

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, December 3, 2025

10:00 a.m. – 11:30 a.m.

Northside Conference Room
Spokane Transit Authority
1230 W. Boone Avenue, Spokane, WA
w/Virtual Public Viewing Option Link Below

AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report *(5 minutes)*
3. Committee Action *(15 minutes)*
 - A. Minutes of the November 5, 2025, Committee Meeting – *Corrections/Approval*
 - B. Draft 2026 Planning & Development Committee Work Program: Finalize and Approve *(Poole)*
4. Committee Action
 - A. Board Consent Agenda *(15 minutes)*
 1. 2026-2029 Title VI Program: Adoption (Resolution) *(Poole)*
 - B. Board Discussion Agenda *(20 minutes)*
 1. Final Proposed 2026 Budget (Resolution) *(Hamud)*
5. Report to Committee *(10 minutes)*
 - A. Division Street Bus Rapid Transit: Design and Public Outreach Update *(Poole)*
6. CEO Report *(Otterstrom) (15 minutes)*
7. Committee Information
8. Review February 4, 2026, Committee Meeting Draft Agenda *(No January meeting)*
9. New Business *(5 minutes)*
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next Committee Meeting: Wednesday, February 4, 2026, at 10:00 a.m. in person.

Virtual Link:	Join here	
Password:	Members: 2025	Guests: Guest
Call-in Number:	1-408-418-9388	Event #: 2486 350 2893

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: www.spokanetransit.com. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate. Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call (509) 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

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SPOKANE TRANSIT AUTHORITY
PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 2: COMMITTEE CHAIR REPORT

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Tim Hattenburg, Planning & Development Committee

SUMMARY: At this time, the Committee Chair will have an opportunity to comment on various topics of interest regarding Spokane Transit.

RECOMMENDATION TO COMMITTEE: N/A

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 3A : MINUTES OF THE NOVEMBER 5, 2025, COMMITTEE MEETING

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Vicki Clancy, Executive Assistant to the Chief Planning & Development Officer

SUMMARY: Draft Minutes of the November 5, 2025, Planning & Development Committee meeting are attached for your information, corrections and/or approval.

RECOMMENDATION TO COMMITTEE: Corrections and/or approval.

COMMITTEE ACTION:

RECOMMENDATION TO BOARD:

FINAL REVIEW FOR BOARD BY:

Division Head _____ Chief Executive Officer _____ Legal Counsel _____

Spokane Transit Authority
1230 West Boone Avenue
Spokane, Washington 99201-2686
(509) 325-6000

PLANNING & DEVELOPMENT COMMITTEE MEETING

DRAFT Minutes of the November 5, 2025, Meeting

Northside Conference Room
Spokane Transit Authority, 1230 W. Boone Avenue, Spokane, WA
w/Virtual Public Viewing Option

MEMBERS PRESENT

Tim Hattenburg, City of Spokane Valley – *Chair*
Kitty Klitzke, City of Spokane
Al French, Spokane County
Chris Grover, Small Cities Representative (Cheney)
Ex-Officio
Rhonda Bowers, Labor Representative
(Non-voting)
Karl Otterstrom, Chief Executive Officer

MEMBERS ABSENT

Dan Dunne, Small Cities Representative (Liberty Lake)
Betsy Wilkerson, City of Spokane

STAFF PRESENT

Brandon Rapez-Betty, Chief Operations Officer
Emily Poole, Interim Chief Planning &
Development Officer
Carly Cortright, Chief Communications &
Customer Service Officer
Kade Peterson, Chief Information Officer
Robert Hamud, Chief Financial Officer
Vicki Clancy, Executive Assistant to the Chief
Planning & Development Officer

PROVIDING LEGAL COUNSEL

Megan Clark, Etter, McMahan, Lamberson, Van
Wert & Oreskovich, P.C.

STAFF ABSENT

Nancy Williams, Chief Human Resources Officer

GUESTS PRESENT

Brian Jennings, Director of Community
Development
Tara Limon, Principal Planner
Mike Tresidder, Senior Transit Planner

1. **CALL TO ORDER AND ROLL CALL**

Chair Tim Hattenburg called the meeting to order at 10:00 a.m. and Ms. Vicki Clancy conducted roll call.

2. **COMMITTEE CHAIR REPORT**

Chair Hattenburg had no updates for the Planning & Development Committee.

3. **COMMITTEE ACTION**

A. **MINUTES OF THE SEPTEMBER 3, 2025, COMMITTEE MEETING**

Ms. Kitty Klitzke moved to approve the September 3, 2025, Planning & Development Committee meeting minutes. Mr. Al French seconded, and the motion passed unanimously.

4. COMMITTEE ACTION

A. BOARD CONSENT AGENDA

1. FEDERAL TRANSIT ADMINISTRATION SECTION 5310: RECOMMEND FUNDING AWARDS

Ms. Emily Poole introduced Ms. Tara Limon, Principal Planner for the Planning & Grants Department, to present. Ms. Limon reviewed the summary of available 2025 funding: total funding available is \$927,142 which is comprised of \$687,09 in federal Section 5310 funds and \$240,000 in local funding approved by the STA Board in July 2025. Ms. Limon outlined the timeline for this year's FTA 5310 call for projects. STA received eight project applications from five nonprofit organizations, totaling \$1.34M, exceeding available funds. All proposed applications require a minimum 15% organizational match. Ms. Limon presented the evaluation criteria for applicants, along with project scoring and ranking. She noted that one of the eight projects was disqualified due to ineligibility of the project scope. The funding award process and the recommended amount of funding for each project application was presented to the committee. Ms. Limon presented the next steps for subrecipients following Board approval include notifying applicants and developing scopes of work/budgets for awarded projects.

Mr. French asked about the project proposed by Cancer Can't, inquiring on the process someone would follow to receive transportation. Ms. Limon explained that a cancer patient would call to request a ride, and Cancer Can't would identify a driver to pick up the individual, sometimes with same day service. The program provides rides to various services, including the pharmacy for medication pick up, and is considered "a very successful program." Mr. Hattenburg expressed concurrence with Ms. Limon's assessment of the program.

Ms. Kitty Klitzke moved to recommend the endorse, by motion, the funding recommendations for Federal Transit Administration Section 5310 Funding, as listed in Exhibit A "Funding Recommendations 2025 FTA 5310 Call for Projects" and authorize staff to make administrative adjustments to the final grant awards as necessary to address minor revisions to project costs, local match percentages and schedule. Mr. Al French seconded, and the motion passed unanimously.

B. BOARD DISCUSSION AGENDA – none

5. REPORTS TO COMMITTEE

A. PROPOSED 2026 BUDGET

Mr. Hamud presented the proposed 2026 budget, noting that some modifications will follow. He explained that the current presentation is a template similar to last year's budget video, which will be posted on the STA website in the coming weeks. He then invited Mr. Otterstrom to outline the 2026 action plan priorities. Mr. Otterstrom stated that the proposed budget was previously shared at the October Board Operations Committee meeting, using the same figures but in a more refined format. He provided an overview of the budget and its action plan, emphasizing that the plan aligns with the three strategic goals of Connect 2035. Mr. Otterstrom highlighted key elements of Connect 2035 within the 2026 budget, including \$2.7 million in operating enhancements and \$21 million in capital projects, along with other strategic priorities.

Mr. Hamud presented the budget comparison of the amended 2025 budget to the 2026 proposed budget (dollar amounts presented below are in millions).

	2025 AMENDED BUDGET	2026 DRAFT BUDGET	\$ CHANGE FROM 2025 BUDGET	% CHANGE FROM 2025 BUDGET
Total Revenues	<u>\$170.6</u>	<u>\$177.7</u>	<u>\$ 7.1</u>	4.2%
Total Operating Expenditures	\$135.3	\$142.4	\$7.1	5.2%
Total Capital Expenditures	\$67.6	\$87.8	\$20.3	30.0%
Total Fleet Replacement Allocation	\$16.5	\$9.2	(\$7.3)	-44.2%
Total Revenues over Expenditures	(\$48.8)	(\$61.7)	(\$12.9)	26.5%
Total Use of Funds (includes fund balance)	<u>\$219.3</u>	<u>\$239.4</u>	<u>\$20.1</u>	9.2%

Mr. Hamud reviewed the changes from the 2025 budget to the proposed 2026 budget. There are five key sources of revenue: sales tax, fares and other transit revenue, federal grants, state grants, and miscellaneous revenue. Total 2026 operating expenses are proposed at \$142.4M with salaries and benefits accounting for \$97M, or 68% of the total. Mr. Hamud provided an overview of the 2026 operating expense changes, and the assumptions based on new Full Time Equivalent (FTE) positions throughout the agency. Mr. Hamud shared a breakdown of the capital budget by the program category and the recommended 2026 budget reserve amounts, including the recommendation to replenish the real estate acquisition reserve. Mr. Hamud reviewed the 2026 budget action calendar, noting the public hearing scheduled for November 20, 2025, and the planned adoption of the 2026 budget by the Board at the December 18, 2025, Board meeting.

Mr. Hattenburg expressed his support for the additional staff (15 FTEs total) that are proposed to address safety and security, noting that it aligned several presentations made during the American Public Transportation Association (APTA) conference in Boston this past September, where safety was a key theme.

B. 2026-2029 TITLE VI PROGRAM DRAFT

Ms. Poole introduced Ms. Tara Limon to present. The Title VI Program is required under Section 601 of the Civil Rights Act (1964), and all entities receiving federal funding must comply. STA's Title VI program ensures the agency and its subrecipients under Section 5310 comply with these requirements. Ms. Limon reviewed the Planning & Development Committee timeline for the Title VI program. For major service changes, staff assess cost and ridership impacts to determine if an equity analysis is needed. For service and fare change policies, staff evaluate potential disparate impacts and disproportionate burdens to determine if a change impacts 10% of a population. If this occurs, an analysis is conducted, and mitigation strategies are considered. For individuals with limited English proficiency, translation assistance is available for STA safe harbor languages.

Mr. French asked how passengers who speak another language such as Marshallese receive assistance when boarding buses. Ms. Limon explained that Title VI requires public notices, and every vehicle displays a statement with a phone number for translation assistance. This meets the requirements of the act. Additionally, vital documents—such as complaint forms and eligibility forms for services like Paratransit—are available in safe harbor languages as required.

Ms. Limon highlighted meaningful access to limited speaking populations as a very important part of Title VI; 2.8% of the Public Transportation Benefit Area (PTBA) identifies as limited English proficiency. Spanish, Russian, Vietnamese, Ukrainian, Marshallese, and Arabic have been designated as safe harbor languages in this program update. The Title VI program update is influenced by census data, rider surveys, provider surveys, and targeted outreach. Ms. Limon provided a summary of completed outreach activities. The Draft 2026-2029 Title VI Program is available on the STA website. A Public Hearing will be held at the November 20, 2025, Board meeting. Considering any edits following the hearing, adoption is anticipated at the December 18, 2025, Board meeting. Discussion ensued about availability of translation services through customer service and on the STA website.

Due to Mr. French's tight schedule, it was suggested by Mr. Otterstrom to review agenda item 5F (Transit Oriented Development Pilot: Input and Guidance) at this time and then return to the regular outline at 5C.

F. TRANSIT ORIENTED DEVELOPMENT PILOT: INPUT AND GUIDANCE

Ms. Poole introduced Mr. Brian Jennings, the Director of Community Development, to present. Mr. Jennings explained that Spokane Transit's Transit Oriented Development (TOD) Pilot project is intended to support and advance development near existing and future transit and improve service effectiveness in the Public Transportation Benefit Area (PTBA), especially in High Performance Transit (HPT) corridors. Analyses have been conducted, specifically on development within a ten-minute walk of STA's high performance corridors and found, between 2021 and 2024, 58% of the region's residential new unit development were within a ten-minute walk of an STA high-performance transit route.

Mr. Jennings reviewed feedback, the project timeline, and the structure for the TOD Pilot. The original Board resolution from December 2021, allocated \$2M for the TOD Pilot project. Subsequent revisions in July 2024 split the pilot into two main elements: (1) competitive grants for PTBA jurisdictions and (2) property evaluation – each totaling \$1M. Throughout 2025, staff analyzed Board feedback on the first element's call for projects. Mr. Jennings provided a revised approach for the second element. The original goal of the TOD Pilot was to pursue development partnerships on or adjacent to existing or prospective STA properties, all consistent with the original intent of the TOD Pilot. Mr. Jennings provided discussion questions regarding the TOD pilot and opened the floor for feedback on element two.

Mr. French identified the factors that a developer considers when evaluating a project. Discussion ensued on those factors. Mr. French continued that a key challenge is finding a developer that will move forward with this type of project and suggested the STA might consider a partnership with a developer to build a facility and subsequently lease to other entities to be able to introduce this new product to the market. Ms. Klitzke asked for clarification of what is meant by an existing or prospective STA property. Mr. Otterstrom explained this could be an existing STA-owned park and ride lot or property STA acquires within a High Performance Transit corridor. Committee discussion was in general favor of the revised approach. Staff will work to refine the process based on committee input and guidance received.

C. CONNECT SPOKANE COMPREHENSIVE PLAN: MINOR UPDATE REDLINE REVIEW

Ms. Poole introduced Mr. Mike Tresidder, Senior Transit Planner and project lead. Ms. Poole explained that *Connect Spokane* is STA's long-range comprehensive plan, originally adopted in 2010. The last major revision was completed in 2024. Today's update is a minor amendment, which supports the *Connect 2035* adoption and improves internal plan conformity. The revisions included updated High Performance Transit (HPT) content, updates to the fixed route performance standards, and policy clarifications. Ms. Poole presented the proposed timeline and next steps for the minor

update and presented where the draft red lines are available on the STA website. Mr. Hattenburg asked for clarification regarding the provision of benches. Ms. Poole and Mr. Otterstrom explained that the ridership threshold for benches is not proposed to change. However, Mr. Otterstrom noted that previous language suggests, though not clearly, that jurisdictions provide benches through advertising contracts. The proposed language intends to add flexibility that would allow greater discretion on who places benches.

D. WELLESLEY CORRIDOR DEVELOPMENT PLAN: OVERVIEW

Ms. Poole presented the introduction of the Wellesley Corridor Development Plan (CDP) and the corridor development planning process. Route 33 Wellesley is one of STA's busiest routes and has long been identified as a future High Performance Transit corridor. The plan will identify the location of stations and other amenities. Ms. Poole presented the planning timeline and intended structure for the plan. The corridor development planning process would culminate with a public hearing in October of 2026 and proposed action on a final CDP at the November 2026 Board meeting.

Ms. Klitzke requested digital materials to be shared with her and Mr. Cathcart's office once available so that the council members could include in jurisdictional newsletters for their constituents.

E. DRAFT 2026 PLANNING & DEVELOPMENT PLAN: OVERVIEW

Ms. Poole presented the draft 2026 Planning & Development Work Program, which includes the annual planning calendar, and is used to identify other major planning efforts that will take place during the year. The core work of the plan is a review of the 2027-2032 Transit Development Plan (TDP) and the 2027 action plan, along with the operating and capital budgets. Ms. Poole provided an overview of the additional proposed projects for the work program. Next steps include finalizing and approving the work program in December.

6. CEO REPORT

Mr. Otterstrom introduced Ms. Carly Cortright to present the features of Transit App, a mobile app which allows riders to plan their trip and track buses in real time. The app is now the official trip planning app for STA and available for free download for STA customers.

7. COMMITTEE INFORMATION – none

8. REVIEW DECEMBER 3, 2025, COMMITTEE MEETING AGENDA

9. NEW BUSINESS – none

10. COMMITTEE MEMBERS' EXPRESSIONS –

Ms. Klitzke commented that she has used the Transit App in other cities and has had difficulties in Spokane based on her service area; she hopes that more input will help it work better.

11. ADJOURN

With no further business to come before the Committee, Chair Hattenburg adjourned the meeting at 11:29 a.m.

