Rd.</b>					
Valley Service Center Above Ground Fuel Storage Tanks	1	1	1	1	1.0*

\*This asset is in the process of being decommissioned.

These sub assets are tracked in the facilities inventory sheet as they are an integral part of the attached facility but are able to be replaced without affecting the integrity of the facility.

## SECTION 3A: FACILITIES – OWNED FACILITIES SCORECARD

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## Owned Maintenance, Administrative, Passenger and Parking Facilities 2023 TAMP Score Card

#	Maintenance and Administrative Facilities	Mean Condition Score	Meets SGR	Associated Improvement CIP
1	Para Operations, 1212 N. Sharp Ave. Spokane, WA 99201 (Administrative)	3.8	Yes	
2	STA South, 1229 W. Boone Ave. Spokane, WA 99201 (Maintenance and Administrative)	4.0	Yes	New 859 860 862-866 869 870 876 908
3	STA North, 1230 W. Boone Ave. Spokane, WA 99201 (Maintenance and Administrative)	4.2	Yes	New 859 860 862-866 869 870 876 908
4	Charles Fleck Center, 127 W. Bowdish Rd. Spokane Valley, WA 99206 (Maintenance)	4.0	Yes	New 858 861 867 868 871 873 875
5	STA Plaza, 107 W. Riverside Ave. Spokane, WA 99201 (Administrative)	3.9	Yes	New 854-857
6	NW Boone Garage, 1224 Cedar St. Spokane, WA 99201 (Maintenance and Parking)	4.9	Yes	New 858 861 867 868 871 873 875
#	Passenger and Parking Facilities	Mean Condition Score	Meets SGR	Associated Improvement CIP
7	Indian Trail End of Line, Blackfoot Ave. and Indian Trail Rd. Spokane, WA 99208	4.0	Yes	872 896
8	Cheney K Street Station, corner of K Street and Hwy. 904 Cheney, WA 99004	4.1	Yes	872
9	5 Mile Park & Ride, 1762 W. 5 Mile Rd. Spokane, WA 99205	4.0	Yes	872
10	Hastings Park & Ride, 200-254 E. Hastings Rd. Spokane, WA 99218	4.1	Yes	872
11	Jefferson Lot Park & Ride, 410 S. Jefferson St. Spokane, WA 99204	4.0	Yes	872
12	Liberty Lake Park & Ride, E. Mission Ave. & N. Meadowwood Ln. Liberty Lake, WA 99019	4.0	Yes	872
13	Medical Lake Transfer Center, Broad Street and Lake Street, Medical Lake, WA 99022	4.0	Yes	872
14	Mirabeau Park & Ride, 13209 E. Indiana Ave. Spokane Valley, WA 99216	3.9	Yes	872
15	South Hill Park & Ride, 2502 E. 31st Ave. Spokane, WA 99223	4.0	Yes	872 900
16	Pence Cole Valley Transit Center, E. 4th Ave. Spokane, WA 99206	4.1	Yes	872
17	West Plains Transit Center, 10810 W. Westbow Rd. Spokane, WA 99224	4.9	Yes	872 902
18	Moran Station Park & Ride, 5626 S. Palouse Hwy. Spokane, WA 99223	4.8	Yes	872
19	Spokane Community College Transfer Center, SCC Campus, E. Mission Ave. Spokane, WA 99202	4.8	Yes	872

## 2023 TAMP Qualifying Sub Assets Associated with a Facility Score Card

#	Passenger and Parking Facilities	Mean Condition Score	Meets SGR	Associated Improvement CIP
1	Paint Booth, 1229 W. Boone Ave.	4.8	Yes	
2	Bus Washer, 1229 W. Boone Ave.	4.3	Yes	
3	Fleetwatch Fueling System, 1229 W. Boone Ave, BNWG	4.5	Yes	
4	1230 W.Boone Non Diesel Underground Fuel Storage Tanks	5.0	Yes	
5	Boone NWG Underground Diesel Fuel Storage Tank	5.0	Yes	
6	Boone NWG Bus Washer	5.0	Yes	
7	Boone NWG BEB Charging Stations	5.0	Yes	
8	STA Plaza Automated Control System	5.0	Yes	
9	Spokane Community College BEB Charging Stations	5.0	Yes	
10	Moran Station Park & Ride BEB Charging Stations	5.0	Yes	
11	Valley Service Center Above Ground Fuel Storage Tanks	1.0	No	787

Facilities and sub assets above a 3.0 are in a state of good repair.

Total Facilities Meeting SGR	19
Total Facilities	19
Percentage Meeting SGR	100%

Total Sub Assets Meeting SGR	10
Total Sub Assets	11
Percentage Meeting SGR	91%

# CHAPTER FOUR: STA ASSET MANAGEMENT PLAN – INVESTMENT PRIORITIZATION, IMPLEMENTATION STRATEGY, AND IDENTIFICATION OF RESOURCES

## INVESTMENT PRIORITIZATION PROCESS

Spokane Transit updates its capital program annually. It is approved by the CEO for Board approval. The planning horizon covers the upcoming budget year plus five program years. This planning horizon complies with Washington State Department of Transportation's current requirements for transit agencies to submit a Transit Development Plan by September of each year.

The entity charged with developing the plan is STA's Projects Committee. The committee chair is STA's Chief Financial Officer. Every department has at least one member on this committee. The Projects Committee reviews all new and replacement capital projects. It also considers major maintenance projects that may be funded by either capital or operational resources.

The Project Committee then lists all projects in STA's Capital Improvement Program (CIP).

- Assets identified through the TAM Plan assessment process as not meeting the established standard must be included in the CIP. These assets would receive the highest priority in terms of timing. As a cross reference, the resulting CIP number is listed on the relevant TAM Plan Scorecard.
- Their replacement/repair projects in the CIP are prioritized based on the projected time frame an asset will no longer meet the established TAM Plan standard.
- The timing for new, additional assets/projects is based on when those capabilities must be available to meet operational requirements.

Some assets are managed beyond the CIP six-year planning horizon.

- STA's Facility Master Plan projects facility expansion requirements for the next 20 years.
- STA's Vehicle Replacement Plan projects vehicle requirements for the lifecycle of each vehicle in the current fleet. This replacement plan (Enclosure 1) is based on the expected time a vehicle will meet its ULB in years.

### *Enclosure 1: Fleet Replacement Plans*

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F/R Fleet Replacement 2023 TAMP

		LATE 2022	LATE 2023	LATE 2024	LATE 2025	LATE 2026	LATE 2027	LATE 2028	LATE 2029
60'	"06" ("07")NF 6	6 16y	-6 0						
	"09" NF 4	4 13y	4	4	-4 0 16y				
	"02" NF 3								
	"17" NF 3	3	3	3	3	3	3 10y	3 11y	3 12y
	"18" NF 7	7	7	7	7	7	7 9y	7 10y	7 11y
40'	"23" NF BEB 6		BEB 3 Replace	BEB 3 1y	BEB 3 2y	BEB 3 3y	BEB 3 4y	BEB 3 5y	BEB 3 6y
	"25" NF 4	20	17 CIP 836	17	25 4 replace 17	4 1y 17	4 2y 17	4 3y 17	4 4y 17
DD	"24" ??? 7			24 7 Replace	7 2y	7 3y	7 4y	7 5y	7 6y
	"38" ??? 7		0	7	7	7	7	7	7
CCL	"21" ??? 10	10 1y	10 2y	10 3y	10 4y	10 5y	10 6y	10 7y	10 8y
	"24" Spare 10	10 NIS	10	CL 1 CIP ? 11	1 1y 11	1 2y 11	1 3y 11	1 4y 11	1 5y 11
40'	Contingency Fleet								
	"06" GILLIG 19	-10 1 16y	-1 1	-1 0					
	"07" HYBRID 3	3 15y	3 3	-3 0					
	"07" GILLIG 14	14 15y	-7 7	-7 0					
	"08" GILLIG 14	14	14	-14 0 16y					
	"08" HYBRID 6	6	6	-1 5 16y	-5 0 17y				
	"09" GILLIG 9	9	9	9	-7 2 16y	-2 0			
	"10" HYBRID 10	10	10	10	10 15y	-10 0 16y			
	"12" HYBRID 6	6	6	6	6 13y	6 14y	-6 0 15y		
	"14" GILLIG 8	8	8	8	8	8 12y	8 13y	8 14y	-8 0 15y
	"16" GILLIG 7	7	7	7	7	7 10y	7 11y	7 12y	7 13y
	"18" ????? 6	6	6	6	6	6 8y	6 9y	6 10y	6 11y
	"19" Diesel 6	6	6	6 5y	6 6y	6 7y	6 8y	6 9y	6 10y
	"21" ????? 16	16 1y	16 2y	16 3y	16 4y	16 5y	16 6y	16 7y	16 8y
	"22" ????? 16	22 10 replace	10 1y	10 2y	10 3y	10 4y%	10 5y	10 6y	10 7y
	"24" ????? 17	116	108	24 17 replace 100	17 1y	17 2y	17 3y	17 4y	17 5y
	"25" ????? 22				25 20 8 replace	20 1y	20 2y	20 3y	20 4y
	"26" ????? 14				108 12 expand	26 15 12 replace	15 1y	15 2y	15 3y
	"27" ????? 10					111 3 expand	27 6 replace 111	6 1y	6 2y
	"27" ????? 6							111	
	"29" ????? 8								
	"31" ????? 7								
	"33" ????? 6								
	"34" ?????								
	"36" ????? 16								
	"37" ????? 16								
	"38" ????? 10								
	Contingency Fleet	(3) 2006 Gillig 40'	(3) 2006 Gillig 40'	(3) 2006 Gillig 40'					
35'	"21" BEB 4	4 1y	4 2y	4 3y	4 4y	4 5y	4 6y	4 7y	4 8y
	"22" BEB 6		6 Replace	6 2y	6 3y	6 4y	6 5y	6 6y	6 7y
	"23" BEB 0	4	13 Rep (3) 60' D	13 1y	13 2y	13 3y	13 4y	13 5y	13 6y
	"25" BEB 4		23 + (10) LoNo	23	25 4 replace	4 1y	4 2y	4 3y	4 4y
	"36" BEB 4								
	"37" BEB 6								
		Proterra's put into service on 5/16/22			27	27	27	27	27
29'	"05" GILLIG 10								
	"07" GILLIG 3	3	-3 0 16y	0					
	"23" BEB 3		23 3 BEB	3 1y	3 2y	3 3y	3 4y	3 5y	3 6y
	"29" ? 3	3	3	3	3	3	3	3	3
29'	"03" GILLIG 10	3 19y	-3 0						
	"09" HYBRID 3	3	3	3	3	3 17y	3 18y	3 19y	-3 0 20y
	"22" ????? 3		0	0	0	0	0	0	0
	"29" ?????	6	3	3	3	3	3	3	3 replace
TOTAL COACH FLEET 0		149	164	164	176	179	179	179	179
All coach pricing based on 3% compounding by year based on known cost from earlier year. All conventional diesel coaches were calculated with 9.1% sales tax. BEB are 40' BEB Pricing from 2023 through 2038 based on Proterra ZX5 675kWh pack w/ Duopower drive, medium configurable package (@ \$110,000) and 12 year battery warranty	30' buses #REF!		BEB 35' CIP 3 361						3
			\$1,422,858						
	40' buses #REF!	Replace CIP 10 490	3 Replace CIP 10 486	Replace CIP 17 493	Replace CIP 8 494	Replace CIP 12 492	Replace CIP 6 877		
		\$5,547,768	\$12,100,000	\$10,005,569	\$4,849,757	\$7,492,879	\$3,858,834		
	40' expansion buses 15				Expand CIP 12 904	Expand CIP 3 905			
					\$7,274,635	\$1,873,220			
	40' all-electric #REF!		Replace CIP 6 568		Replace CIP 4 570				8
			\$6,894,000		\$5,022,172				
	60' buses 7		Replace CIP 3 836		Replace CIP 4 494				
			\$6,415,080		\$3,965,130				
	Double Decker #REF!			4 Replace CIP 7 533					
				\$8,240,000					
	CCL all-electric #REF!								
	Current CIP period only #REF!	10	22	24	28	15	6	0	11
		\$5,547,768	\$26,831,938	\$18,245,569	\$13,837,059	\$9,366,099	\$3,858,834	\$0	\$0
		includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB	includes tax exclude BEB
		\$5,547,768	\$26,831,938	\$18,245,568.64	\$13,837,059	\$9,366,099	\$3,858,834	\$0	\$0
		CIP # 490	CIP # 486 & 533, 532 cancelled for this year	CIP # 493 & (541 cancelled)	CIP # 494 & 570, New CIP for fleet expansion	CIP # 492, New CIP for CDA service	CIP 877		
		2022	2023	2024	2025	2026	2027	2028	2029
		40' BEB: \$13,788,000 + \$4,596,000 35' BEB (replace 30'): \$2,487,709.56 60' BEB: \$8,408,718	(10) BEB pricing: \$11,834,700 this price only for 40' contingent on LoNo reward/pricing	(17) 40' BEB Pricing: \$20,722,559	(24) 40' BEB: \$25,110,860 + \$5,022,172 (4) 60' BEB: \$6,125,620	(12) BEB Pricing: \$19,398,144	(6) BEB Pricing: \$7,992,035	No Procurements	

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Vanpool Fleet Replacement 2023 TAMP