Respectfully submitted,



Vicki Clancy, Executive Assistant
Planning & Development Department

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 3B: 2026 PLANNING & DEVELOPMENT COMMITTEE WORK PROGRAM:
FINALIZE AND APPROVE

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Emily S. Poole, Interim Chief Planning & Development Officer

SUMMARY: Near the conclusion of each year, the Planning & Development Committee prepares a work program to outline activities it expects to undertake the following year. Staff will review the first draft of the proposed 2026 work program for committee discussion.

BACKGROUND: According to STA Board Resolution 681-11, adopted at the September 21, 2011, STA Board Meeting, the Planning & Development Committee is accountable for designing and coordinating the Board’s participation in STA strategic and operational planning, including annual budget preparation, and the annual planning calendar. The annual planning calendar is embodied within the Committee work program as presented below.

Connect Spokane: A Comprehensive Plan for Public Transportation identifies two core planning documents that are prepared annually. First, is the Transit Development Plan (TDP), which includes a six-year capital improvement program (CIP) and a three-year service improvement program (SIP). The second is the annual action plan and accompanying operating and capital budgets. These plans are founded on the principles and policies of *Connect Spokane* and advance STA’s strategic goals adopted as part of Phase 1 of *Connect 2035*.

The draft work program includes the major planning activities described above, along with other recurring activities that come before the Planning & Development Committee, including updates on the annual Federal Transit Administration (FTA) Section 5310 Call for Projects. Several other major planning activities in progress next year reflected in the work program include the Division Street Bus Rapid Transit (BRT) project, the Facilities Master Plan (FMP), and the Wellesley High Performance Transit (HPT) Corridor Development Plan.

DRAFT 2026 Planning & Development Committee Work Program

Month	Committee Activities
January 2026	<i>No Committee Meetings in January</i>
February 2026	Review Committee Work Program Transit Development Plan (TDP) 2027-2032: Overview Wellesley Corridor Development Plan Update and Engagement Activities
March 2026	TDP 2027-2032: Develop mid-range planning guidance Facilities Master Plan: Phase 2 Plaza Update Propose Amendment to <i>Connect 2035</i>

April 2026	<p>TDP 2027-2032</p> <ul style="list-style-type: none"> • Finalize mid-range planning guidance • Review preliminary revenue and expenditure forecast assumptions • Identify major activities <p>Division Street BRT: Design and Public Outreach Update Wellesley Corridor Development Plan: Update Engagement Round 1 Adoption of Amendment to <i>Connect 2035</i> by Resolution</p>
May 2026	<p>Facilities Master Plan: Phase 2 Update TDP 2027-2032</p> <ul style="list-style-type: none"> • Proposed 2027-2029 Service Improvements • Review Preliminary Capital Improvement Program (2027-2032) • Review Financial Forecasts
June 2026	<p>Division Street BRT: Design and Public Outreach Update TDP 2027-2032: Complete Draft Plan Public hearing conducted on draft TDP</p>
July 2026	<p>TDP 2027-2032: Finalize and approve FTA Section 5310: Notice of Funding Opportunity Facilities Master Plan: Phase 2 Finalize and approve Wellesley Corridor Development Plan: Update Engagement Round 2</p>
August 2026	<i>No Board/Committee Meetings in August</i>
September 2026	<p>Wellesley Corridor Development Plan: Draft for Review</p>
October 2026	<p>Review draft proposed 2026 Action Plan, Operating and Capital Budgets Division Street BRT: Design and Public Outreach Update</p>
November 2026	<p>Prepare 2027 Committee Work Program Public hearing on draft proposed 2027 Action Plan, Operating and Capital Budgets FTA Section 5310: recommend funding awards Approve final proposed Wellesley Corridor Development Plan</p>
December 2026	<p>Approve final proposed 2027 Action Plan, Operating and Capital Budgets Finalize and approve 2026 Work Program</p>

In addition to Committee activities that have already been slotted into specific months of 2026, there are other upcoming planning projects that are expected to come before the Planning & Development Committee next year. They include:

- Connect 2035: Public Education
- TOD Pilot Project
- Five Mile Mobility Hub
- Other grant application approvals, as necessary

RECOMMENDATION TO COMMITTEE: Approve the 2026 Planning & Development Committee Work Program.

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 4A1 : 2026-2029 TITLE VI PROGRAM: ADOPTION (RESOLUTION)

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Emily S. Poole, Interim Chief Planning & Development Officer
Madeline Arredondo, Associate Transit Planner

SUMMARY: Public transit agencies are required to establish a Title VI Program and update that program every three years. Spokane Transit’s existing 2023-2025 Title VI Program must be updated and approved by the Board of Directors before the program expires on February 1, 2026. Staff will seek the Committee’s recommendation for board adoption.

BACKGROUND: Title VI of the Civil Rights Act of 1964 is a federal statute that states “no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Additionally, FTAs regulatory guidance includes requirements to analyze impacts on environmental justice for specific activities and policies. Environmental Justice evaluates whether a policy or activity will have a disproportionately high and adverse effect on minority and low-income populations.

A Title VI Program comprises two major sections as identified in FTA Circular 4702.1B – general requirements and transit requirements. Within the transit requirements, agencies that operate 50 or more fixed route vehicles at peak service in a UZA of 200,000 or more have additional reporting requirements.

- **General Requirements** – includes the notice to the public, the complaint process, any investigations or complaints over the last three years, a public participation plan, a language assistance plan, representation of planning and advisory boards, subrecipient assistance and monitoring, and review of facilities constructed.
- **Transit Provider Requirements** – system wide service standards and service policies. Additional requirements include demographic and service profile maps and tables, demographic ridership and travel patterns, public engagement process for setting the major service change policy, service and fare equity analyses, and action demonstrating the Board has reviewed and approved the Title VI submittal.

The Planning & Development Committee has been engaged in developing various elements of the draft 2026-2029 Title VI Program since May 2025, including:

- Rider Census
- Engagement Plan
- PTBA Demographics
- Policies
- Monitoring

During the outreach events, STA staff conducted public engagement activities that reached 1,739 riders and 50 community-based organizations. STA staff were also able to attend three community events, and present at three different community meetings.

Changes to the 2026-2029 Title VI Program were made to update Appendix E related to equity analysis documentation, including:

- 2023 City Line Service and Fare Equity Analysis
- 2025 Site Equity Analysis
- 2025 Low-Income/Opportunity Fare Equity Analysis

A public hearing on the draft 2026-2029 Title VI Program was held on November 20, 2025, at the STA Board of Directors meeting. Comments from City of Spokane Council President Betsy Wilkerson encouraged additional outreach to Spokane Public Schools (SPS). Staff promptly initiated the seventh outreach attempt to SPS since July 2025. Staff met with Ms. Rebecca Doughty, Executive Director of School Support Services, on November 24, 2025. SPS staff expressed appreciation and satisfaction with STA services for SPS students and families and offered additional opportunities for conversations with several SPS departments relevant to Title VI policies.

STA staff are currently coordinating follow-up meetings with multiple departments at SPS, an effort that may extend past the current committee review and planned adoption timeline. The updated Title VI program is due to the FTA by February 1, 2026, requiring Board adoption by January 21, 2026, STA Board meeting. Currently we are seeking the Committee recommendation to have the final program presentation for adoption on December 18, 2025. If the Committee believes it would be advantageous to gather more input from SPS prior to adoption, the Committee may alter the motion to recommend adoption in January 2026 instead of December 2025, allowing for additional SPS feedback to influence the final version for adoption while still meeting the submission deadline to the FTA.

The final draft 2026-2029 Title VI Program can be found at the following link:

https://www.spokanetransit.com/wp-content/uploads/2025/11/2026-2029-Title-VI-Program-Final-Draft-11.25.25_compressed.pdf

A draft of the Board resolution to adopt the program is included in the packet.

RECOMMENDATION TO COMMITTEE: Recommend the Board adopt, by resolution, the 2026-2029 Title VI Program.

RESOLUTION NO. XXX-25

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE 2026-2029 TITLE VI PROGRAM AND OTHER MATTERS PROPERLY RELATING THERETO

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

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

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

WHEREAS, Title VI prohibits recipients of federal financial assistance from discriminating on the basis of race, color or national origin; and,

WHEREAS, the Federal Transit Administration (FTA) Circular FTA C 4702.1B, requires the Spokane Transit Board of Directors to adopt a Title VI Program and to update said program every three years; and,

WHEREAS, the STA Board of Directors conducted a duly noticed public hearing on its Title VI program on November 20, 2025; and,

WHEREAS, the STA Board of Directors considered and approved the major service change policy, disparate impact policy and disproportionate burden policy; and,

WHEREAS, the STA Board of Directors considered and approved the Fixed-route System-wide Service Standards and Policies, and the results from the monitoring results; and,

WHEREAS, the STA Board of Directors considered and approved the equity analysis for any service or fare changes, and equity analysis for and determination of site or location of facilities; and,

WHEREAS, a Washington State Environment Policy Act (SEPA) Checklist was completed for the proposed program and a determination of Non-Significance (DNS) was issued on October 17, 2025; and,

WHEREAS, on November 20, 2025, the STA Board of Directors held a duly noticed public hearing and heard no opposition to the proposed amendments; and,

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

Section 1. The STA Board of Directors hereby adopts the 2026-2029 Title VI Program as presented at this web page:

https://www.spokanetransit.com/wp-content/uploads/2025/11/2026-2029-Title-VI-Program-Final-Draft-11.25.25_compressed.pdf

Section 2. The STA Board of Directors hereby authorizes the Chief Executive Officer to administer the 2026-2029 Title VI Program.

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

ADOPTED by STA at a regular meeting thereof held on the 18th day of December 2025.

Attest:

Dana Infalt
Clerk of the Authority

Pam Haley
STA Board Chair

Approved as to form:

Megan Clark
Legal Counsel

SPOKANE TRANSIT AUTHORITY
PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 4B1 : FINAL PROPOSED 2026 BUDGET (RESOLUTION)

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Executive Officer
Robert Hamud, Chief Financial Officer

SUMMARY: In accordance with STA Board Resolution 681-11, the Planning & Development Committee is accountable for designing and coordinating the Board’s participation in Spokane Transit’s strategic and operational planning. This includes an annual action plan that is operationalized by the annual operating and capital budgets.

For 2026, staff has combined the action plan and the operating and capital budget into one comprehensive report. The Proposed 2026 Budget Report and presentation materials have been posted on the STA website at this link:

<https://www.spokanetransit.com/financial-information/>

The Draft 2026 Budget was presented as follows:

- October 8, 2025, Board Operations Committee Meeting
- October 8, 2025, Citizen Advisory Committee Meeting
- October 16, 2025, Board of Directors Meeting

The Proposed 2026 Budget was presented as follows:

- A narrated public presentation of the Proposed 2026 Budget was posted on the Spokane Transit website on November 14, 2025
 - One public comment was received by the Board of Directors after the presentation, addressing a request to provide additional benches and improvements at bus stops. The comment was noted by STA Staff.
- November 5, 2025, Planning & Development Committee Meeting
- November 20, 2025, Public Hearing at the Board of Directors Meeting

The Planning & Development Committee will review updates to the Final Proposed 2026 Budget, which is attached for the Committee’s review, reflecting selected updates to 2026 budgetary assumptions and minor typographical edits.

RECOMMENDATION TO COMMITTEE: Review and recommend the Board adopt, by resolution, the Final Proposed 2026 Budget.

RESOLUTION NO. XX-25

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE STA 2026 BUDGET AND OTHER MATTERS PROPERLY RELATING THERETO.

SPOKANE TRANSIT AUTHORITY
Spokane County, Washington

BE IT RESOLVED BY THE SPOKANE TRANSIT AUTHORITY as follows:

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

WHEREAS, the STA Board of Directors, pursuant to state law and the STA Bylaws, Article III Section 3.1(5), shall have the power to prepare and adopt a budget and establish financial policies;

WHEREAS, staff has prepared a proposed 2026 budget, provided public access to the budget and the STA Board of Directors has held a public hearing on the proposed budget;

WHEREAS, the STA Planning & Development Committee has reviewed the final proposed 2026 budget at its December 3, 2025, meeting and has recommended adoption by the STA Board of Directors at its December 18, 2025, meeting;

WHEREAS, pursuant to Resolution No. 630A-07, the Board shall annually review and approve the level of cash reserves in conjunction with the budget adoption process.

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

Section 1. The STA Board of Directors hereby approves and adopts the 2026 budget including:

SOURCE OF FUNDS		USE OF FUNDS	
Revenues	\$162,792,933	Operating Expenses	\$143,358,180
Capital Grants	\$14,560,772	Capital Projects	\$86,839,534
From Fund Reserves	\$62,013,408	Fleet Replacement Allocation	\$9,169,399
Total Source of Funds	\$239,367,113	Total Use of Funds	\$239,367,113

BOARD DESIGNATED FUND RESERVES	
Operating Reserve (15% of Operating Expenses)	\$21,503,727
Risk Reserve	\$ 5,500,000
Right-of Way Acquisition Reserve	\$ 4,950,000
Real Estate Acquisition Reserve	\$25,000,000
Total Board Designated Fund Reserves	\$56,953,727

Section 2. The STA Board of Directors hereby authorizes and instructs the Chief Executive Officer to carry out the purposes intended by the budget and to administer the provisions and appropriations as approved.

Adopted by STA at a regular meeting thereof held on the 18th day of December 2025.

ATTEST:

SPOKANE TRANSIT AUTHORITY:

Dana Infalt
Clerk of the Authority

Pamela Haley
Board Chair

Approved as to form:

Megan Clark
Legal Counsel

FINAL PROPOSED

2026 BUDGET



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INTRODUCTION

Agency Overview

The Spokane Transit Authority (STA) is a Public Transportation Benefit Area (PTBA) organized and operating under the Revised Code of Washington (RCW) Chapter 36.57A, as a municipal corporation in the State of Washington. STA provides public transportation services within its boundaries which extend to roughly 248 square miles. The State of Washington Office of Financial Management estimates that 481,676 people were living within the PTBA in 2025. The organization currently employs approximately 760 people.

STA services include:

1. Local fixed route bus services in the City of Spokane, City of Spokane Valley, City of Liberty Lake, City of Millwood, City of Airway Heights, City of Medical Lake, City of Cheney, and Spokane County;
2. Paratransit services for those who live within $\frac{3}{4}$ mile of a bus route and who, because of their disability, are unable to use the regular bus service;
3. A public rideshare (formerly vanpool) and ride match program.