		LATE 2022				LATE 2023				LATE 2024				LATE 2025				LATE 2026				LATE 2027				LATE 2028				LATE 2029			
	2023 starts with			7 pass	12 pass	15 pass			7 pass	12 pass	15 pass			7 pass	12 pass	15 pass			7 pass	12 pass	15 pass			7 pass	12 pass	15 pass			7 pass	12 pass	15 pass		
"10" Chevy, 12 pass	0	-3	2		2			0																									
"11" Dodge, 7 pass	8		8	8			-8	0	0																								
"12" Dodge, 7 pass	7	-1	6	6			-3	4	4			-4	0	0																			
"13" Ford, 12 pass	7		8		8			7		7		-7	0	0	0																		
"14" Dodge, 7 pass	9	-6	3	3				9	9				9	9			-9	0															
"14" Ford, 12 pass	5		5		5			5		5			5		5		-2	3		3													
"14" Chevy, 15 pass	12		12			12		12			12		12			12					0	5	-5	0									
"17" - 4 at 15p, 8 at 7p	12	-1	11	7		4		11	7		4		11	7		4		11	7		4	-3	8	7		1	-8	0	0		0		
"18" - 6 at 7p 2 at 15p	8		8	6		2		8	6		2		8	6		2		8	6		2		8	6		2	-2	6	6		0	-6	
"19" based on 15 pass	11		11			11		11			11		11			11		11		11			11		11		-4	7		7			
"20" based on 15 pass	5		5			5		5			5		5			5		5		5			5		5			5			5		
"21" based on 15 pass	0		0					0			0		0			0		0			5		0			5			0				
"22" based on 8 pass	11	"22"	11	11				11	11				11	11			11	11			11	11		11	11			11	11				
"23" based on 12 pass	11	-11	90	41	15	34	"23"	11	11			-11	94	48	12	34	"24"	11		11		11		11		11			11		11		
"24" based on 12 pass	11												-11	94	33	27	34	"25"	11		11		11		11			11		11			
"25" based on 12 pass	11	Fleet replacement changed to 11. Unsure of number of 7 or 12 passenger vans at this time.																-11	94	24	36	34	"26"	11		11			11		11		
"26" based on 12 pass	11																						-10	95	24	55	11	"27"	11		11		
"27" based on 12 pass	11																																
"28" based on 12 pass	11																																
"29" based on 12 pass	11																																
NOTE: All Rideshare vans are currently on an 11 year replacement schedule with maximum of 110,000 miles																																	
																						11 @ \$46,987.37 = \$516,861.07											
		Replacement CIP budget number 594				Replacement CIP budget number 595				Replacement CIP budget number 761				Replacement CIP budget number 826				Replacement CIP budget number 827				Replacement CIP budget number 881				Replacement CIP budget number 947				Replacement CIP budget number			
		Local \$482,227				Local \$487,049				Local \$491,920				Local \$496,839				Local \$501,807				Local \$620,000				Local \$700,000				Local			
		State \$0				State \$0				State \$0				State \$0				State \$0				State \$0				State \$0				State			
		Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal			
		Total \$482,227				Total \$487,049				Total \$491,920				Total \$496,839				Total \$501,807				Total \$620,000				Total \$700,000				Total \$0			
		Expansion CIP budget number 598				Expansion CIP budget number				Expansion CIP budget number				Expansion CIP budget number				Expansion CIP budget number				Expansion CIP budget number				Expansion CIP budget number				Expansion CIP budget number			
		Local \$76,920				Local \$0				Local \$0				Local \$0				Local \$0				Local \$0				Local \$0				Local \$0			
		State \$307,681				State \$0				State \$0				State \$0				State \$0				State \$0				State \$0				State \$0			
		Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0				Federal \$0			
		Total \$384,601				Total \$0				Total \$0				Total \$0				Total \$0				Total \$0				Total \$0				Total \$0			
		Total of CIP 594 and 598 \$866,828																															
		*May or may not expand fleet based on ridership recovery																												193			
		2022				2023				2024				2025				2026				2027				2028				2029			

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## IMPLEMENTATION STRATEGY AND IDENTIFICATION OF RESOURCES

The Capital Project Committee completes the CIP by assigning a projected budget to each project. STA's Finance Department maintains a financial projection model that anticipates revenue for the CIP timeframe. Budgets are then matched to revenue to identify funding status for each project. Projects that exceed revenue are carried as "unfunded" CIP items. The Board of Directors approves the entire CIP in June/July. In November, they adopt the first year of the CIP as the Capital Budget for the upcoming year.

In this manner, the CIP becomes the single source document that reflects the prioritization, strategy and resource plan that supports STA's TAM Plan. The current STA CIP is attached as Enclosure 2.

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New Projects  
Near-Term Investments  
Excludes Unfunded Projects

Excludes Unfunded Projects										2023 by Funding Source													
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028				
Vehicles	Fixed Route Fleet - Expansion	533	Fixed Route Fleet Expansion-2025-Signature Coaches - MF	Not Started	Funded-MF	8,240,000	-	8,240,000	7	-	-	-	-	-	8,240,000	-	-	-	8,240,000				
		904	Fixed Route Fleet Expansion-2025	Not Started	Funded	7,274,635	-	7,274,635	12	-	-	-	-	-	7,274,635	-	-	-	7,274,635				
		905	Fixed Route Fleet Expansion-2026	Not Started	Funded	1,873,220	-	1,873,220	3	-	-	-	-	-	-	1,873,220	-	-	1,873,220				
	Fixed Route Fleet - Expansion Total					17,387,855	-	17,387,855	22	-	-	-	-	-	15,514,635	1,873,220	-	-	17,387,855				
	Fixed Route Fleet - Replacement	361	Fixed Route Fleet Replacement BEB-2023	Preliminary	Funded	3,433,230	-	3,433,230	3	3,433,230	-	-	3,433,230	-	-	-	-	-	-	3,433,230			
		486	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	12,757,745	-	12,757,745	10	6,637,245	-	6,120,500	12,757,745	-	-	-	-	-	-	12,757,745			
		492	Fixed Route Fleet Replacement-2026	Not Started	Funded	7,492,879	-	7,492,879	12	-	-	-	-	-	-	7,492,879	-	-	-	7,492,879			
		493	Fixed Route Fleet Replacement-2024	Not Started	Funded	10,005,569	-	10,005,569	17	-	-	-	-	10,005,569	-	-	-	-	-	10,005,569			
		494	Fixed Route Fleet Replacement-2025	Not Started	Funded	8,814,887	-	8,814,887	12	-	-	-	-	-	8,814,887	-	-	-	-	8,814,887			
		568	Fixed Route Fleet Replacement (BEB)-2021/2023	Work in progress	Funded	10,691,768	3,754,367	6,937,401	6	4,442,227	900,000	1,595,174	6,937,401	-	-	-	-	-	-	6,937,401			
		570	Fixed Route Fleet Replacement (BEB)-2025-MF	Not Started	Funded-MF	5,022,172	-	5,022,172	4	-	-	-	-	-	5,022,172	-	-	-	-	5,022,172			
		836	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	4,204,359	-	4,204,359	3	2,165,416	-	2,038,943	4,204,359	-	-	-	-	-	-	4,204,359			
		877	Fixed Route Fleet Replacement-2027	Not Started	Funded	3,858,834	-	3,858,834	6	-	-	-	-	-	-	-	-	3,858,834	-	3,858,834			
		962	Fixed Route Fleet Replacement (BEB)-2023	Not Started	Funded	3,447,000	-	3,447,000	3	3,447,000	-	-	-	3,447,000	-	-	-	-	-	3,447,000			
	Fixed Route Fleet - Replacement Total					69,728,443	3,754,367	65,974,076	76	20,125,118	900,000	9,754,617	30,779,735	10,005,569	13,837,059	7,492,879	3,858,834	-	65,974,076				
	Non-Revenue Vehicles	760	F/R Supervisor Vehicles	Not Started	Funded	75,000	-	75,000	2	-	-	-	-	75,000	-	-	-	-	-	75,000			
		776	Security Vehicles	Not Started	Funded	80,000	-	80,000	2	-	-	-	-	-	80,000	-	-	-	-	80,000			
		778	F/R Service Vehicles	Not Started	Funded	90,000	-	90,000	2	-	-	-	-	-	90,000	-	-	-	-	90,000			
		818	Supervisor Support Vehicles	Not Started	Funded	90,000	-	90,000	2	-	-	-	-	-	-	90,000	-	-	-	90,000			
		879	Security Patrol Vehicles	Not Started	Funded	90,000	-	90,000	5	-	-	-	-	-	-	-	90,000	-	-	90,000			
		880	Supervisor Support Vehicles	Not Started	Funded	300,000	-	300,000	5	-	-	-	-	-	-	-	300,000	-	-	300,000			
		932	Shelter Response Truck	Not Started	Funded	52,000	-	52,000	1	-	-	-	-	-	-	52,000	-	-	-	52,000			
		944	Security Support Vehicle	Not Started	Funded	50,000	-	50,000	1	-	-	-	-	-	-	-	-	50,000	-	50,000			
	Non-Revenue Vehicles Total					827,000	-	827,000	20	-	-	-	-	75,000	170,000	142,000	390,000	50,000	827,000				
	Paratransit Vans	487	Paratransit Fleet Replacement-2023	Not Started	Funded	1,979,133	-	1,979,133	15	988,133	-	991,000	1,979,133	-	-	-	-	-	-	1,979,133			
		489	Paratransit Fleet Replacement-2024	Not Started	Funded	1,352,691	-	1,352,691	15	-	-	-	-	1,352,691	-	-	-	-	-	1,352,691			
		491	Paratransit Fleet Replacement-2025	Not Started	Funded	1,393,272	-	1,393,272	15	-	-	-	-	-	1,393,272	-	-	-	-	1,393,272			
		837	Paratransit Fleet Replacement-2026	Not Started	Funded	1,435,070	-	1,435,070	15	-	-	-	-	-	-	1,435,070	-	-	-	1,435,070			
		878	Paratransit Fleet Replacement-2027	Not Started	Funded	1,478,122	-	1,478,122	15	-	-	-	-	-	-	-	1,478,122	-	-	1,478,122			
		961	Paratransit Fleet Replacement-2028	Not Started	Funded	1,522,466	-	1,522,466	15	-	-	-	-	-	-	-	-	1,522,466	-	1,522,466			