Governance and Organization

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

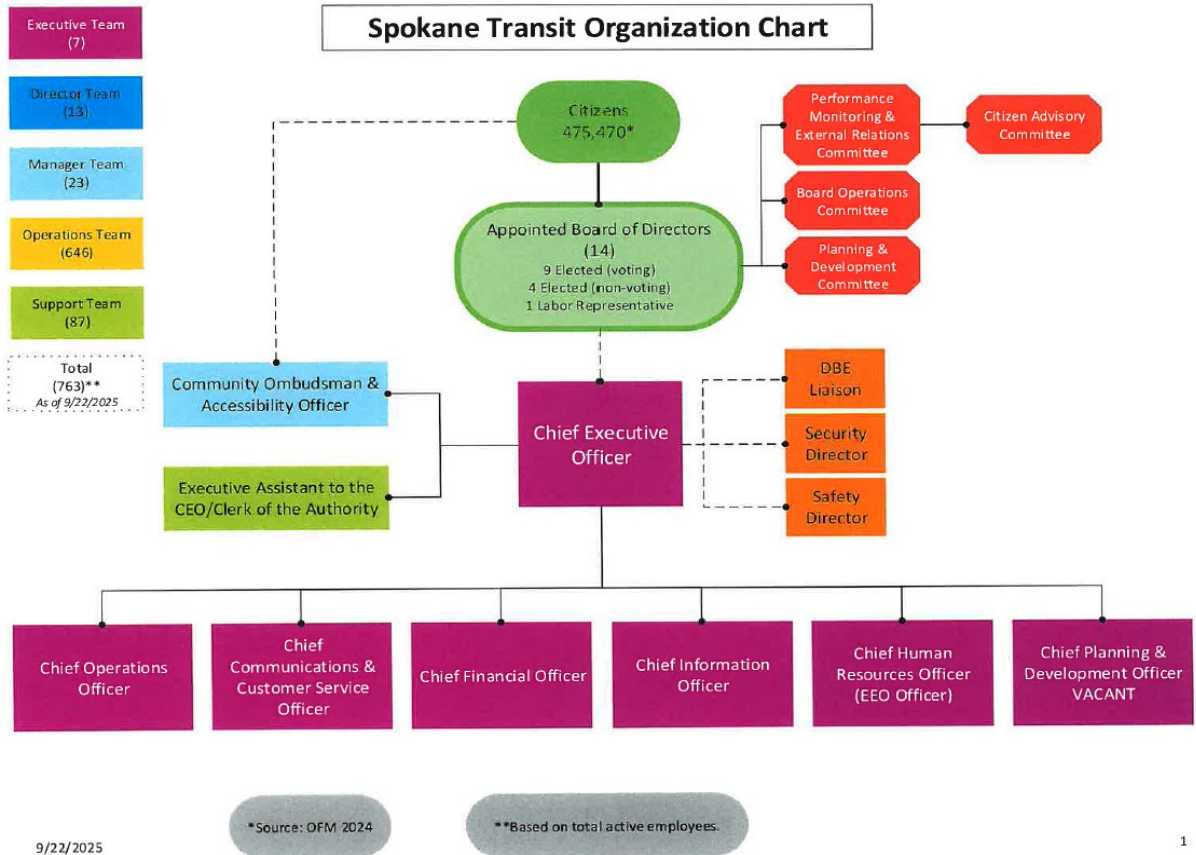
The STA Board of Directors is composed of nine voting members who are elected officials appointed by the jurisdictions in the PTBA. STA Jurisdictions include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley as well as Spokane County. Additionally, there are four non-voting elected officials from area small cities, and one non-voting representative of labor unions, for a total of 14 board members. The current make-up of the Board of Directors is reflected in the following table:

2025 Board of Directors

Name	Jurisdiction
Mayor Pamela Haley, Chair	City of Spokane Valley
Council Member Lance Speirs, Chair <i>Pro Tem</i>	City of Medical Lake
Commissioner Al French	Spokane County
Commissioner Josh Kerns	Spokane County
Deputy Mayor Tim Hattenburg	City of Spokane Valley
Council President Betsy Wilkerson	City of Spokane
Council Member Zack Zappone	City of Spokane
Council Member Michael Cathcart	City of Spokane
Council Member Kitty Klitzke	City of Spokane
Council Member Dan Dunne	City of Liberty Lake (Ex-Officio)
Mayor Chris Grover	City of Cheney (Ex-Officio)
Council Member Dan Sander	City of Millwood (Ex-Officio)
Council Member Hank Bynaker	City of Airway Heights (Ex-Officio)
Ms. Rhonda Bowers	Labor Representative (non-voting)

Spokane Transit Organizational Chart

The Chief Executive Officer is appointed by the Board of Directors and oversees the administration of the agency directed by the policy guidance established by the Board of Directors. STA's Organization Chart is shown below:



Vision, Mission, and Organizational Priorities

VISION:

Connecting everyone to opportunity

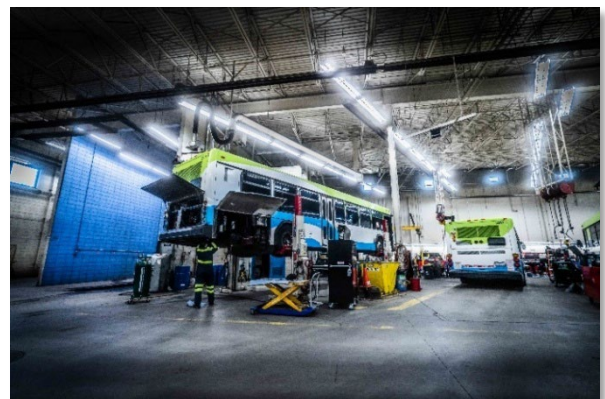


MISSION:

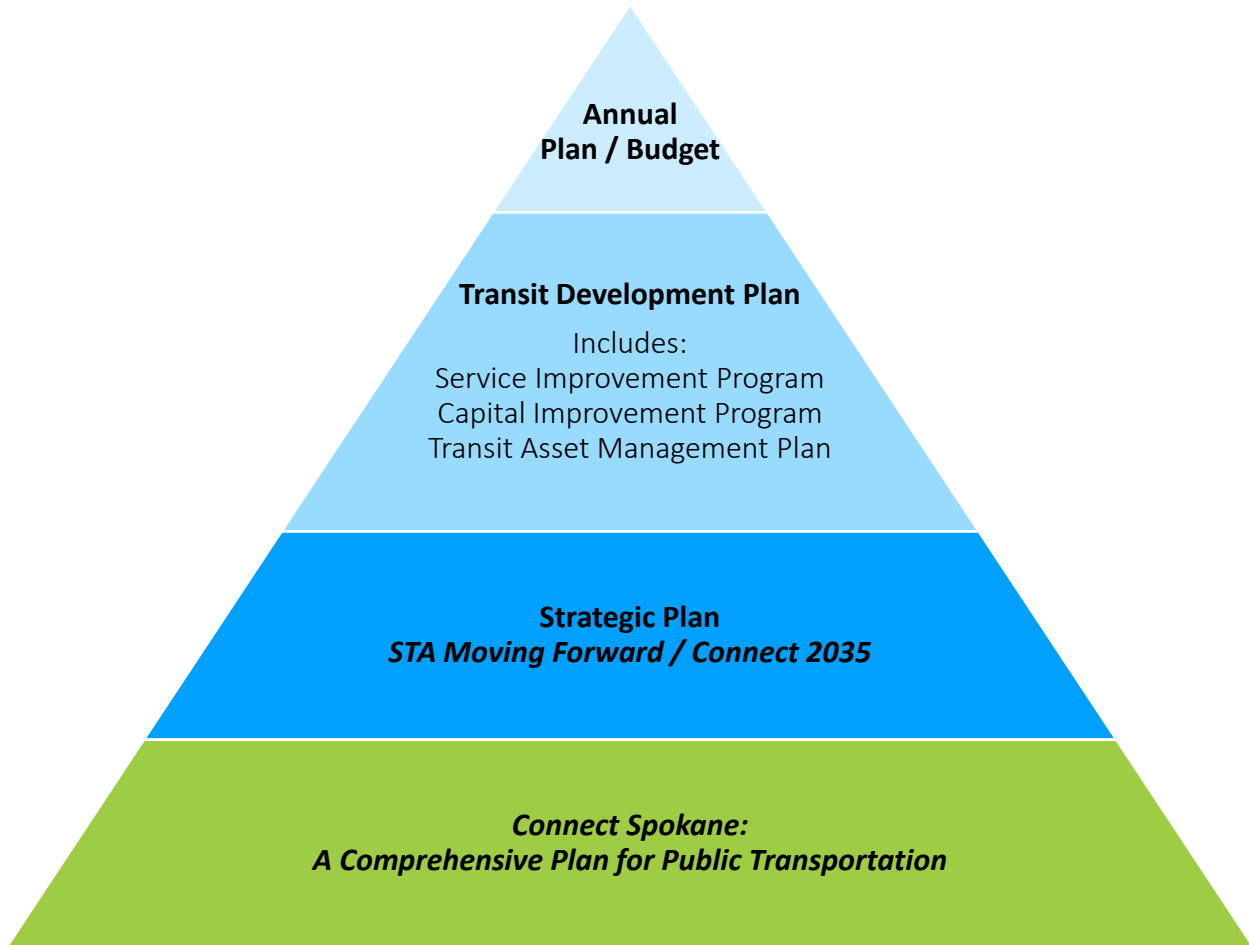
We provide safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. We are leaders in transportation and a valued partner in the region's social fabric, economic infrastructure, and quality of life.

ORGANIZATIONAL PRIORITIES:

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



STA Planning Framework



STA's strategies, plans, and actions are anchored in a framework which includes a series of documents which range in scope and time horizons beginning with its comprehensive plan, *Connect Spokane*, the core long-range planning and policy-setting document for the Agency. The next level in the framework is comprised of strategic planning, with STA in the late delivery stage of its current 10-year plan, *STA Moving Forward*, and in the implementation stage of its next 10-year plan, *Connect 2035*. The six-year Transit Development Plan (TDP), a state-required annual report, provides mid-range guidance, over a six-year period, about the deliverables for the Agency from a service and capital perspective. Lastly, the Annual Plan and Budget, the focus of this report, encapsulates the one-year efforts STA will undertake. Depicted in the pyramid above is the hierarchy of those plans to guide STA as it architects its future.

2026 ACTION PLAN

The 2026 Action Plan links STA's vision, mission, and priorities to actions and activities which the Agency will undertake during the year, bound together by a definition of organizational success. It reflects the tenth and final year of implementation of the *STA Moving Forward* plan, while continuing the implementation of STA's new strategic plan, *Connect 2035*, envisioned to guide investments and strategic actions through 2035.

Action 1: Elevate the customer experience.

STA provides safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. Fostering an easy-to-use, safe, and inviting experience promotes STA as a compelling transportation choice across the region. STA strives to improve the customer experience in every interaction they may have with the agency. From how to plan a trip, pay a fare, and provide feedback, STA wants every touch to reinforce the value it places on its riders. The following projects will be the agency's key deliverables in supporting this first action along with the continued refinement of its existing service, with estimated projects commencing or continuing in 2026:

- Deliver service improvements by optimizing existing services, and if feasible, launch pilot service to Post Falls to complete **STA Moving Forward** project list.
- Advance **Division Street BRT** through environmental approvals and demonstrate readiness for federal grant funding. STA began project development in 2023, which advanced to a point at which the Board of Directors authorized staff to submit a Small Starts grant application to the Federal Transit Administration for the project and advance toward 60% design. The project remains on track for a 2030 opening.
- Advance **High Performance Transit** infrastructure, including final design and construction bidding of Argonne Station Park and Ride on Route 7 Valley/Airport. Enhance stops on existing HPT corridors while also beginning corridor development for Wellesley High Performance Transit. Complete acquisition of property for a future Appleway Station envisioned for future HPT expansion.
- Improve **bus stops**, enhance accessibility and increasing number of **passenger shelters** in the system, working toward the objective of having stops with 25 or more average weekday boardings offer a covered waiting area. Complete rural highway bus stops in Medical Lake.
- Continue investments in customer service tools, including procuring new **Customer Relationship Management (CRM)** software.
- Complete full roll-out of **Transit Ambassador** pilot program and further enhance safety and security on the system.
- Launch the first pilot of Mobility on Demand (MOD), including defining the detailed service areas and operating parameters.

Action 2: Lead and collaborate with community partners to enhance the quality of life in the region.

STA operates in its region's ecosystem, delivering transportation options for community members. Creating strong partnerships will ensure that the Agency makes informed choices, through collaboration, that benefit everyone and contribute to the vibrancy and sustainability of this region now and in the future. The Agency will focus its efforts to support this second goal in 2026 through the following undertakings:

- Assist local jurisdictions in advancing **Transit Oriented Development** (TOD) and develop alternatives for implementing TOD projects on STA property.
- Continue to expand outreach to community partners, especially civic and community-based organizations, creating more opportunities for engagement.
- Engage in community initiatives of shared interest, including the Safe and Healthy Spokane Task Force.
- Educate on the value of transit and the funding requirements for **sustaining** existing services and **investing** in planned improvements (*Connect 2035*).

Action 3: Strengthen STA's capacity to anticipate and respond to the demands of the region.

STA needs to grow and adapt to ever-changing conditions. Having a team who is well equipped and focused on the Agency's mission, along with strong supporting infrastructure, will provide the foundation required to deliver on the goals of this plan, balanced with providing reliable daily service. In support of this third goal, STA plans to do the following:

- Advance and complete phase 2 of **Facilities Master Plan** (FMP) Update, identifying the type, size, and location of key sites, including:
 - Upgrades at the **STA Plaza** to maximize community benefits of the second floor.
 - **Training facility** to allow disposition of STA Ballpark/Fairgrounds property while improving training capacity and quality.
 - **Clean Energy Base** that can support dynamic fleet growth over time, while providing resilience with conventional fuels.
- Maintain a state of good repair, implement transit asset management and fleet replacement plans.
- Implement additional on-route charging locations to extend duty cycle of existing battery electric fleet.
- Undertake a coach operator recruitment and retention task force, identifying and implementing improvements to achieve full head count.
- Begin review of fare programs, enforcement, and related practices and frameworks for recommendations in 2027. This does not include review of underlying adopted policy, last updated in 2024.

2026 BUDGET

Executive Overview

The current year (2025) has been marked with key milestones for STA in fulfilling the *Connect 2035* and *STA Moving Forward* goals. Ridership has steadily increased over the past five years since the beginning of the Covid-19 Pandemic, estimated to be 10.9 million riders for 2025, a record high for the agency. Key highlights of 2025 include the commencement of double-decker bus service between Cheney and Spokane, as well as increased frequencies on High Performing Transit (HPT) routes, such as Route 7 from Liberty Lake to the Spokane International Airport which provides 30-minute services during the day and hourly services evenings and weekends. Planning and development of the Division Bus Rapid Transit (BRT) line commenced including the application of a Small Starts grant to the Federal Transportation Administration. 2025 also saw the beginning of the Transit Ambassador program that will provide additional safety and customer service to riders systemwide, as well as the installation of the new Telematics software to be rolled out to all vehicles systemwide with the goal of reducing preventable accidents.

As STA looks to 2026 and beyond, the Agency will continue working towards the goal of connecting everyone to opportunity by providing safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. As both growth and an uncertain economic environment are occurring simultaneously, STA is focused on long-term fiscal sustainability in achieving the *Connect 2035* goals. The 2026 actions and budget consider steps to fulfill the long-term needs and vision of the Spokane Region.

Key investments in the 2026 budget include:

- Planning and development for the Division BRT project as presented in *Connect 2035*.
- Increased investment in public safety with 5.0 FTE additional security employees and 10.0 FTE Ambassadors.
- Increase of 10.0 FTE Fixed Route employees and 5.0 FTE Van Operators for better performance.
- 7.0 FTE for vehicle and facilities maintenance, engineering, and customer services.
- 5.0 FTE for communications, IT, training, and external affairs.
- Procurement and implementation of a new Enterprise Asset Management (EAM) program.
- Increased IT investments in fare collection, CRM software, communications, and equipment upgrades.
- Post Falls/North Idaho pilot program to fulfill *STA Moving Forward*.

Capital investment in 2026 includes the Argonne Street Park and Ride, additional investments in High Performing Transit corridors and charging station infrastructure. STA will also embark on a Transit Oriented Development (TOD) pilot program in collaboration with local partners and stakeholders. Facility upgrades include electrical and fire suppression systems at the Boone Facilities, significant systemwide bus stop and facility improvements, as well as real estate property purchases to advance the Facilities Master Plan.

Budget Process

STA's budget process starts in late June each year. A Budget Calendar is published along with an Action Plan and Budget Guidance to aid staff in planning for any new Agency-wide initiatives which may impact the agency. In July, staffing levels are reviewed by the CEO and Executive Team to determine whether the positions requested are approved for addition to the budget. During July and August, department managers analyze and propose non-personnel budgets, and the salaries and benefits for all approved positions are calculated. The revenue budget is developed as well. The Draft Budget is presented to the Executive Team for review in late August with final draft documents completed in September.

The Budget is presented to the Board's Planning & Development Committee and to the Board of Directors three times in October, November, and December each year. First, in October, the initial Draft Budget is presented to the Planning & Development Committee and the STA Board. The Proposed Budget is then presented at the Planning & Development Committee meeting and at the Public Hearing held during the November Board of Directors meeting. A video summarizing key elements of the budget is published on the STA website for employee, citizen, and public outreach in November. The Final Proposed Budget is presented to the Planning & Development Committee and to the Board for review and adoption at the December meeting.