	Paratransit Vans Total					9,160,754	-	9,160,754	90	988,133	-	991,000	1,979,133	1,352,691	1,393,272	1,435,070	1,478,122	1,522,466	9,160,754				
	Vanpool Vans	595	Vanpool Replacement 2023	Not Started	Funded	550,000	-	550,000	11	550,000	-	-	550,000	-	-	-	-	-	-	550,000			
		761	VanPool Replacement 2024	Not Started	Funded	575,000	-	575,000	11	-	-	-	-	575,000	-	-	-	-	-	575,000			
		826	Vanpool Replacement 2025	Not Started	Funded	605,000	-	605,000	11	-	-	-	-	-	605,000	-	-	-	-	605,000			
		827	Vanpool Replacement 2026	Not Started	Funded	635,000	-	635,000	11	-	-	-	-	-	-	635,000	-	-	-	635,000			
		881	Vanpool Replacement 2027	Not Started	Funded	665,000	-	665,000	11	-	-	-	-	-	-	-	665,000	-	-	665,000			
		947	Vanpool New/ Replacement 2028	Not Started	Funded	700,000	-	700,000	11	-	-	-	-	-	-	-	-	-	700,000	700,000			
	Vanpool Vans Total					3,730,000	-	3,730,000	66	550,000	-	-	550,000	575,000	605,000	635,000	665,000	700,000	3,730,000				
Vehicles Total										100,834,052	3,754,367	97,079,685	274	21,663,251	900,000	10,745,617	33,308,868	12,008,260	31,519,966	11,578,169	6,391,956	2,272,466	97,079,685
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	207	Diesel Underground Storage Tank (UST) Replacement and Grou	Work in progress	Funded	8,008,000	352,237	7,655,763	0	3,000,000	-	-	3,000,000	-	-	-	-	-	-	3,000,000			
		324	Boone Facility Fire Alarm Upgrade	Not Started	Funded	350,000	-	350,000	0	175,000	-	-	175,000	-	-	-	-	-	-	175,000			
		745	West Boone Avenue Crosswalk	Not Started	Funded	150,000	-	150,000	0	20,000	-	-	20,000	130,000	-	-	-	-	-	150,000			
		779	Capital Replacement of BEB Electric Charging-2023-2027	Not Started	Funded	530,914	-	530,914	0	100,000	-	-	100,000	103,000	106,090	109,273	112,551	-	-	530,914			
		876	Steam Pit Lift	Not Started	Funded	150,500	-	150,500	0	-	-	-	-	-	-	-	150,500	-	-	150,500			
		908	Boone NWG Battery Electric Bus (BEB) Charging Infrastructure Ai	Not Started	Funded	2,800,000	-	2,800,000	0	1,980,000	-	200,000	2,180,000	600,000	-	-	-	-	-	2,780,000			
		917	Audit, Electrical System for N&S Boone	Not Started	Funded	300,000	-	300,000	0	-	-	-	-	300,000	-	-	-	-	-	300,000			
		918	Electrical System Upgrade N/S Boone 2026	Not Started	Funded	2,890,000	-	2,890,000	0	-	-	-	-	-	1,390,000	1,500,000	-	-	-	2,890,000			
		920	HVAC, Capital Replacement M&A Facilities 2023-2027	Not Started	Funded	177,350	-	177,350	0	25,000	-	-	25,000	26,250	40,000	42,000	44,100	-	-	177,350			
		921	HVAC, Capital Replacement M&A Facilities 2028-2032	Not Started	Funded	365,520	-	365,520	0	-	-	-	-	-	-	-	-	-	66,150	66,150			
		926	Overhead Garage Door Replacement 2023-27	Not Started	Funded	350,943	-	350,943	0	70,850	-	-	70,850	66,950	68,958	71,027	73,158	-	-	350,943			
		927	Overhead Garage Door Replacement 2028 -32	Not Started	Funded	400,058	-	400,058	0	-	-	-	-	-	-	-	-	-	75,353	75,353			
		963	Capital Replacement of BEB Electric Charging-2028-2032	Not Started	Funded	615,474	-	615,474	0	-	-	-	-	-	-	-	-	-	115,927	115,927			
	Boone - Preservation and Enhancements Total					17,088,759	352,237	16,736,522	0	5,370,850	-	200,000	5,570,850	1,226,200	1,605,048	1,722,300	380,309	257,430	10,762,137				
	Fleck Center - Preservation and Improvements																						
		787	Fleck Center Drain/Slab UST	Not Started	Funded	1,000,000	-	1,000,000	0	1,000,000	-	-	1,000,000	-	-	-	-	-	-	1,000,000			
		862	Fleck Bus/Van Wash Replacement	Not Started	Funded	700,000	-	700,000	0	-	-	-	-	-	700,000	-	-	-	-	700,000			
	Fleck Center - Preservation and Improvements Total					1,700,000	-	1,700,000	0	1,000,000	-	-	1,000,000	-	700,000	-	-	-	-	1,700,000			
	Miscellaneous Equipment and Fixtures	858	Mobile Aerial Work Platform			17,510	-	17,510	0	17,510	-	-	17,510	-	-	-	-	-	-	17,510			
				Not Started	Funded																		
		861	Big Fan Install	Not Started	Funded	100,000	-	100,000	0	100,000	-	-	100,000	-	-	-	-	-	-	100,000			
		867	Drill Press Replacements	Not Started	Funded	30,000	-	30,000	0	-	-	-	-	-	-	30,000	-	-	-	30,000			
875		Walk-behind Scrubber	Not Started	Funded	16,895	-	16,895																

- New Projects
- Near-Term Investments
- Excludes Unfunded Projects

Excludes Unfunded Projects										2023 by Funding Source										
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028	
Facilities - Maintenance & Operational	Miscellaneous	915	Main Boone TI Projects 2023-2027	Not Started	Funded	530,914	-	530,914	0	100,000	-	-	100,000	103,000	106,090	109,273	112,551	-	530,914	
		916	Main Boone TI Projects 2028-2032	Not Started	Funded	615,477	-	615,477	0	-	-	-	-	-	-	-	-	115,928	115,928	
		919	Hunter Front End Alignment System	Not Started	Funded	118,000	-	118,000	0	118,000	-	-	-	118,000	-	-	-	-	-	118,000
		922	Lift, six post replacement	Not Started	Funded	87,500	-	87,500	0	-	-	-	-	-	-	-	-	87,500	-	87,500
		923	Milling Machine, Industrial Variable Speed	Not Started	Funded	26,000	-	26,000	0	26,000	-	-	-	26,000	-	-	-	-	-	26,000
		924	Miscellaneous Equipment and Fixtures 2023-2027	Not Started	Funded	214,980	-	214,980	0	40,000	-	-	-	40,000	41,200	42,436	44,558	46,786	-	214,980
		925	Miscellaneous Equipment and Fixtures 2028-2032	Not Started	Funded	255,844	-	255,844	0	-	-	-	-	-	-	-	-	-	48,189	48,189
		930	Press	Not Started	Funded	25,000	-	25,000	0	-	-	-	-	-	-	25,000	-	-	-	25,000
	931	Shear, Metal Power	Not Started	Funded	34,500	-	34,500	0	34,500	-	-	-	34,500	-	-	-	-	-	-	34,500
	Miscellaneous Equipment and Fixtures Total					2,082,620	-	2,082,620	1	452,905	-	-	452,905	154,200	173,526	183,831	246,837	164,117	1,375,416	
	Facility Master Plan Program		549	Mission & Green Acquisition	Work in progress	Funded	1,000,000	47,800	952,200	0	400,000	-	-	400,000	-	-	-	-	-	400,000
			828	Facilities Master Plan Update	Not Started	Funded	600,000	-	600,000	0	500,000	-	-	500,000	-	-	-	-	-	500,000
	Facility Master Plan Program Total					1,600,000	47,800	1,552,200	0	900,000	-	-	900,000	-	-	-	-	-	-	900,000
Facilities - Maintenance & Administration Total						22,471,379	400,037	22,071,342	1	7,723,755	-	200,000	7,923,755	1,380,400	2,478,574	1,906,131	627,146	421,547	14,737,553	
Facilities - Passenger & Operational	Park and Ride Upgrades	754	Five Mile Mobility Hub Preliminary Design	Not Started	Funded	235,000	9,221	225,779	0	19,400	-	35,600	55,000	-	-	-	-	-	55,000	
		900	South Hill P&R Improvements	Not Started	Funded	700,000	-	700,000	0	575,000	-	-	575,000	50,000	-	-	-	-	625,000	
		902	West Plains Transit Center Retrofit & Layover	Not Started	Funded	208,811	-	208,811	0	158,811	-	-	158,811	-	-	-	-	-	158,811	
		928	Park and Ride Major Preservation 2023-2027	Not Started	Funded	106,182	-	106,182	0	20,000	-	-	20,000	20,600	21,218	21,854	22,510	-	106,182	
		929	Park and Ride Major Preservation 2028-2032	Not Started	Funded	123,091	-	123,091	0	-	-	-	-	-	-	-	-	23,185	23,185	
	Park and Ride Upgrades Total					1,373,084	9,221	1,363,863	0	773,211	-	35,600	808,811	70,600	21,218	21,854	22,510	23,185	968,178	
	Plaza Preservation and Improvements	765	STA Plaza Loudspeaker System Replacement	Not Started	Funded	45,000	-	45,000	0	-	-	-	-	45,000	-	-	-	-	45,000	
		845	Plaza Preservation and Improvements 2023-2027	Not Started	Funded	273,420	-	273,420	0	51,500	-	-	51,500	53,045	54,636	56,275	57,964	-	273,420	
		958	Plaza Preservation & Improvements 2028-2032	Not Started	Funded	316,971	-	316,971	0	-	-	-	-	-	-	-	-	59,703	59,703	
		959	Plaza Building and Systems Assessment	Not Started	Funded	300,000	-	300,000	0	300,000	-	-	300,000	-	-	-	-	-	300,000	
	Plaza Preservation and Improvements Total					935,391	-	935,391	0	351,500	-	-	351,500	98,045	54,636	56,275	57,964	59,703	678,123	
	Route & Stop Facility Improvements	464	Rural Highway Stop Improvements 2022-2025	Not Started	Funded-MF	700,000	-	700,000	0	700,000	-	-	700,000	-	-	-	-	-	700,000	
		743	Service Change Bus Stops 2021-2023	Work in progress	Funded-MF	1,850,940	301,546	1,549,394	0	249,394	-	-	249,394	-	-	-	-	-	249,394	
		753	Transit Shelter Lighting Retrofits 2020-2024	Not Started	Funded	175,000	-	175,000	0	35,000	-	-	35,000	35,000	-	-	-	-	70,000	
		791	MF: 2024 Service Change Operational Requirements	Not Started	Funded-MF	215,000	-	215,000	0	-	-	-	-	10,000	205,000	-	-	-	215,000	
		822	Bus Stop Improvements - 2026	Not Started	Funded	100,000	-	100,000	0	-	-	-	-	-	-	100,000	-	-	100,000	
		823	Operational Improvements - 2026	Not Started	Funded	200,000	-	200,000	0	-	-	-	-	-	-	200,000	-	-	200,000	
		824	Transit Shelter Replacement - 2022-2026	Not Started	Funded	207,500	-	207,500	0	40,000	-	-	40,000	41,500	43,000	44,500	-	-	169,000	
		887	2023 Bus Stop Accessibility Improvement Project	Not Started	Funded	205,250	-	205,250	0	128,750	-	-	128,750	26,500	-	-	-	-	155,250	
		888	Bus Stop Accessibility Improvement Project 2024-2028	Not Started	Funded	1,116,250	-	1,116,250	0	51,500	-	-	51,500	185,500	218,000	224,000	230,000	177,000	1,086,000	
		894	Cooperative Projects 2022-2027	Not Started	Funded	3,000,000	-	3,000,000	0	500,000	-	-	500,000	500,000	500,000	500,000	500,000	-	2,500,000	
		896	Indian Trail Layover Improvement Project	Not Started	Funded	225,000	-	225,000	0	75,000	-	-	75,000	125,000	25,000	-	-	-	225,000	
		898	Route Segment Investment Projects	Not Started	Funded	1,767,500	-	1,767,500	0	309,000	-	-	309,000	344,500	354,250	364,000	395,750	-	1,767,500	
		899	Shelters & Lighting Program	Not Started	Funded	991,200	-	991,200	0	216,300	-	-	216,300	233,200	239,800	190,400	61,500	-	941,200	
		903	Whitworth University Comfort Station	Not Started	Funded	354,257	-	354,257	0	354,257	-	-	354,257	-	-	-	-	-	354,257	
		957	Mead & East Hillyard	Not Started	Funded	436,500	-	436,500	0	-	-	-	-	-	21,825	65,475	261,900	87,300	436,500	
		965	Cheney Eagle Station Bay 1	Not Started	Pending Approval	300,000	-	300,000	0	100,000	-	-	100,000	175,000	25,000	-	-	-	300,000	
	Route & Stop Facility Improvements Total					11,844,397	301,546	11,542,851	0	2,759,201	-	-	2,759,201	1,676,200	1,631,875	1,688,375	1,449,150	264,300	9,469,101	
	Near Term Investments	948	Bus Stops for Hayford & McFarlane (West Plains)	Not Started	Funded	600,000	-	600,000	0	120,000	-	-	120,000	437,000	23,000	-	-	-	580,000	
		949	New Bus Stops & Comfort Stn -Spokane Valley	Not Started	Funded	794,000	-	794,000	0	158,800	-	-	158,800	576,600	38,000	-	-	-	773,400	
		950	East Fifth Avenue Bus Stop Accessibility & Improvements	Not Started	Funded	348,000	-	348,000	0	69,600	-	-	69,600	234,320	29,580	-	-	-	333,500	
		951	Implement Capital Improvements for Plaza/Arena Service	Not Started	Funded	2,246,000	-	2,246,000	0	1,147,190	-	-	1,147,190	681,180	309,430	-	-	-	2,137,800	
		Near Term Investments Total					3,988,000	-	3,988,000	0	1,495,590	-	-	1,495,590	1,929,100	400,010	-	-	-	3,824,700
Facilities - Passenger & Operational Total						18,140,872	310,768	17,830,104	0	5,379,502	-	35,600	5,415,102	3,773,945	2,107,739	1,766,504	1,529,624	347,188	14,940,102	
Technology	Business Systems Replacement		841	Enterprise Asset Management System Implementation	Not Started	Funded	1,100,000	-	1,100,000	0	-	-	-	750,000	350,000	-	-	-	1,100,000	
	Business Systems Replacement Total					1,100,000	-	1,100,000	0	-	-	-	-	750,000	350,000	-	-	-	1,100,000	
	Capital Program Management Software		763	Project Management Software	Not Started	Funded	306,000	-	306,000	0	106,000	-	-	106,000	200,000	-	-	-	306,000	
	Capital Program Management Software Total					306,000	-	306,000	0	106,000	-	-	106,000	200,000	-	-	-	-	306,000	
	Communications Technology Upgrades																			
	796	Digital Monitors for Customer Information	Not Started	Funded	745,000	1,897	743,103	0	433,103	-	-	433,103	-	-	-	-	-	433,103		
	946	MDC Replacement	Not Started	Funded	360,000	-	360,000	0	-	-	-	-	360,000	-	-	-	-	360,000		
	Communications Technology Upgrades Total					1,105,000	1,897	1,103,103	0	433,103	-	-	433,103	360,000	-	-	-	-	793,103	
	Fare Collection and Sales Technology		431	Fixed Route Fare Collection System Update	Work in progress	Funded	5,890,000	1,322,631	4,567,369	0	2,436,359	-	-	2,436,359	-	-	-	-	2,436,359	
			907	Genfare Farebox Upgrade	Not Started	Funded	500,000	-	500,000	0	500,000	-	-	500,000	-	-	-	-	500,000	