Connect 2035

What is Connect 2035?

Approved by the STA Board in July 2025, *Connect 2035* articulates Spokane Transit Authority's strategic roadmap for bus, Paratransit, and Rideshare service through 2035, with a clear vision supported by goals and strategies. It builds on the successes of our previous strategic plan, [STA Moving Forward](#), to address emerging needs and continued investment in equity, sustainability, and community growth. Ultimately, it enables us to identify priorities for the next 10 years and beyond- all while building and strengthening relationships with and within the community. Further details can be found on the STA website at: staconnect2035.com.

CONNECT 2035 GOALS



Elevate the Customer Experience



Lead and collaborate with community partners to enhance the quality of life in our region

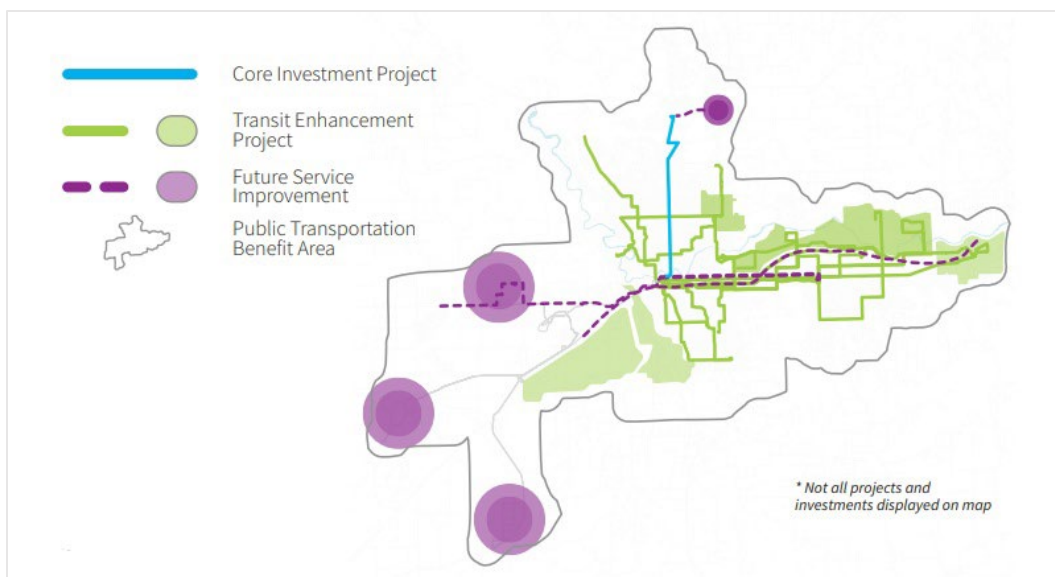


Strengthen our capacity to anticipate and respond to the demands of our region

Three types of investments highlighted in *Connect 2035* include:

- **Core Investments:** Major projects that will further all three of our strategic goals.
- **Transit Enhancements:** Improvements we will deliver with our existing resources to elevate the customer experience, grow community partnerships, and strengthen our organization.
- **Future Service Improvements:** Projects that respond to needs highlighted by the community and would meet growing demand; however, these will require a new, sustainable funding source to deliver.

CONNECT 2035 PROJECT MAP



Connect 2035 Initiatives in the 2026 Budget

As outlined in the 2026 Action Plan, *Connect 2035* initiatives in 2026 are included in both operating and capital budgets as follows:

2026 BUDGET – CONNECT 2035 OPERATING ENHANCEMENTS

Category	Amount
3.0 FTE Fixed Route Supervisors	\$349,505
15.0 FTE Security Employee Additions*	1,187,292
1.0 FTE Customer Service Assistant Manager	108,307
2.0 FTE Communications Employees**	162,075
1.0 FTE Vehicle Charging Engineer	112,793
1.0 FTE Director of External Affairs	146,227
Telematics Implementation and Operating	241,295
Swiftly/Transit App Enhancements and Operating	224,190
Mobility on Demand pilots	954,948
TOD Technical Assistance Grants	200,000
Total Connect 2035 Operating Enhancements 2026 Budget	\$3,686,632

*Security Employees include: 1.0 Lead Transit Officer, 1.0 Security Assistant, 2.0 Security Coordinators, 10.0 Transit Ambassadors, 1.0 Security Manager

**Communications Employees include 1.0 Communications Specialist I, 1.0 Customer Support and Outreach Coordinator

2026 BUDGET – CONNECT 2035 CAPITAL PROJECTS

Category	Amount
Facilities Enhancements*	\$1,200,000
BEB Charging Infrastructure	4,735,000
Shelters, Transit Centers, and Comfort Station Improvements	3,552,000
Division Street BRT	7,288,000
Argonne Station Park and Ride	3,000,000
Wellesley HPT Line Design and Construction	200,000
Total Connect 2035 Capital Projects 2026 Budget	\$19,975,000

*Facilities Enhancement projects include Facilities Master Plan Update, Lithium-Ion Battery Storage, Clean Energy Base and Training Facility

Operating Budget

STA's 2026 Operating and Capital Budgets are shown in the summary table below. Operating revenue of \$162.8M exceeds operating expenses of \$143.4M. The capital budget of \$86.8M is offset by capital grant revenue of \$14.6M for a net use of funds for capital of \$72.2M. Fund balance of \$62.0M is intentionally used to balance the budget in support of STA's priority of exemplifying financial stewardship by remaining debt-free. Total Sources and Uses of Funds are \$239.4M.

Budget Comparison 2025 to 2026

	2025 Amended Budget	2026 Final Proposed Budget	\$ Change from 2025 Budget	% Change from 2025 Budget
Estimated Revenues:				
Fares & Other Transit Revenue	\$ 7,808,056	\$ 8,096,969	\$ 288,913	3.7%
Sales Tax	116,312,668	121,622,638	5,309,970	4.6%
State Grants	10,275,706	12,642,167	2,366,461	23.0%
Miscellaneous Revenue	8,490,004	7,201,504	(1,288,500)	-15.2%
Federal Preventive Maintenance	12,837,846	13,229,655	391,809	3.1%
Subtotal: Operating Revenues	\$ 155,724,280	\$ 162,792,933	\$ 7,068,653	4.5%
Federal Capital Revenue	2,194,315	4,128,686	1,934,371	88.2%
State Capital Revenue	12,639,555	10,432,086	(2,207,469)	-17.5%
Subtotal: Capital Revenue	\$ 14,833,870	\$ 14,560,772	\$ (273,098)	-1.8%
Total Revenue	170,558,150	177,353,705	6,795,555	4.0%
Decrease in Fund Balance*	48,734,229	62,013,408	13,279,179	27.2%
Total Source of Funds	\$ 219,292,379	\$ 239,367,113	\$ 20,074,734	9.2%
Estimated Expenditures:				
Fixed Route	\$ 89,779,111	\$ 93,206,005	\$ 3,426,894	3.8%
Paratransit	21,875,233	22,735,842	\$ 860,609	3.9%
Rideshare	955,926	974,531	\$ 18,605	1.9%
Plaza	4,103,871	3,994,005	\$ (109,866)	-2.7%
Administration	18,545,588	21,292,849	\$ 2,747,260	14.8%
Mobility on Demand	-	954,948	\$ 954,948	100.0%
Cooperative/TOD	-	200,000	\$ 200,000	100.0%
Total Operating Expenses	\$ 135,259,729	\$ 143,358,180	\$ 8,098,449	6.0%
Capital Expenditures - Includes FR & PT Fleet	67,553,927	86,839,534	19,285,607	28.5%
FR & PT Fleet Replacement Allocation	16,478,723	9,169,399	(7,309,324)	-44.4%
Total Use of Funds	\$ 219,292,379	\$ 239,367,113	\$ 20,074,734	9.2%

* Represents net decrease in fund balance of \$44,886,205 and a reduction in the Fleet Replacement Reserve of \$17,127,203 for purchase of vehicles.

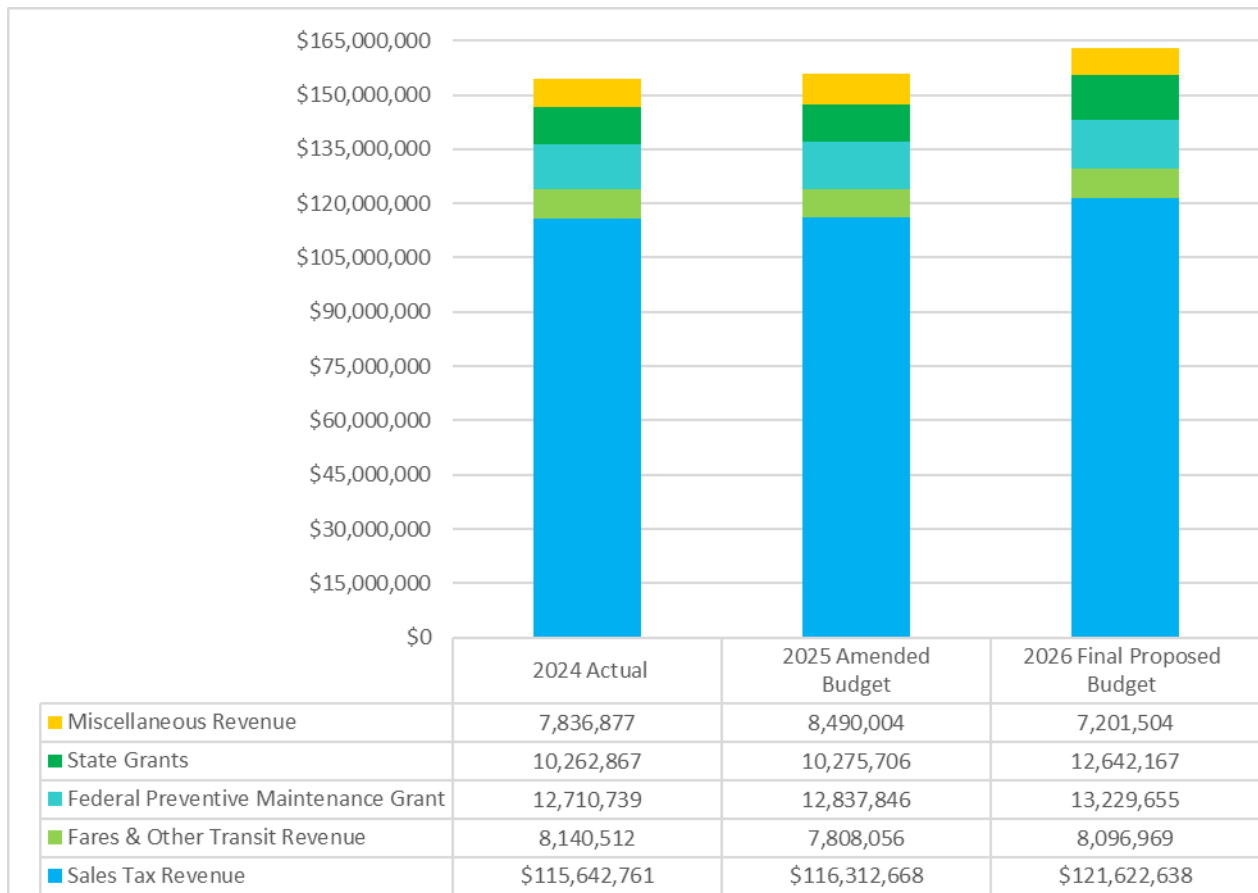
Operating Revenues

STA relies on three primary sources of revenue to fund its operations: 1) local, voter-approved sales tax, 2) fares, and 3) operating grant funding, both state and federal, along with interest and miscellaneous income. The Final Proposed 2026 Budget includes Operating revenues of \$162,792,933. The following chart shows the major sources of revenue in tabular and graphical formats:

Operating Revenues by Category – 2024 Actual, 2025 Amended Budget, 2026 Final Proposed Budget

Revenue Type	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change 2026 to 2025 (\$)	Change 2026 to 2025 (%)
Sales Tax Revenue	\$ 115,642,761	\$ 116,312,668	\$ 121,622,638	\$ 5,309,970	4.6%
Fares & Other Transit Revenue	8,140,512	7,808,056	8,096,969	288,913	3.7%
Federal Preventive Maintenance Grant	12,710,739	12,837,846	13,229,655	391,809	3.1%
State Grants	10,262,867	10,275,706	12,642,167	2,366,461	23.0%
Miscellaneous Revenue	7,836,877	8,490,004	7,201,504	(1,288,500)	-15.2%
Total Revenues	\$ 154,593,755	\$ 155,724,280	\$ 162,792,933	\$ 7,068,653	4.5%

OPERATING REVENUE CHART



Sales Tax – Budgeted sales tax, provided by a local voter-approved sales tax rate of 0.8 percent levied within the PTBA, is the most significant source of operating revenue. Sales tax represents 74.7 percent of the 2026 Operating Revenue budget. STA has experienced favorable sales tax revenue growth over the last three years (actual versus budget), with increases of 7.0%, 6.3%, and 0.8% for 2023, 2024, and 2025 (YTD through August), respectively. The 2026 Budget looks at both the current year trending growth rate and the broader state of the national and local economy.

As such, the sales tax budget growth assumption is a two percent increase over the 2025 forecasted amount. For 2026, this is an increase of 4.6 percent over the 2025 budget. STA continues to closely monitor collections of sales tax so it can take any necessary compensating actions should economic conditions deteriorate. Any excess revenue generated by favorable sales tax collection variances are reinvested in the Agency’s capital and operating program to support initiatives in the 10-year strategic plan, *Connect 2035*.

Passenger Fares and Other Transit Revenue – Fare revenue is based on historical and forecasted ridership information, as shown below, combined with average fare per boarding.

Ridership Summary

	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change from 2025 Budget	% Change from 2025 Budget
Fixed Route	10,166,876	10,390,000	10,486,000	96,000	0.9%
Paratransit	390,956	404,960	421,489	16,529	4.1%
Rideshare	103,270	115,000	133,274	18,274	15.9%
Total Ridership	10,661,102	10,909,960	11,040,763	130,803	1.2%

The average fare per fixed route boarding is expected to be \$0.64. Average fare per boarding varies due to the blend of fare types and overall ridership. There is no projected fare increase included in the 2026 Budget. The last fare increase occurred in 2019. The current Adult Fare is \$2.00 with a daily cap of \$4.00. The current Reduced Fare is \$1.00, with a daily cap of \$2.00. Youth who are 18 years of age and younger ride free. An eligibility-based, low-income fare pilot program, Opportunity, was approved in 2025 and is expected to reduce fare revenue by about \$306,000 per year over three years. This is part of the *Connect 2035* initiatives planned over the next ten years.

STA’s fare philosophy is anchored in its comprehensive plan, *Connect Spokane*, which articulates that ridership increases are achieved by making public transportation cost effective and simple to use. Depending on the operating environment, type of transit service, and current demand, fares can play a role in the increase or decrease of ridership. The collection of fares means there is opportunity to provide more service for more people with the additional revenues received. Fares and Other Transit Revenue represent 5.0 percent of the Operating Revenues.

Federal Preventive Maintenance – STA is a recipient of Federal section 5307 formula grant funds for preventive maintenance. Use of these funds for maintenance is authorized by the Federal Transit Administration (FTA). An increase in 5307 funding came with the passage of the Infrastructure Investment and Jobs Act which apportioned additional funding to transit agencies across the United States beginning in 2022 and is expected to continue over the next 5 years. In 2026, this federal operating funding represents 8.1 percent of Operating Revenues.

State Grants – STA receives funding from the Washington State Department of Transportation for special needs transportation. In addition, STA started receiving funding in 2023 from the Move Ahead Washington legislation, the state transportation package that provides funding for public transportation over the next 16 years. It is funded by the Climate Commitment Act. The Transit Support Grant requires agencies to provide zero-fare for all youth, eighteen years of age and under. In addition, STA has been awarded about \$500,000 in State funds to support activities related to the FIFA World Cup. These operating grants represent 7.8 percent of 2026 Operating revenues.

Miscellaneous – This revenue consists primarily of investment earnings. Interest income is impacted by average cash balance and interest rates. The interest rate assumption for 2026 is estimated to be about 3.1 percent.

Operating Expenses

The Final Proposed 2026 Operating Expense budget totals \$143,358,180 which represents the cost to maintain existing service levels in line with STA's Action Plan. Expenses are comprised of the following major functional and natural categories:

Expense Type by Cost Center					
Expense Type	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change 2026 to 2025 (\$)	Change 2026 to 2025 (%)
Fixed Route	\$ 77,864,329	\$ 89,779,111	\$ 93,206,005	\$ 3,426,894	3.8%
Paratransit	18,755,789	21,875,233	22,735,842	\$ 860,609	3.9%
Rideshare	779,869	955,926	974,531	\$ 18,605	1.9%
Plaza	3,422,052	4,103,871	3,994,005	\$ (109,866)	-2.7%
Administration	17,771,779	18,545,588	21,292,849	\$ 2,747,261	14.8%
Mobility on Demand			954,948	\$ 954,948	100.0%
Cooperative/TOD	703,510	-	200,000	\$ 200,000	100.0%
Total Expenses	\$ 119,297,327	\$ 135,259,729	\$ 143,358,180	\$ 8,098,451	6.0%

Expense Type by Natural Category					
Expense Type	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change 2026 to 2025 (\$)	Change 2026 to 2025 (%)
Salaries & Wages	\$ 50,994,460	\$ 54,259,573	\$ 59,847,916	\$ 5,588,343	10.3%
Benefits	30,975,108	35,744,839	36,788,418	1,043,579	2.9%
Services	6,947,866	7,877,877	8,966,689	1,088,812	13.8%
Contract Transportation	7,814,264	8,218,048	8,345,242	127,194	1.5%
Materials	15,101,518	21,271,770	19,320,499	(1,951,271)	-9.2%
Other	6,760,601	7,887,622	8,934,468	1,046,847	13.3%
Mobility on Demand			954,948	954,948	100.0%
Cooperative/TOD	703,510	-	200,000	200,000	100.0%
Total Expenses	\$ 119,297,327	\$ 135,259,729	\$ 143,358,180	\$ 8,098,451	6.0%

Operating expenses are most directly impacted by the number of revenue hours (a transit passenger vehicle in passenger carrying service for one hour) of service STA provides. Revenue miles are also a valuable indicator of the level of service activity. STA tracks each of these indicators by mode. The mode describes the type of service that STA provides:

Fixed Route (Motor Bus) – Fixed Route refers to regularly scheduled buses operating on established routes. This service is directly operated by STA.

Paratransit (Demand Response) – Paratransit refers to the mode of service that provides a complementary service to fixed route for those unable to use the regular bus because of the effects of their disability as provided under the Americans with Disabilities Act (ADA). Directly operated service is provided by STA personnel during the day on weekdays while purchased service is provided by a private contractor on nights and weekends, and when additional weekday support is needed.

Rideshare - Rideshare is a service for prearranged groups of riders who commute to a common destination in a van owned and maintained by STA. One of the passengers is designated as the driver. Employers participating in the program may provide a subsidy to their employees as a part of the state commute trip reduction (CTR) program.

The following charts show the comparison of revenue hours and revenue miles by mode for 2024 Actual, 2025 Amended Budget, and the 2026 Final Proposed Budget:

Revenue Hours by Mode

	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change from 2025 Budget	% Change from 2025 Budget
Fixed Route	524,059	541,671	541,790	119	0.0%
Paratransit	161,951	167,339	174,595	7,256	4.3%
Rideshare	32,585	32,734	34,157	1,423	4.3%
Total Revenue Hours	718,595	741,744	750,542	8,798	1.2%

Revenue Miles by Mode

	2024 Actual	2025 Amended Budget	2026 Final Proposed Budget	Change from 2025 Budget	% Change from 2025 Budget
Fixed Route	7,146,245	7,462,342	7,505,725	43,383	0.6%
Paratransit	2,485,326	2,595,919	2,679,427	83,508	3.2%
Rideshare	1,096,062	1,070,516	1,090,269	19,753	1.8%
Total Revenue Miles	10,727,633	11,128,777	11,275,421	146,644	1.3%

Salaries & Wages – While directly influenced by the 2026 revenue hours assumptions and the associated labor required to provide the services, STA administers a competitive compensation program with wages inclusive of step increases for employees based on their tenure with the Agency, along with general wage increases. Staffing additions for 2026 include 42 new positions, bringing the total number of budgeted employees to 837. Many of the new positions are necessary for the implementation of the *Connect 2035* initiative, such as ten additional Transit Ambassadors and five additional Security positions. This staff increase to Security will elevate the customer experience by fostering a safe, inviting customer experience. Other additions, such as the six coach operators and five van operators, are necessary to keep up with service demand. Departmental employee details can be found in the Employee section below. Overall, the increase in salaries & wages over 2025 reflects the additional cost of the new positions; contracted and step increases for ATU 1015, ATU 1598, AFSCME 3939; and general wage increases for management and administrative staff.

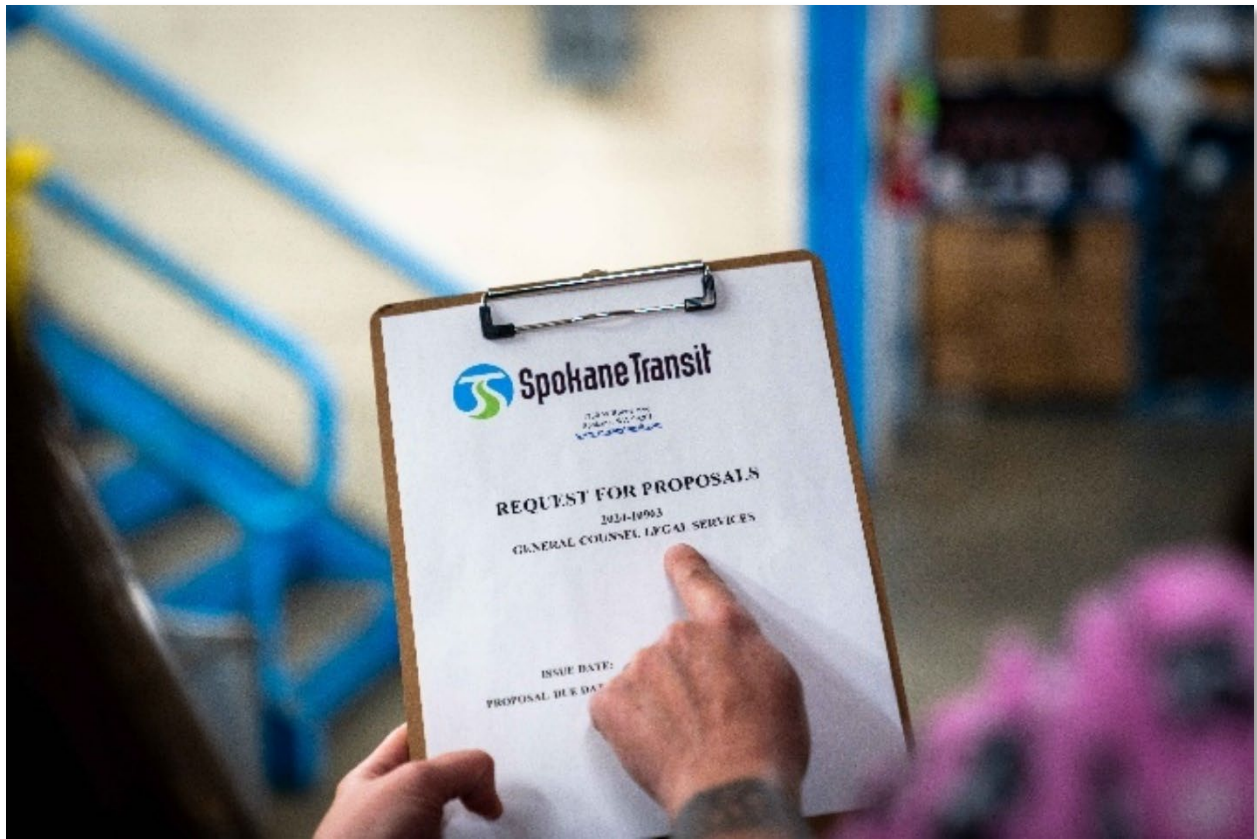
Benefits – The benefits budget includes assumptions for established cost increases, as well as known changes in required contribution rates. The two primary medical insurance programs offered by STA to its employees will increase by 2.6 percent and 6.9 percent, respectively, while the dental insurance premium will remain at current levels in 2026. The Public Employees Retirement System (PERS) rate was reduced by the Department of Retirements Systems effective July 1, 2025, from 9.11 percent to 5.58 percent.

Services – The services budget consists of professional and technical services, contract and custodial maintenance, printing, security, and other services. The increase reflects the updates to taxable services effective October 1, 2025, as well as additional consulting and contracted maintenance needs of the agency.

Contract Transportation – As previously mentioned, STA engages a contractor to provide its Paratransit service on nights and weekends. The overall contracted transportation budget for 2026 is only slightly more than 2025.

Materials –Fuel is the largest component of the materials budget. The 2026 budget assumes a cost per gallon of diesel fuel at \$3.68 which is less than the 2025 budget assumption of \$4.05 per gallon. STA gets estimated fuel prices from the U.S. Energy Information Administration (EIA). The 2026 supplies budget is 9.8 percent lower than the 2025 budget. This change in budget is due to the decline in vehicle repair parts by \$3.8 million due to one-time expenditures for batteries and other battery electric bus parts needs in 2025, offset by increases in software licenses, facilities and grounds repair materials, and fuel and lubricants costs.

Other – Other expenses consist of utilities, insurance, and miscellaneous items which are reflecting an increase of 10.6 percent over the 2025 budget. Property and liability insurance is one of the key drivers of this increase. For the 2026 Budget, STA expects insurance costs to increase by about 10 percent based on the rates provided by the Washington State Transit Insurance Pool (WSTIP), reflective of challenging insurance markets as insurance providers reduce the limits available for purchase.



Departmental Overview

Operations

Fixed Route

Fixed Route is the core of the Agency service and consists of the administration and delivery of fixed route bus service to customers, 365 days a year. Agency-wide, Fixed Route coordinates service delivery with other Departments, and formulates and implements Agency goals consistent with the mission of STA. Fixed Route includes all Coach Operators, Supervisors, Dispatch and Transportation administrative functions.

Paratransit

Paratransit is a door-to-door, shared ride complementary service to Fixed Route for those whose disabilities prevent them from taking the bus. Paratransit includes Van Operators, Transportation administration, Reservations, and Dispatch. Paratransit service is provided by a contractor at night and on weekends. Paratransit also includes the Special Use Van and Surplus Van grant programs which provide transportation solutions to nonprofit organizations and community groups.

Rideshare

STA's Rideshare program provides Rideshare vehicles for groups of commuters who have at least one end of their commute in Spokane County. Rideshare staff provide day-to-day support to Rideshare participants including vehicle maintenance, recruitment, and retention of participants as well as training of volunteer coordinators, drivers, and bookkeepers.

Vehicle Maintenance

Vehicle Maintenance is responsible for providing safe and reliable vehicles and equipment for the delivery of transportation services to customers, and in support of all other Agency business. They are involved in the selection and procurement of vehicles and parts, supplies, tools, and equipment while looking for ways to improve vehicle performance and safety to provide a clean, safe, reliable, and efficient environment for customers. The Department prepares the annual Transit Asset Management Plan.

Facilities & Grounds Maintenance

Facilities & Grounds Maintenance is responsible for STA's buildings and grounds, building systems, furnishings, and Park and Ride lots and bus stops. This includes STA's Administrative, Operating, and Maintenance Facilities and all Park and Ride facilities throughout STA's service area.

Administrative

Executive

The Chief Executive Officer (CEO) sets the overall direction, while providing supervision and coordination of the activities of the Agency in support of the vision and mission and in accordance with policies established by the Board of Directors. This includes the development and administration of Agency plans, services, programs, and policies and procedures. The Executive group also includes the Clerk of the Board who provides Board and CEO support, as well as the Ombudsman and Accessibility Officer. A Director of External Affairs will be added to the Executive team in 2026.



Planning & Development

Planning & Development oversees the service planning, capital project delivery, and grant administration and reporting activities for STA. Departmental staff design, monitor, and optimize fixed route bus services and develop routes for operators to select. The group is responsible for preparing the National Transit Database (NTD) report and submittal of the annual Transit Development Plan and STA's comprehensive plan to the Board of Directors for approval. Further, the department is responsible for the design and delivery of capital and operating projects approved by the Board of Directors.

Human Resources

Human Resources seeks to create a team of highly effective individuals to further STA's vision and mission. Department staff accomplish this through the hiring, training, and retention of employees committed to delivering outstanding public transportation. Human Resources manages the safety and security functions for the Agency. Safety responsibilities include the risk assessment of accidents and incidents, review of all safety-related documents, and Agency-wide safety trainings. Security covers oversight and patrolling of the Agency's facilities and vehicles to monitor and manage for security and safety-related conditions.

Finance and Administration

Finance and Administration is responsible for recording and maintaining the Agency's financial transactions and supporting documentation in conformance with all state and federal accounting regulations, Generally Accepted Accounting Principles (GAAP), and the Agency's own policies. Procurement and Records Management are also included in the Division. Purchasing administers the procurement of goods and services including oversight and monitoring of vendors, consultants, and contractors as well as contract development. Purchasing is also responsible for overseeing the Disadvantaged Business Enterprise program that ensures small businesses owned by socially and economically disadvantaged individuals have access to federally assisted contracts.

Information Services

Information Services is responsible for the support, maintenance, and governance of the Agency's information technology needs, including the management of cybersecurity risks. Responsibility for web services also resides within this department.

Communications & Customer Service

Communications staff is responsible for Agency marketing and communications, along with media relations. The department produces informational and educational materials about the Agency, and it promotes awareness about STA's transit services. The Department manages the website and real-time customer communications and social media. The Customer Service team is responsible for pass/fare sales and assisting customers with schedules and trip planning.



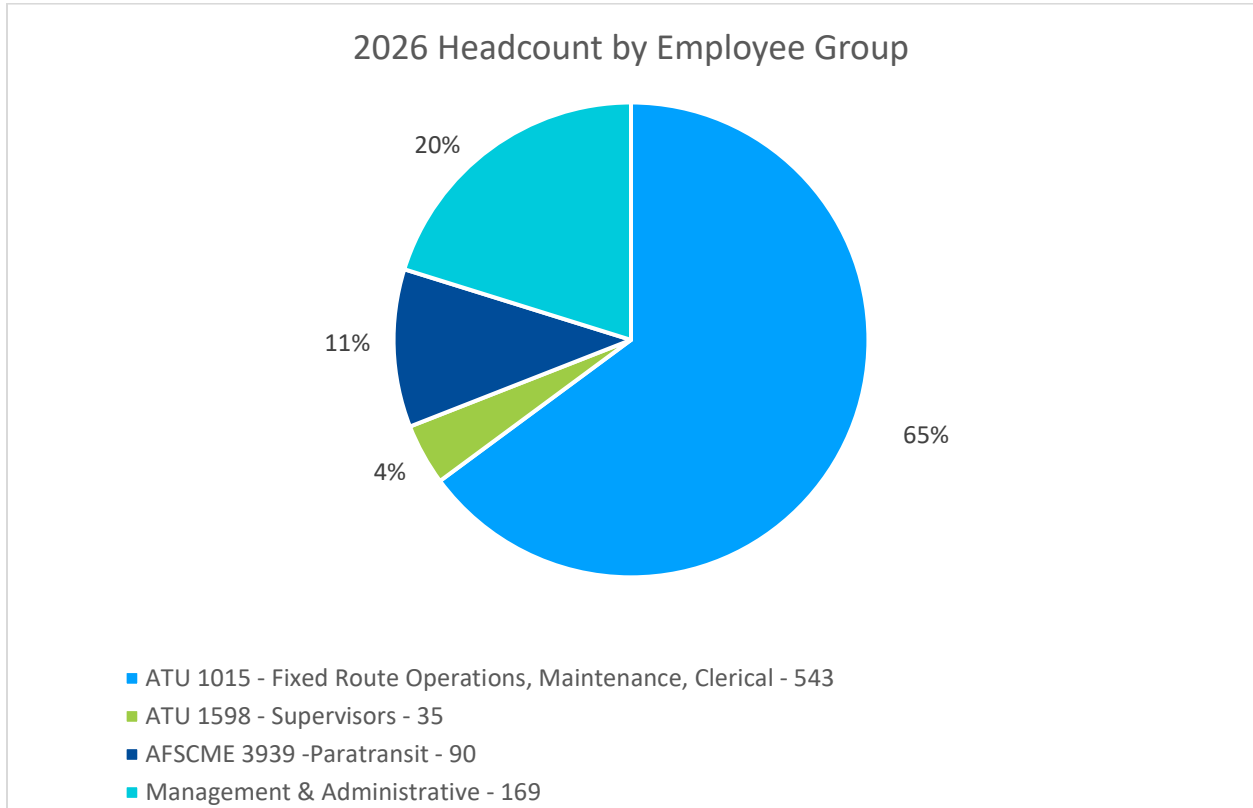
Employees

STA's final proposed 2026 budgeted workforce consists of 812 full-time and 25 part-time employees, summarized across Departments as follows. A full detail of positions by functions is included in the Appendix section.