- New Projects
- Near-Term Investments
- Excludes Unfunded Projects

Excludes Unfunded Projects										2023 by Funding Source											
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028		
Technology	Fare Collection and Sales Technology Total					6,390,000	1,322,631	5,067,369	0	2,936,359	-	-	2,936,359	-	-	-	-	-	-	2,936,359	
	Security and Access Technology		608	Park and Ride Camera System - Hastings	Not Started	Funded	71,500	-	71,500	0	-	-	-	-	71,500	-	-	-	-	71,500	
			609	Park and Ride Camera System - Liberty Lake	Not Started	Funded	85,900	-	85,900	0	-	-	-	-	85,900	-	-	-	-	85,900	
			610	Park and Ride Camera System - South Hill	Not Started	Funded	74,600	-	74,600	0	-	-	-	-	74,600	-	-	-	-	74,600	
	Security and Access Technology Total					232,000	-	232,000	0	-	-	-	-	232,000	-	-	-	-	-	232,000	
	IS Network Equipment		835	STA Campus Network Equipment - 2023	Not Started	Funded	40,000	-	40,000	0	40,000	-	-	40,000	-	-	-	-	-	40,000	
			883	Interior Firewalls	Not Started	Funded	300,000	-	300,000	0	300,000	-	-	300,000	-	-	-	-	-	300,000	
			886	Wi-Fi Controllers	Not Started	Funded	40,000	-	40,000	0	40,000	-	-	40,000	-	-	-	-	-	40,000	
			934	Network Switch Replacement	Not Started	Funded	720,000	-	720,000	0	-	-	-	-	-	-	720,000	-	-	720,000	
			938	Plaza Network Additions	Not Started	Funded	300,000	-	300,000	0	300,000	-	-	300,000	-	-	-	-	-	300,000	
	IS Network Equipment Total					1,400,000	-	1,400,000	0	680,000	-	-	680,000	-	-	-	720,000	-	-	1,400,000	
	IS Datacenter Equipment		935	Storage Appliance Update	Not Started	Funded	140,000	-	140,000	0	-	-	-	-	140,000	-	-	-	-	140,000	
			940	Plaza Data Center Build Out	Not Started	Funded	220,000	-	220,000	0	220,000	-	-	220,000	-	-	-	-	-	220,000	
	IS Datacenter Equipment Total					360,000	-	360,000	0	220,000	-	-	220,000	140,000	-	-	-	-	-	360,000	
	IS Cyber Security Enhancements		936	Cyber Security Technologies	Not Started	Funded	290,000	-	290,000	0	140,000	-	-	140,000	75,000	75,000	-	-	-	290,000	
	IS Cyber Security Enhancements Total					290,000	-	290,000	0	140,000	-	-	140,000	75,000	75,000	-	-	-	-	290,000	
	IS Infrastructure Equipment		336	Fiber Communications	Work in progress	Funded	1,282,838	516,538	766,300	0	103,000	-	-	103,000	106,100	109,300	112,600	115,900	119,400	666,300	
			939	Plaza Infrastructure Upgrades	Not Started	Funded	110,000	-	110,000	0	110,000	-	-	110,000	-	-	-	-	-	110,000	
	IS Infrastructure Equipment Total					1,392,838	516,538	876,300	0	213,000	-	-	213,000	106,100	109,300	112,600	115,900	119,400	-	776,300	
	IS End User Equipment		937	Desktop and Laptop Refresh	Not Started	Funded	620,000	-	620,000	0	420,000	-	-	420,000	200,000	-	-	-	-	620,000	
			941	Desktop and Laptop Refresh	Not Started	Funded	653,000	-	653,000	0	-	-	-	-	-	-	428,000	225,000	-	653,000	
	IS End User Equipment Total					1,273,000	-	1,273,000	0	420,000	-	-	420,000	200,000	-	-	428,000	225,000	-	1,273,000	
Technology Total						13,848,838	1,841,065	12,007,773	0	5,148,462	-	-	5,148,462	2,063,100	534,300	1,260,600	340,900	119,400	9,466,762		
High Performance Transit Implementation	Central City Line		347	Design and Construction	Work in progress	Funded-MF	85,410,407	40,435,112	44,975,295	0	3,277,036	-	7,736,959	11,013,995	8,000,000	-	-	-	-	19,013,995	
	Central City Line Total					85,410,407	40,435,112	44,975,295	0	3,277,036	-	7,736,959	11,013,995	8,000,000	-	-	-	-	-	19,013,995	
	Cheney Line		764	Cheney Corridor Improvements	Work in progress	Funded-MF	4,490,000	1,046,677	3,443,323	0	1,772,669	1,845,022	-	3,617,691	-	-	-	-	-	3,617,691	
	Cheney Line Total					4,490,000	1,046,677	3,443,323	0	1,772,669	1,845,022	-	3,617,691	-	-	-	-	-	-	3,617,691	
	Division Line		830	Division Line - PE and NEPA Scoping	Not Started	Funded	3,500,000	16,688	3,483,312	0	1,483,312	-	-	1,483,312	-	-	-	-	-	1,483,312	
			895	Division Line BRT: Project Development	Not Started	Funded	12,000,000	-	12,000,000	0	1,800,000	-	-	1,800,000	4,600,000	4,600,000	1,000,000	-	-	12,000,000	
			956	Division BRT Construction and Implementation	Not Started	Funded	182,000,000	-	182,000,000	0	-	-	-	-	-	9,100,000	45,500,000	72,800,000	54,600,000	182,000,000	
	Division Line Total					197,500,000	16,688	197,483,312	0	3,283,312	-	-	3,283,312	4,600,000	13,700,000	46,500,000	72,800,000	54,600,000	-	195,483,312	
	I-90/Valley Line		469	Mirabeau Transit Center Improvements	Not Started	Funded-MF	8,488,000	-	8,488,000	0	435,300	498,400	-	933,700	4,328,900	2,970,800	-	-	-	8,233,400	
			477	Park & Ride Expansion East of Sullivan (formerly LL Park and Ride)	Not Started	Funded-MF	5,562,000	-	5,562,000	0	285,200	326,600	-	611,800	2,836,600	1,946,200	-	-	-	5,394,600	
			545	Preliminary Engineering I-90 HPT Corridor Facilities	Work in progress	Funded-MF	812,500	304,044	508,456	0	10,000	-	40,000	50,000	-	-	-	-	-	50,000	
			955	Argonne Station Park and Ride	Not Started	Funded	11,000,000	-	11,000,000	0	-	-	-	-	550,000	2,750,000	5,500,000	2,200,000	-	11,000,000	
	I-90/Valley Line Total					25,862,500	304,044	25,558,456	0	730,500	825,000	40,000	1,595,500	7,715,500	7,667,000	5,500,000	2,200,000	-	-	24,678,000	
	Incremental HPT Investments		470	Plaza HPT Platforms	Work in progress	Funded-MF	2,317,217	974,059	1,343,158	0	75,000	-	-	75,000	-	-	-	-	-	75,000	
			805	MF: Eastbound Riverside Avenue HPT Improvements	Work in progress	Funded-MF	1,000,000	2,931	997,070	0	400,000	-	-	400,000	-	-	-	-	-	400,000	
	Incremental HPT Investments Total					3,317,217	976,989	2,340,228	0	475,000	-	-	475,000	-	-	-	-	-	-	-	475,000
	Monroe-Regal Line		479	Monroe-Regal Shelter and Stop Enhancements	Work in progress	Funded-MF	5,810,798	2,458,592	3,352,206	0	1,300,000	-	-	1,300,000	142,635	-	-	-	-	1,442,635	
			542	Moran Prairie Park and Ride Construction	Work in progress	Funded-MF	4,752,718	4,792,913	(40,195)	0	19	-	-	19	-	-	-	-	-	19	
			897	Monroe-Regal Line HPT Branding	Not Started	Funded	688,937	-	688,937	0	618,000	-	-	618,000	20,937	-	-	-	-	638,937	
	Monroe-Regal Line Total					11,252,453	7,251,505	4,000,948	0	1,918,019	-	-	1,918,019	163,572	-	-	-	-	-	2,081,591	
	Sprague Line		540	Sprague HPT Improvements	Work in progress	Funded-MF	6,556,000	833,871	5,722,129	0	1,003,600	996,400	-	2,000,000	2,550,707	171,422	-	-	-	4,722,129	
			901	Sprague Line HPT Branding	Not Started	Funded	1,207,607	-	1,207,607	0	51,500	-	-	51,500	530,000	545,000	81,107	-	-	1,207,607	
	Sprague Line Total					7,763,607	833,871	6,929,736	0	1,055,100	996,400	-	2,051,500	3,080,707	716,422	81,107	-	-	-	-	5,929,736
	West Broadway Line		952	West Broadway Line Improvements	Not Started	Funded	1,880,000	-	1,880,000	0	450,000	-	-	450,000	1,054,000	376,000	-	-	-	1,880,000	
			953	Broadway Cooperative Reconstruction Infrastructure	Not Started	Funded	400,000	-	400,000	0	-	-	-	-	280,000	120,000	-	-	-	400,000	
			954	Broadway Supporting Amenities	Not Started	Funded	200,000	-	200,000	0	-	-	-	-	60,000	100,000	40,000	-	-	200,000	
	West Broadway Line Total					2,480,000	-	2,480,000	0	450,000	-	-	450,000	1,394,000	596,000	40,000	-	-	-	2,480,000	
High Performance Transit Implementation Total						338,076,184	50,864,887	287,211,297	0	12,961,636	3,666,422	7,776,959	24,405,017	24,953,779	22,679,422	52,121,107	75,000,000	54,600,000	253,759,325		
Grand Total						493,371,325	57,171,123	436,200,201	275	52,876,607	4,566,422	18,758,176	76,201,204	44,179,484	59,320,001	68,632,511	83,889,626	57,760,601	389,983,427		