Department	Headcount		Total
	Full-Time	Part-Time	
Operations			
Fixed Route	381	25	406
Paratransit (directly operated)	98	0	98
Rideshare	2	0	2
Vehicle Maintenance	115	0	115
Facilities & Grounds Maintenance	38	0	38
Total Operations	634	25	659
Administrative			
Executive	5	0	5
Planning & Development	25	0	25
Human Resources including Security	76	0	76
Finance and Administration	28	0	28
Information Services	17	0	17
Communications & Customer Service	27	0	27
Total Administrative	178	0	178
Total Agency Headcount	812	25	837



About 668 STA employees or 80 percent of the workforce are represented by one of three labor unions, in addition to non-represented management and administrative staff. The breakdown by employee group is as follows:



Staffing in 2026 includes an increase of 42 positions from the 2025 budget.

The new positions include, by function:

Fixed Route

- 3 Fixed Route Supervisors
- 1 Timekeeping Specialist
- 6 Coach Operators
- 1 Vehicle and Charging Engineer
- 1 Customer Service Assistant Manager

Security

- 1 Security Manager
- 1 Lead Transit Officer
- 1 Security Administrative Assistant
- 2 Security Coordinators
- 10 Transit Ambassadors

Maintenance & Facilities

- 2 Journeyman Vehicle Repair Technician
- 1 Building Maintenance Specialist
- 2 Facilities Laborers

Paratransit

- 5 Van Operators

Administration

- 1 Communication Specialist
- 1 Customer Support & Outreach Specialist
- 1 Training Content Coordinator
- 1 Director of External Affairs
- 1 Application Administrator - EAM

Capital Budget

The full Capital Improvement Plan by Projects is included in the Appendix section.

Spokane Transit Authority 2026 Capital Budget Summary							
Program Category	Program Name	2026 Capital Budget in TDP	Quantity	2026 Capital Budget Updated	Local Funding	State Funding	Federal Funding
Vehicles	Fixed Route Fleet Expansion	\$ 1,545,105	2	\$ 1,545,105	\$ 1,545,105	\$ -	\$ -
	Fixed Route Fleet Replacement	17,202,892	20	17,202,892	13,724,206	-	3,478,686
	Paratransit Van Replacement	1,857,892	11	1,857,892	1,857,892	-	-
	Rideshare Vehicle Replacement	665,000	11	695,000	695,000	-	-
	Non-Revenue Vehicles	142,000	11	472,000	280,000	192,000	-
Total Vehicles		\$ 21,412,889	55	\$ 21,772,889	\$ 18,102,203	\$ 192,000	\$ 3,478,686
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	\$ 9,464,020		\$ 11,867,660	\$ 11,867,660	\$ -	\$ -
	Fleck Center - Preservation and Improvements	-		250,000	250,000	-	-
	Miscellaneous Equipment and Fixtures	871,021		882,871	882,871	-	-
	Facility Master Plan Program	345,000		1,396,500	1,396,500	-	-
Total Facilities - Maintenance & Administration		\$ 10,680,041		\$ 14,397,031	\$ 14,397,031	\$ -	\$ -
Facilities - Passenger & Operational	Route & Stop Facility Improvements	\$ 15,083,522		\$ 12,187,690	\$ 9,430,890	\$ 2,756,800	\$ -
	Park and Ride Upgrades	21,854		21,854	21,854	-	-
	Plaza Preservation and Improvements	1,830,498		1,914,275	1,914,275	-	-
	Transit Center Upgrades	4,111,552		3,001,000	3,001,000	-	-
	Near Term Investments	2,246,291		770,331	770,331	-	-
Total Facilities - Passenger & Operational		\$ 23,293,717		\$ 17,895,150	\$ 15,138,350	\$ 2,756,800	\$ -
Technology	Business Systems Replacement	\$ 2,500,000		\$ 2,500,000	\$ 2,500,000	\$ -	\$ -
	Communications Technology Upgrades	1,000,000		1,000,000	1,000,000	-	-
	Fare Collection and Sales Technology Total	3,250,000		3,250,000	3,250,000	-	-
	IS Infrastructure and End User Equipment	2,311,600		2,265,600	2,265,600	-	-
	Operating & Customer Service Software	300,000		300,000	300,000	-	-
	Security and Access Technology	150,900		775,900	775,900	-	-
Total Technology		\$ 9,512,500		\$ 10,091,500	\$ 10,091,500	\$ -	\$ -
High Performance Transit Implementation	Cheney Line	\$ 300,000		\$ 300,000	\$ 300,000	\$ -	\$ -
	I-90/Valley Line	15,073,532		12,073,532	8,207,432	3,716,100	150,000
	Monroe-Regal Line	741,952		1,241,952	1,241,952	-	-
	Sprague Line	1,729,302		934,371	467,185	467,186	-
	West Broadway Line	1,580,000		645,000	645,000	-	-
	Division Street BRT	7,288,109		7,288,109	3,488,109	3,300,000	500,000
	Wellestey Line	810,000		200,000	200,000	-	-
Total High Performance Transit Implementation		\$ 27,522,895		\$ 22,682,964	\$ 14,549,678	\$ 7,483,286	\$ 650,000
Total 2026 Capital Budget		\$ 92,422,042		\$ 86,839,534	\$ 72,278,762	\$ 10,432,086	\$ 4,128,686

Rolling Stock (Vehicles)

STA's 2026 Capital Budget includes \$21.8 million for procurement of 55 revenue and non-revenue vehicles.

Revenue Vehicles – The budget for revenue vehicles is \$21.3 million for procurement of 44 vehicles. Revenue vehicles are those coaches and vans used to provide revenue service to passengers in the STA Public Transportation Benefit Area (PTBA). There are 20 fixed route forty-foot clean diesel coaches planned for replacement at a cost of \$17.2 million, 2 fixed route diesel coaches for expansion at a cost of \$1.5 million, 11 paratransit vans at about \$1.9 million, and 11 rideshare vehicles at about \$0.7 million. STA expects to receive \$3.5 million in federal funding to support the purchase of these vehicles.

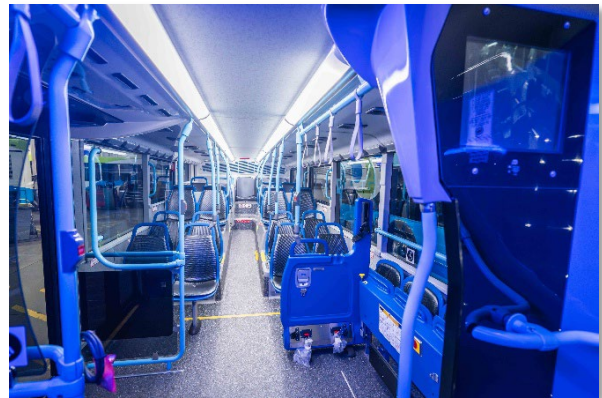
Non-Revenue Vehicles – Non-revenue vehicles include vehicles needed for operations such as supervisor trucks, service vehicles, maintenance trucks, and facilities vans. STA plans to replace 11 non-revenue vehicles at a cost of \$0.5 million in 2026. STA expects to receive \$0.2 million in state funding to support the purchase of these vehicles.

Facilities – Maintenance & Administration

STA's Facilities Maintenance & Administration total budget for 2026 amounts to \$14.4 million. This includes \$11.9 million for preservation and enhancement of the STA maintenance and administration facilities at Boone which includes an electrical system upgrade for the Boone facilities, HVAC maintenance, Clean Building projects, the NW garage fire suppression upgrade, and other miscellaneous preservation projects. Fleck Center preservation and improvements of \$0.2 million for 2026 include tenant improvements to property acquired in 2025, adjacent to the Fleck Center. The capital budget for Facilities Maintenance and Administration also includes \$1.4 million for the Facility Master Plan as well as \$0.9 million for other miscellaneous equipment and fixture needs of the Agency.

Facilities – Passenger & Operational

STA Facilities for Passenger and Operational needs for the 2026 budget is \$17.9 million. Included are upgrades to Park and Rides and Transit Centers, \$3.0 million of which includes a West Plains Transit Center Comfort Station and Facilities and Grounds Building. STA plans to spend \$2.0 million for preservation and improvements to the STA Plaza focused on the Clean Building improvements as well as design of Plaza Bay 1, and improvements to office space. Route and Stop Facility Improvements and Near-Term Investments focus on those operational improvements for passengers and operations such as shelters, lighting, updates to bus stops, operator comfort stations, and accessibility improvements. The 2026 budget for Route and Stop Facility Improvements and Near-Term Investments is \$12.9 million.



Technology

The total budget for Technology projects for 2026 is \$10.1 million. This includes Enterprise Asset Management System Implementation, Communications Technology, Fare Collection and Sales Technology, Information Systems Infrastructure and End User Equipment, Operating and Customer Service applications, and Security and Access Technology.

High Performance Transit Implementation

STA's budget for 2026 High Performance Transit Implementation totals \$22.9 million. This includes the Cheney Line at \$0.3 million, along with I-90/Valley Line projects such as planning for the Appleyway Station Park and Ride, construction on an Argonne Station Park and Ride, and continuation of I-90/Valley HPT Route 7 projects at \$12.1 million. The Sprague Line will continue with a 2026 budget of \$0.9 million along with the Monroe-Regal Line and the West Broadway Line at \$1.2 million and \$0.6 million respectively. The budget for the Division Street Bus Rapid

Transit (BRT) project and the Wellesley HPT Line Design are \$7.3 million and \$0.2 million, respectively. These, along with other projects in the capital budget, are part of the *Connect 2035* initiatives.

The 2026 Capital Budget includes \$23.6 million for *Connect 2035* initiatives.

Fund and Reserve Summary

STA is a debt-free Agency and, as such, manages its resources to create a sustainable and balanced budget. The fund balance represents the available resources of the Agency as of the end of the Budget period after 2026 budgeted operating and capital activities and Reserves, which are Board approved committed amounts:

	2026 Final Proposed Budget
OPERATING ACTIVITIES	
Revenue (excluding capital grants)	\$ 162,792,933
Operating Expense	(143,358,180)
Revenue Over / (Under) Operating Expenses	\$ 19,434,753
CAPITAL ACTIVITIES (Local Funds)	
Purchase of Property, Plant, and Equipment	(55,151,559)
FR & PT Fleet Replacement Allocation	(9,169,399)
Total Local Funds Used for Capital Activities	\$ (64,320,958)
NET DECREASE IN FUND BALANCE	\$ (44,886,205)
Fund Balance (Projected beginning 2026)	\$ 249,313,073
Fund Balance (Projected ending 2026)	\$ 204,426,868
BOARD DESIGNATED AND OTHER RESERVES	
Operating Reserve (15% of Operating Expenses)	\$ (21,503,727)
Risk Reserve	(5,500,000)
Right of Way Acquisition Reserve	(4,950,000)
Real Estate Acquisition Reserve	(25,000,000)
Fleet Replacement Reserve (other)	(18,622,806)
Claims Reserve - L&I required (other)	(357,000)
Total Board Designated & Other Reserves	\$ (75,933,533)
2026 Estimated End of Year Fund Balance After Reserves¹	\$ 128,493,335

¹ Estimated end of year fund balance after reserves are used for future capital expenditures included in the 2026-2031 Capital Improvement Plan

Reserves

The Board of Directors adopted Board Resolution 630A-07 and 804-22 to establish selected designated cash reserve policies to include Self-Insurance, Operating Reserve, Fleet Replacement and Real Estate-related Reserves.

Self-Insurance Risk Reserve — A total of \$5.5 million was designated to provide catastrophic self-insurance coverage for underground storage tanks to protect the Agency from exposure beyond the financial resources available through the Agency's insurance coverage.

Operating Reserve — A reserve equal to 15% of the annual adopted operating expense budget was established to protect the Agency from sudden and unforeseen financial challenges from fluctuating revenues or expenditures, by creating access to short-term liquidity when needed.

Fleet Replacement Reserve-This reserve was created as a mechanism to smooth the impact to cash of replacement and expansion of fixed route buses and paratransit vans. While not an officially designated reserve, it is used specifically for capital investments related to vehicles used in STA service. Annually, as part of the budget, STA funds and the Board of Directors approves the replenishment of the reserve to the appropriate level based on future vehicle purchases.

Real Estate Reserve — STA's current and next strategic plans contain projects which call for significant investments in real estate to accomplish their desired capital and operational objectives. This reserve of \$25 million provides a mechanism for the Board of Directors to make the acquisitions.

Right of Way Acquisition Reserve — In the normal course of its operations and capital development efforts, STA works in the right of way of others and must have a mechanism to quickly address issues that may impact delivery of service or capital projects. This reserve of \$4.95 million allows the Board to respond to right-of-way issues which cannot be planned.



KEY PERFORMANCE INDICATORS

Fixed Route Key Operating Indicators (Allocated)	2026 Final Proposed Budget	2025 Amended Budget	2024 Actual
Operating Expense	\$114,126,030	\$107,836,507	\$90,660,182
Revenue Hours	541,790	541,671	524,059
Passengers	10,486,000	10,390,000	10,166,876
Revenue Miles	7,505,725	7,462,342	7,146,245
Farebox Revenue	\$6,748,223	\$6,671,998	\$6,844,290
Recovery % for Standard Fare Rate	18.4%	19.3%	22.4%
Average Fare	\$0.64	\$0.64	\$0.67
Cost per Passenger	\$10.88	\$10.38	\$8.92
Operating Cost per Revenue Hour	\$210.65	\$199.08	\$173.00
Operating Cost per Revenue Mile	\$15.21	\$14.45	\$12.69
Passengers per Revenue Hour	19.35	19.18	19.40
Passengers per Revenue Mile	1.40	1.39	1.42
Vehicles Operated in Maximum Service	162	160	164

Paratransit Key Operating Indicators (Allocated)	2026 Final Proposed Budget	2025 Amended Budget	2024 Actual
Operating Expense	\$27,838,886	\$26,275,029	\$22,203,399
Revenue Hours	174,595	167,339	161,948
Passengers	421,489	404,960	390,956
Revenue Miles	2,679,427	2,595,919	2,485,325
Farebox Revenue	\$590,904	\$498,900	\$517,872
Recovery % for Standard fare rate	3.0%	3.1%	3.5%
Average Fare	\$1.40	\$1.23	\$1.32
Cost per Passenger	\$66.05	\$64.88	\$56.79
Operating Cost per Revenue Hour	\$159.45	\$157.02	\$137.10
Operating Cost per Revenue Mile	\$10.39	\$10.12	\$8.93
Passengers per Revenue Hour	2.41	2.42	2.41
Passengers per Revenue Mile	0.16	0.16	0.16
Vehicles Operated in Max Service-Directly Operated	75	75	74
Vehicles Operated in Max Service-Contracted	49	49	49

Rideshare Key Operating Indicators (Allocated)	2026 Final Proposed Budget	2025 Amended Budget	2024 Actual
Operating Expense	\$1,193,264	\$1,148,193	\$934,920
Revenue Hours	34,157	32,734	32,585
Passengers	133,274	115,000	103,270
Revenue Miles	1,090,269	1,070,516	1,096,062
Farebox Revenue	\$325,275	\$316,250	\$304,085
Farebox Recovery Ratio	27.3%	27.5%	32.5%
Average Fare	\$2.44	\$2.75	\$2.94
Cost per Passenger	\$8.95	\$9.98	\$9.05
Operating Cost per Revenue Hour	\$34.93	\$35.08	\$28.69
Operating Cost per Revenue Mile	\$1.09	\$1.07	\$.85
Passengers per Revenue Hour	3.90	3.51	3.17
Passengers per Revenue Mile	0.12	0.11	0.09
Vehicles Operated in Maximum Service	87	87	91



APPENDIX

Glossary

Accrual Basis of Accounting — A method of accounting that matches revenues and expenditures with the period to which they relate rather than received or distributed.

Americans with Disabilities Act (ADA) — Federal legislation mandating specific requirements for vehicles and facilities to accommodate the disabled.

Agency — As a government agency, Spokane Transit is referred to as “the Agency” throughout this document.

Appropriation — A legal authorization granted by a legislative body to make expenditures and to incur obligations for specific purposes.

Beginning Balance — The cash balance as of January 1.

Benefits — Employer paid costs provided for employees such as retirement contributions, medical and dental insurance premiums, workers’ compensation, and paid time off.

Boardings — Passengers are counted each time they board revenue vehicles no matter how many vehicles they use to travel from their origin to their destination. The official name of this statistic in National Transit Database (NTD) terms is “unlinked passenger trip.”

Budget — A financial plan for revenues and expenditures, according to a set of strategic decisions made by Agency leadership, which is approved by the Board of Directors annually. The budget funds initiatives and controls expenditures within boundaries.

Budget Amendment — A budget amendment is a formal action of the Board of Directors to approve changes after the initial budget adoption.

Budget Revision — A budget revision is a record of change to the budget with no financial impact, such as reclassification of costs.

Bus Rapid Transit — Bus Rapid Transit systems are designed to carry larger numbers of riders with greater speed, reliability, and frequency than a standard fixed-route bus.

Capital — Purchase or construction project that has a cost of greater than \$5,000, or \$50,000 aggregate, and a useful life of greater than one year.

Capital Budget — A portion of the annual budget that appropriates funds for the purchase of capital items.

Consumer Price Index (CPI) — A statistical description of price levels provided by the U.S. Department of Labor that measures the change in the cost of goods purchased in comparative timeframes.

Cost per Passenger — The cost of carrying each passenger determined by dividing the total cost of carrying all passengers by the total number of passenger trips.

Cost per Vehicle Mile — The cost of traveling one mile determined by dividing the total cost of providing service by the total number of miles traveled.

Deadhead Time — The number of hours a bus is traveling while not in revenue service. Includes travel between the garage and the beginning/end of a route, or travel between two routes when the vehicle is not actually in service.

Department — An organizational unit of the Agency responsible for carrying out Agency functions.

Encumbrances — A classification of expenditures committed for goods or services for which payments have not been made.

Ending Balance — The cash balance as of December 31.

Expenditure — The payment of cash or the transfer of property or services for the purpose of acquiring an asset, service, or materials.

Expenses — Decreases in net total assets that represent the total cost of operations during a period regardless of the timing of related expenditures.

Farebox Recovery Ratio — The current standard fare rate divided by the operating cost per passenger. The operating cost per passenger is the total cost of fixed route operations divided by the total number of passengers.

Fiscal Year — The fiscal year for Spokane Transit is the calendar year January 1 through December 31.

Fixed Route — Bus operations that adhere to a published schedule on specific routes.

Full-time Equivalent (FTEs) — Units used for measuring personnel according to the percentage of hours worked annually, based on a 40-hour workweek / 52 weeks / 2080 hours.

Fund- A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related expenditures and residual balances, and changes therein, which are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Grants — A contribution by a government or other organization to support a particular function.

Insurance Budget — A portion of the annual budget that appropriates funds for Property and Liability Insurance provided by WSTIP (defined below).

Insurance Reserve — Reserves set at a level to adequately protect the Agency from self-insurance risks that are evaluated annually.

Key Performance Indicators (KPI) — Measures by which Spokane Transit evaluates the effectiveness and efficiency of its operations.

Maintenance and Operation Expenditures (M&O) — This term refers to expenditures paid to obtain goods or services, including services, supplies, fuel, utilities, insurance, etc. This category does not include personnel or capital expenditures.

Operating Budget — A portion of the annual budget that appropriates funds for continued operations.

Paratransit — A shared ride, ADA compliant service provided within $\frac{3}{4}$ of a mile of a fixed bus route to those with a disability that prevents them from using the regular bus.

Personnel — This item includes the cost of all salaries, wages, overtime, and benefits associated with the Agency's staff.

PTBA — Public Transportation Benefit Area is a special taxing district established by Washington State for the purpose of providing public transportation. The PTBA includes the cities of Airway Heights, Cheney, Medical Lake,

Millwood, Liberty Lake, Spokane, and Spokane Valley, as well as portions of the unincorporated county of Spokane surrounding those municipalities where the Agency provides public transportation services within its boundaries which extend to roughly 248 square miles.

Reserve — Reserves maintained to provide sufficient working capital and balance to finance cash flow requirements, unanticipated downturns in revenues, and provide funds for emergency expenditures set by the Board of Directors.

Revenue — Income received by the Agency from all sources in support of its program of services to the PTBA.

Revenue Hours — A calculation of service based on the number of hours a vehicle is in service providing passenger trips (and is potentially collecting fare revenue). Revenue hours do not include deadhead time but do include layover time between trips.

Revenue Miles — A calculation of service based on the number of miles in which a vehicle is in service providing passenger trips (and is potentially collecting fare revenue).

Revenue Vehicle — Any vehicle which provides service resulting in fare revenue for the Agency.

Ridership — The total number of passenger boardings on fixed route, paratransit, or rideshare in a year.

Rideshare — A commute group with a vehicle maintained by STA. A minimum of three people who live and work near each other commuting together in an STA Rideshare vehicle.

Rolling Stock — A category of capital assets consisting of transit vehicles such as buses, vans, cars, as well as vehicles used for support services.

Sales Tax — Local, voter-approved sales tax on certain forms of consumption levied by the State of Washington within the Public Transportation Benefit Area for the Agency in the amount of eight-tenths of one percent (0.8 percent).

Self-insurance — The items determined to be administered by the Agency rather than covered by an insurance policy.

Service Hours — A calculation of service based on the number of hours a vehicle is on the road, includes revenue, recovery, and deadhead hours.

WSTIP — The Washington State Transit Insurance Pool consists of twenty-five Washington State public transit agencies, who combine their resources in order to provide and purchase insurance coverage, manage claims and litigation, and receive risk management assistance and training.

2026 Staffing by Function

	FUNDED 2017	FUNDED 2018	FUNDED 2019	FUNDED 2020	FUNDED 2021	FUNDED 2022	FUNDED 2023	FUNDED 2024	FUNDED 2025	FUNDED 2025 Additions	FUNDED 2026	2026 Change Compared to 2025 Funded Additions
01 FIXED ROUTE DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	24	25	25	25	27	32	32	32	34	34	38	4
SCHEDULING OF TRANSPORTATION (021)	3	3	3	3	3	4	4	4	4	4	4	0
REVENUE VEHICLE OPERATIONS (030)	238	245	266	277	290	296	313	327	327	327	333	FT 6
REVENUE VEHICLE OPERATIONS (030)	28	25	25	25	25	22	25	25	25	25	25	PT 0
ADMINISTRATION OF MAINTENANCE (041)	5	5	6	7	7	8	8	8	8	8	7	-1
ADMINISTRATION OF FACILITIES & GROUNDS (042)	1	1	1	1	1	1	1	1	1	1	1	0
SERVICE REVENUE VEHICLES (051)	12	13	15	15	20	20	24	24	24	24	24	0
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	43	46	48	51	54	56	58	64	63	63	65	2
MAINTENANCE FACILITIES AND GROUNDS (124)	22	24	25	27	32	33	33	33	33	33	36	3
FARE COLLECTION (150)	2	2	2	2	2	2	1	1	1	1	1	0
SECURITY (161)	13	13	13	13	13	13	19	27	40	40	55	15
CUSTOMER SERVICE (162)	12	13	14	14	14	15	16	15	15	15	16	FT 1
CUSTOMER SERVICE (162)	2	0	0	0	0	0	0	0	0	0	0	PT 0
LOSS CONTROL (165)	2	2	2	2	2	2	2	2.5	3.5	4.5	4.5	0
SAFETY AND TRAINING (166)	4	4	4	4	4	4	7	6.5	6.5	6.5	6.5	0
PURCHASING AND STORES (172)	4	4	4	4	4	5	5	6	7	7	7	0
GENERAL ADMINISTRATION (176)	2	2	2	2	2	2	2	2	4	4	6	2
FIXED ROUTE STAFFING TOTALS:	417	427	455	472	500	515	550	578	596	597	629	32.0
% CHANGE YEAR TO DATE	4.5%	2.4%	6.6%	3.7%	5.9%	3.0%	6.8%	5.1%	3.1%	0.2%	5.5%	
TOTAL REVENUE HOURS (BUDGETED)	408,312	426,689	453,013	465,480	459,196	482,774	508,550	530,131	541,671	541,671	541,671	
% CHANGE YEAR TO DATE	1.7%	4.5%	6.2%	2.8%	-1.4%	5.1%	5.3%	4.2%	2.2%	2.2%	0.0%	
02 PARATRANSIT DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	15	15	15	19	19	19	20	20	20	19	19	0
SCHEDULING OF TRANSPORTATION (021)	7	8	8	8	8	8	8	8	8	9	9	0
REVENUE VEHICLE OPERATIONS (030)	57	57	61	61	52	56	62	62	65	65	70	FT 5
REVENUE VEHICLE OPERATIONS (030)	3	3	2	2	2	1	5	5	0	0	0	PT 0
SERVICE REVENUE VEHICLES (051)	4	4	5	5	5	5	5	5	7	7	7	0
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	9	9	9	9	9	10	10	10	12	12	12	0
PARATRANSIT STAFFING TOTALS:	95	96	100	104	95	99	110	110.00	112.00	112.00	117.00	5.0
% CHANGE YEAR TO DATE	5.6%	1.1%	4.2%	4.0%	-8.7%	4.2%	11.1%	0.0%	1.8%	0.0%	4.5%	
TOTAL REVENUE HOURS (BUDGETED)	157,821	160,583	164,038	160,084	107,634	121,188	142,441	165,861	167,339	167,339	167,339	
% CHANGE YEAR TO DATE	-2.5%	1.8%	2.2%	-2.4%	-32.8%	12.6%	17.5%	16.4%	0.9%	0.9%	0.0%	
03 ADMINISTRATIVE DIVISION - FUNCTION												
COMMUNITY DEVELOPMENT (145)						1	4	4	4	4	4	0
OMBUDSMAN (162)	1	1	1	1	1	1	1	1	1	1	1	0
COMMUNICATIONS (163)	6	7	8	8	8	8	10	11	9	9	11	2
TRAINING (166)						1	1	1	1	1	2	1
HUMAN RESOURCES (167)	6	6	7	7	7	7	7	7	8	8	8	0
INFORMATION SYSTEMS (170)	8	9	10	10	11	11	11	13	15	16	17	1
FINANCE (171)	10	10	10	10.6	10.6	10.6	10.6	10.6	10.6	10	10	0
PURCHASING (172)	3	3	4	5	5	6	8	8	8	8	8	0
ENGINEERING (173)	5	5	6	8	8	9	11	11	11	11	11	0
RECORDS MANAGEMENT (175)	1	1	1	1	1	1	2	2	2	2	2	0
GENERAL ADMINISTRATION (176)	4	4	4	4	4	4	4	4	4	3	4	1
PLANNING (177)	7	7	7	7	8	9	9	9	9	10	10	0
DATA COLLECTION (190)	0	0	0	0	0	0	0	0	0	0	0	0
ADMINISTRATIVE STAFFING TOTALS:	51.0	53.0	58.0	61.60	63.60	67.60	78.60	81.60	82.60	83.00	88.00	5.0
% CHANGE YEAR TO DATE	21.4%	3.9%	9.4%	6.2%	3.2%	6.3%	16.3%	3.8%	1.2%	0.5%	6.5%	
04 PLAZA DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)								1	1	1	1	0
PLAZA STAFFING TOTALS:								1	1	1	1	0
% CHANGE YEAR TO DATE								100.0%	0.0%	0.0%	0.0%	
05 RIDESHARE DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)	2	2	2	2	2	2	1	2	2	2	2	0
RIDESHARE STAFFING TOTALS:	2	2	2	2	2	2	1	2	2	2	2	0
% CHANGE YEAR TO DATE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-50.0%	100.0%	0.0%	0.0%	0.0%	
REVENUE HOURS (BUDGETED)	37,853	29,933	31,081	29,079	28,092	26,970	26,830	30,142	32,734	32,734	32,734	
% CHANGE YEAR TO DATE	1.5%	-20.9%	3.8%	-6.4%	-3.4%	-4.0%	-0.5%	12.3%	8.6%	8.6%	0.0%	
STAFFING GRAND TOTAL:	565.00	578.00	615.00	639.60	660.60	683.60	739.60	772.60	793.60	795.00	837.00	42.00