New Projects  
Near-Term Investments  
Excludes Unfunded Projects

Excludes Unfunded Projects										2023 by Funding Source									
Program Category	Program Name	ID/Req #	Project Name	Project Status	Financial Status	Budget Control	Expenditure PTD through 12/31/2021	Remaining Balance	QTY	2023 - Local	2023 - State	2023 - Federal	2023 Total	2024 Total	2025 Total	2026 Total	2027 Total	2028 Total	2023-2028
Allocation by Funding Source																			
Local													52,876,607	31,351,055	37,139,547	27,962,661	24,700,466	15,461,981	189,492,316
State													4,566,422	5,471,100	10,515,282	16,898,850	21,758,160	14,998,620	74,208,434
Federal													18,758,176	7,357,329	11,665,172	23,771,000	37,431,000	27,300,000	126,282,677
Total													76,201,204	44,179,484	59,320,001	68,632,511	83,889,626	57,760,601	389,983,427
Allocation by Financial Status																			
Status Quo													55,149,605	26,135,642	40,739,407	68,632,511	83,889,626	57,760,601	332,307,392
Moving Forward													20,951,599	17,868,842	18,555,594	-	-	-	57,376,035
Pending Approval													100,000	175,000	25,000	-	-	-	300,000
Total													76,201,204	44,179,484	59,320,001	68,632,511	83,889,626	57,760,601	389,983,427
Allocation by Procured/Managed																			
Procured													36,624,263	13,400,960	31,630,402	12,845,227	6,751,242	2,436,582	103,688,676
Managed													39,576,941	30,778,524	27,689,599	55,787,284	77,138,384	55,324,019	286,294,751
Total													76,201,204	44,179,484	59,320,001	68,632,511	83,889,626	57,760,601	389,983,427

# CHAPTER FIVE: STA ASSET MANAGEMENT PLAN – LIST OF KEY ACTIVITIES

## BOARD GUIDANCE

The STA Board of Directors set forth the following six-year planning guidance as a first step in developing the TDP:

### 2022 Board Guidance for the TDP

- **Foster and Sustain Quality.** Continue initiatives and projects that improve the quality and usefulness of STA's services, facilities, information and customer service. Affordable public transportation adds value to the community and improves the quality of life in the region and the efficiency of the region's road system through congestion relief. Employ new technologies and industry trends that advance these ends.
- **Maintain a State of Good Repair.** Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Recover and Expand Ridership.** Identify and leverage the factors that drive ridership, especially as the economy and travel patterns transition out of the COVID-19 pandemic. Continue to foster ridership markets in line with the principles of Connect Spokane and in conjunction with the launch of the City Line BRT project and other improvements as part of STA Moving Forward. Work and school trips make up the majority of trips taken on STA services. Continue to foster these foundational markets while expanding the usefulness of service for other travel purposes.
- **Proactively Partner in the Community.** Coordinate with jurisdictions and other agencies to implement community planning and economic development strategies and pursue the agency's sustainability goals. Be a leader in implementing the regional transportation visions.
- **Advance and Adapt the System Growth Strategy.** Grow the transit system consistent with community growth and resources, recognizing there are underserved areas of the PTBA. Respond to changing demographic and behavioral trends in population and job densities. Ensure that maintenance and operations facilities are sized to accommodate cost-effective growth plans. Continue to maximize outside funding sources, providing opportunities for increased strategic investments for system growth.
- **Respect and Reflect the People of our Region.** As the public transit provider for the Spokane region, we are committed to attracting and retaining a staff that reflects the people of our region whom we serve daily. We listen and engage with our diverse communities, as we know that having varied perspectives helps generate better ideas to serve the region.

### Major Activities 2023-2028

#### Customer Technology & Communication

- Transition customers to an online, account-based, contactless fare system
- Implement an updated website and digital notification system
- Implement a digital signage system throughout the transit network, including at stations and onboard buses
- Market the launch of the City Line in 2023 and communicate about BRT benefits
- Communicate with the public about STA's plans for fleet electrification

#### Service Development

- Launch City Line revenue service (2023)
  - Implement service changes and improvements concurrent with City Line launch
  - Implement final stages of STA Plaza Operational Analysis Phasing Plan
- Introduce added service in the I-90/Valley corridor, including pilot service to Post Falls and Coeur d'Alene (2026)
- Complete STA Moving Forward service improvements (2023-2026)
- Launch Division BRT and related network improvements (2027-2028)

#### Facilities and Fleet

- Conduct Fleet replacement (2023-2028)
  - Expand fleet composition with additional electric coaches and double-decker coaches
- Implement annual Transit Asset Management Plan updates
- Implement Cheney Line: HPT stations, enhanced stops and other corridor improvements
- Implement Sprague Line: HPT stations, enhanced stops and other corridor improvements
- Implement I-90/Valley Line: Expand commuter parking capacity east of Sullivan Road construct new transit center in the corridor

#### System Management

- Implement FTA Safety Management Systems (SMS)
- Develop and implement procedures to periodically review the condition of bus stop areas and bus stop amenities
- Complete Public Transportation Improvement Conference (PTIC) quadrennial review (2022, 2026)

#### Planning

- Expand fleet transition plan to include fleet beyond fixed route (2022-2023)
- Update Connect Spokane: A Comprehensive Plan for Public Transportation (2021-2023)
- Develop Strategic Plan to identify new needs and planning beyond STA Moving Forward (2022-2023)
- Update Facilities Master Plan (2023-2024)
- Establish strategic project list to deliver through next planning horizon of 2035 (2023-2024)
- Conduct Five Mile Mobility Hub Study
- Advance Division BRT
  - Complete Preliminary Engineering (2022-2023)
  - Complete Project Development Phase (2023-2025)
- Complete Title VI Program update (every three years)
- Develop Shared Mobility policies and strategies

## WSDOT Policy 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. As the 2022 Board-adopted Annual Action Plan (Appendix A) notes, STA's overarching goal is to implement STA Moving Forward and exemplify resiliency and excellence. The table below shows how STA's local priorities align with state goals established in the Washington State Transportation Plan.

### Goal: Implement STA Moving Forward

Strategies and Actions	State Area Goals					
	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
Strategy 1: Design and Deliver Core Infrastructure	X			X	X	X
Action 1.1: Implement the fare collection update program to provide additional, touchless options for fare payment across the system						
Action 1.2: Implement Battery Electric Technology into fleet and facility infrastructure						
Action 1.3: Develop and deliver fixed route network service revisions with launch of City Line BRT						
Strategy 2: Advance and implement High Performance Transit (HPT)	X	X	X	X		
Action 2.1: Continue planning and implementation of the identified HPT projects-City Line, Cheney Line, Monroe-Regal Line, Sprague Line, Division Line, and I-90/Valley Corridor						
Strategy 3: Improve Customer Service			X	X		
Action 3.1: Focus communication efforts on safety and resiliency of transit						
Action 3.2: Design and deliver new customer information services						
Action 3.3: Begin digital signage implementation						
Strategy 4: Look to the future	X	X		X	X	X
Action 5.1: Continue forward-looking planning and implementation efforts						
Action 5.2: Focus on major update to Connect Spokane, STA's comprehensive plan						
Action 5.3: Reimagine Division Street corridor						
Action 5.4: Prepare an updated facilities master plan						

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## SERVICE IMPLEMENTATION PLAN

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

A copy of the complete SIP is available at Spokane Transit's website. <https://www.spokanetransit.com>