Capital Improvement Plan by Projects

Spokane Transit Authority
2026-2031 6 Year CIP with Quantities

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Expenditure		QTY	FY to FY						2026-2031 Total CIP				
						Budget Control	Remaining Budget		2026 - Local	2026 - State	2026 - Federal	2026 Total	2027 Total	2028 Total		2029 Total	2030 Total	2031 Total	
Vehicles	Fixed Route Fleet - Expansion	905	MF: Fixed Route Fleet Expansion-2026	Not Started-MF	Funded-MF	1,545,105	-	1,545,105	2	1,545,105	-	-	-	-	-	-	-	1,545,105	
	Fixed Route Fleet - Replacement	492	Fixed Route Fleet Replacement-2026	Not started	Funded	7,725,524	-	7,725,524	10	6,739,524	-	1,159,562	7,899,086	-	-	-	-	-	7,899,086
		494	Fixed Route Fleet Replacement-2026	Not started	Funded	4,529,432	-	4,529,432	4	3,369,870	-	1,159,562	4,529,432	-	-	-	-	-	4,529,432
		877	Fixed Route Fleet Replacement-2027	Not started	Funded	4,774,374	-	4,774,374	6	3,614,812	-	1,159,562	4,774,374	-	-	-	-	-	4,774,374
		1029	Fixed Route Fleet Replacement-2029	Not started	Funded	4,370,316	-	4,370,316	8	-	-	-	-	-	4,370,316	-	-	4,370,316	
		1146	2035: Fixed Route Fleet Replacement 40' (2E8)-2031	Not Started-2035	Funded-2035	9,969,102	-	9,969,102	7	-	-	-	-	-	-	-	9,969,102	9,969,102	
	Fixed Route Fleet - Replacement Total					31,368,748	-	31,368,748	30	13,724,206	-	3,478,686	17,202,892	-	-	4,370,316	-	9,969,102	31,542,310
	Paratransit Vans	837	Paratransit Fleet Replacement-2026	Not started	Funded	1,857,892	-	1,857,892	11	1,857,892	-	-	1,857,892	-	-	-	-	-	1,857,892
		961	Paratransit Fleet Replacement-2028	Not started	Funded	3,724,229	-	3,724,229	20	-	-	-	-	3,724,229	-	-	-	-	3,724,229
		1031	Paratransit Fleet Replacement-2029	Not started	Funded	3,910,441	-	3,910,441	20	-	-	-	-	-	3,910,441	-	-	-	3,910,441
		1147	Paratransit Fleet Replacement-2031	Not started	Funded	3,490,752	-	3,490,752	16	-	-	-	-	-	-	-	3,490,752	-	3,490,752
	Paratransit Vans Total					12,983,314	-	12,983,314	67	1,857,892	-	-	1,857,892	-	3,724,229	3,910,441	-	3,490,752	12,983,314
	Rideshare Vans	827	Rideshare Replacement 2026	Not started	Funded	695,000	-	695,000	11	695,000	-	-	695,000	-	-	-	-	-	695,000
		821	Rideshare Replacement 2027	Not started	Funded	680,000	-	680,000	11	-	-	-	680,000	-	-	-	-	-	680,000
		947	Rideshare New/ Replacement 2028	Not started	Funded	700,000	-	700,000	11	-	-	-	-	700,000	-	-	-	-	700,000
		1030	Rideshare Replacement 2029	Not started	Funded	725,000	-	725,000	11	-	-	-	-	-	725,000	-	-	-	725,000
		1102	Rideshare Vehicle Replacement-2030	Not started	Funded	820,000	-	820,000	10	-	-	-	-	-	-	820,000	-	-	820,000
		1148	Rideshare Replacements-2031	Not started	Funded	765,000	-	765,000	11	-	-	-	-	-	-	765,000	-	-	765,000
	Rideshare Vans Total					4,385,000	-	4,385,000	65	695,000	-	-	695,000	680,000	700,000	725,000	820,000	765,000	4,385,000
	Non-Revenue Vehicles	778	F/R Service Vehicles	Not started	Funded	240,000	-	240,000	5	48,000	192,000	-	240,000	-	-	-	-	-	240,000
		818	Supervisor Support Vehicles	Not started	Funded	90,000	-	90,000	5	90,000	-	-	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	-	-	-	-	-	52,000
		944	Security Support Vehicle	Not started	Funded	50,000	-	50,000	1	-	-	-	-	-	50,000	-	-	-	50,000
		1164	Journeyman service vans	Not started	Funded	90,000	-	90,000	3	90,000	-	-	90,000	-	-	-	-	-	90,000
	Non-Revenue Vehicles Total					912,000	-	912,000	22	280,000	192,000	-	472,000	390,000	50,000	-	-	-	912,000
Vehicles Total						51,194,167	-	51,194,167	168	18,162,203	192,000	3,478,686	21,772,859	1,070,000	4,474,229	9,065,757	820,000	14,224,654	51,367,728
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	324	Boone Facility Fire Alarm Upgrade	Work in Progress	Funded	350,000	153	349,847	-	150,000	-	-	150,000	199,847	-	-	-	-	349,847
		745	West Boone Avenue Crosswalk	Work in Progress	Funded	400,000	-	400,000	-	346,115	-	-	346,115	-	-	-	-	-	-
		779	Capital Replacement of BEB Electric Charging-2023-2027	Work in Progress	Funded	327,914	-	327,914	-	109,273	-	-	109,273	112,551	-	-	-	-	221,824
		876	Steam Pit Lift	Not started	Funded	158,025	-	158,025	-	158,025	-	-	158,025	-	-	-	-	-	158,025
		918	Electrical System Upgrade N/S Boone 2026	Not started	Funded	5,000,000	-	5,000,000	-	4,800,000	-	-	4,800,000	-	-	-	-	-	4,800,000
		920	HVAC, Capital Replacement MBA Facilities 2023-2027	Not started	Funded	126,100	-	126,100	-	42,000	-	-	42,000	44,100	-	-	-	-	86,100
		921	HVAC, Capital Replacement MBA Facilities 2028-2032	Not started	Funded	365,520	-	365,520	-	-	-	-	-	-	66,150	69,458	72,930	76,577	285,115
		926	Overhead Garage Door Replacement 2023-27	Work in Progress	Funded	350,943	106,580	244,363	-	102,247	-	-	102,247	73,158	-	-	-	-	175,405
		927	Overhead Garage Door Replacement 2028-32	Not started	Funded	400,058	-	400,058	-	-	-	-	-	-	75,353	77,613	79,942	82,340	313,248
		963	Capital Replacement of BEB Electric Charging-2028-2032	Not started	Funded	615,474	-	615,474	-	-	-	-	-	115,928	119,405	122,987	126,677	-	484,997
		971	Automated Load Management	Not started	Funded	300,000	-	300,000	-	40,000	-	-	40,000	40,000	40,000	40,000	38,000	-	198,000
		1024	Boone Clean Buildings- Dept of Commerce Work	Work in Progress	Funded	1,950,000	7,318	1,942,682	-	250,000	-	-	250,000	200,000	200,000	202,682	-	-	852,682
		1025	NW Boone Fire Suppression Upgrade	Not started	Funded	4,500,000	-	4,500,000	-	4,500,000	-	-	4,500,000	-	-	-	-	-	4,500,000
		1115	2035: BEB Charging Infrastructure-Boone South	Not Started-2035	Funded-2035	4,500,000	-	4,500,000	-	100,000	-	-	100,000	3,000,000	1,400,000	-	-	-	4,500,000
		1116	2035: Lithium Ion High Voltage Battery Storage	Not Started-2035	Funded-2035	400,000	-	400,000	-	400,000	-	-	400,000	-	-	-	-	-	400,000
		1117	2035: Jib Crane	Not Started-2035	Funded-2035	70,000	-	70,000	-	70,000	-	-	70,000	-	-	-	-	-	70,000
		1161	Battery Storage Room	Not started	Funded	351,200	-	351,200	-	300,000	-	-	300,000	-	-	-	-	-	300,000
		1163	Eco 90 Pit Lift	Not started	Funded	425,349	-	425,349	-	500,000	-	-	500,000	-	-	-	-	-	500,000
	Boone - Preservation and Enhancements Total					20,090,583	114,891	19,975,692	-	11,867,660	-	-	11,867,660	3,669,656	1,897,451	509,158	313,859	285,594	18,543,558
	Fleck Center - Preservation and Improvements	1166	Fleck TI Projects	Not started	Funded	650,000	-	650,000	-	250,000	-	-	250,000	400,000	-	-	-	-	650,000
	Fleck Center - Preservation and Improvements Total					650,000	-	650,000	-	250,000	-	-	250,000	400,000	-	-	-	-	650,000
	Miscellaneous Equipment and Fixtures	867	Drill Press Replacements	Not started	Funded	30,000	-	30,000	-	30,000	-	-	30,000	-	-	-	-	-	30,000
		915	TI Projects 2023-2027	Work in Progress	Funded	830,914	72,157	758,657	-	158,840	-	-	158,840	190,727	-	-	-	-	349,567
		916	TI Projects 2028-2032	Not started	Funded	615,477	-	615,477	-	-	-	-	-	-	-	-	-	-	615,477
		922	Lift, six post replacement	Not started	Funded	101,850	-	101,850	-	101,850	-	-	101,850	-	115,928	119,406	122,988	126,678	485,000
		924	Miscellaneous Equipment and Fixtures 2023-2027	Work in Progress	Funded	180,141	26,361	153,780	-	44,558	-	-	44,558	48,786	-	-	-	-	93,344
		925	Miscellaneous Equipment and Fixtures 2028-2032	Not started	Funded	255,844	-	255,844	-	-	-	-	-	-	48,189	49,635	51,124	52,658	201,606
		1118	Print Shop Equipment	Not started	Funded	64,310	-	64,310	-	64,310	-	-	64,310	-	-	-	-	-	64,310
		1130	Battery Tool - Xalt XPERT Tool	Not started	Funded	50,000	-	50,000	-	50,000	-	-	50,000	-	-	-	-	-	50,000
		1131	BEB Diagnostic Equipment	Not started	Funded	133,313	-	133,313	-	133,313	-	-	133,313	-	-	-	-	-	133,313
		1132	Miscellaneous Vehicle Equipment Improvements	Not started	Funded	1,800,000	-	1,800,000	-	300,000	-	-	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
	Miscellaneous Equipment and Fixtures Total					4,041,849	98,619	3,943,230	-	882,871	-	-	882,871	537,513	464,117	469,041	474,112	479,336	3,306,980
	Facility Master Plan Program	823	Facilities Master Plan Update	Work in Progress	Funded	400,000	310,668	289,332	-	50,000	-	-	50,000	-	-	-	-	-	50,000
		1041	Tenant Improvements	Not started	Funded	800,000	-	800,000	-	300,000	-	-	300,000	480,000	-	-	-	-	780,000
		1111	2035: Facilities Master Plan Update Phase II	Not Started-2035	Funded-2035	501,500	-	501,500	-	501,500	-	-	501,500	-	-	-	-	-	501,500
		1150	2035: Training Facility	Not Started-2035	Funded-2035	15,000,000	-	15,000,000	-	25,000	-	-	25,000	7,500,000	7,450,000	25,000	-	-	15,000,000
		1151	2035: Clean Energy Base #1	Not Started-2035	Funded-2035	65,000,000	-	6											

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Expenditure			FTD as of					2026-2031 Total CIP							
						Budget Control	12/31/2024	Remaining Budget	QTY	2025 - Local	2025 - State	2025 - Federal	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2026-2031 Total CIP		
Facilities - Passenger & Operational	Route & Stop Facility Improvements	464	MF: Rural Highway Stop Improvements 2022-2025	Work in Progress-MF	Funded-MF	700,000	240,992	459,008	-	359,008	-	-	359,008	-	-	-	-	-	359,008		
		733	2035: Transit Shelter Lighting Retrofits	Work in Progress-2035	Funded-2035	175,000	-	175,000	-	175,000	-	-	175,000	-	-	-	-	-	175,000		
		789	North Havana Street Sidewalk Improvement Project	Work in Progress	Funded	270,000	8,842	261,158	-	261,158	-	-	261,158	-	-	-	-	-	261,158		
		791	MF: 2024 Service Change Operational Requirements	Work in Progress-MF	Funded-MF	215,000	13,459	201,541	-	201,541	-	-	201,541	151,541	-	-	-	-	201,541		
		822	Bus Stop Improvements - 2024	Not started	Funded	100,000	-	100,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000		
		823	Operational Improvements - 2026	Not started	Funded	200,000	-	200,000	-	200,000	-	-	200,000	-	-	-	-	-	200,000		
		824	2035: Transit Shelter Replacement - 2022-2026	Work in Progress-2035	Funded-2035	207,500	103,605	103,895	-	57,819	-	-	57,819	-	-	-	-	-	57,819		
		888	Bus Stop Accessibility Improvement Project 2024-2028	Work in Progress	Funded	1,116,250	-	1,116,250	-	250,000	-	-	250,000	230,000	177,000	304,250	-	-	961,250		
		894	Cooperative Projects 2022-2027	Work in Progress	Funded	3,000,000	1,187,509	1,812,491	-	626,246	-	-	626,246	626,246	-	-	-	-	1,252,491		
		896	Indian Trail Layover Improvement Project	Not started	Funded	833,600	-	833,600	-	733,600	-	-	733,600	-	-	-	-	-	733,600		
		898	Route Segment Investment Projects	Work in Progress	Funded	1,787,500	6,521	1,780,979	-	250,000	-	-	250,000	400,000	400,000	400,000	60,979	-	1,610,979		
		899	2035: Shelters & Lighting Program	Work in Progress-2035	Funded-2035	991,200	50,387	940,813	-	475,000	-	-	475,000	271,500	-	-	-	-	746,500		
		903	2035: Whitworth University Comfort Station	Work in Progress-2035	Funded-2035	565,000	99,542	465,458	-	43,478	-	-	43,478	-	-	-	-	-	43,478		
		1013	North Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	85,000	-	-	85,000	515,000	515,000	485,000	-	-	1,580,000		
		1016	South Spokane Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	85,000	-	-	85,000	515,000	515,000	485,000	-	-	1,580,000		
		1017	Spokane Valley Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	85,000	-	-	85,000	515,000	515,000	485,000	-	-	1,580,000		
		1018	West Plains Bus Stops (2027-2029)	Not started	Funded	1,580,000	-	1,580,000	-	85,000	-	-	85,000	515,000	515,000	485,000	-	-	1,580,000		
		1019	Sprague Ave - Division Street to Post Street	Work in Progress	Funded	3,700,000	-	3,700,000	-	25,000	-	-	25,000	3,175,000	500,000	-	-	-	3,700,000		
		1022	Veterans Administration -Bus Stop & Crosswalk	Work in Progress	Funded	500,000	-	500,000	-	25,000	-	-	25,000	475,000	-	-	-	-	500,000		
		1039	Service Change Improvements - 2024	Work in Progress	Funded	1,500,000	407,224	1,092,776	-	1,006,181	-	-	1,006,181	-	-	-	-	-	1,006,181		
		1054	Property Acquisition Due Diligence-7 Mile	Not started	Funded	300,000	-	300,000	-	100,000	-	-	100,000	200,000	-	-	-	-	300,000		
		1055	Property Acquisition Due Diligence-Latah Valley	Not started	Funded	300,000	-	300,000	-	200,000	-	-	200,000	100,000	-	-	-	-	300,000		
		1057	Annual Service Change-2026	Not started	Funded	760,000	-	760,000	-	684,000	-	-	684,000	-	-	-	-	-	684,000		
		1058	Annual Service Change-2027	Not started	Funded	1,100,000	-	1,100,000	-	-	-	-	-	1,100,000	-	-	-	-	1,100,000		
		1059	Annual Service Change-2028	Not started	Funded	960,000	-	960,000	-	-	-	-	-	-	960,000	-	-	-	960,000		
		1060	Annual Service Change-2029	Not started	Funded	1,000,000	-	1,000,000	-	-	-	-	-	-	-	1,000,000	-	-	1,000,000		
		1061	Annual Service Change-2030	Not started	Funded	1,000,000	-	1,000,000	-	-	-	-	-	-	-	-	1,000,000	-	1,000,000		
		1062	Bus Stop Improvements-2030	Not started	Funded	980,000	-	980,000	-	-	-	-	-	-	-	-	980,000	-	980,000		
		1063	2035: Comfort Station Program	Not Started-2035	Funded-2035	3,220,000	-	3,220,000	-	50,000	-	-	50,000	1,100,000	990,000	960,000	-	-	3,040,000		
		1064	2035: Enhanced Customer Information Signage	Not Started-2035	Funded-2035	345,000	-	345,000	-	25,000	-	-	25,000	36,000	38,000	40,000	42,000	-	191,000		
		1066	2035: On-route BEB charging infrastructure - Route 9 HPT	Not Started-2035	Funded-2035	4,900,000	-	4,900,000	-	2,193,200	2,506,800	-	4,700,000	-	-	-	-	-	4,700,000		
		1133	Cooperative Projects 2028-2031	Not started	Funded	2,000,000	-	2,000,000	-	-	-	-	-	500,000	500,000	500,000	500,000	-	2,000,000		
		1134	2035: Shelters & Lighting Program 2028-2031	Not Started-2035	Funded-2035	2,513,000	-	2,513,000	-	-	-	-	-	784,000	610,000	637,000	682,000	-	2,513,000		
		1135	Annual Service Change - 2031	Not started	Funded	1,045,000	-	1,045,000	-	-	-	-	-	-	-	-	-	1,045,000	1,045,000		
		1136	Bus Stop Improvements - 2031	Not started	Funded	1,025,000	-	1,025,000	-	-	-	-	-	-	-	-	-	1,025,000	1,025,000		
		1137	2035: Downtown Charging and Layover Facility	Not Started-2035	Funded-2035	10,450,000	-	10,450,000	-	1,000,000	250,000	-	1,250,000	8,700,000	500,000	-	-	-	10,450,000		
		1138	2035: Electric Vehicle Charging Program	Not Started-2035	Funded-2035	1,372,000	-	1,372,000	-	-	-	-	-	-	-	435,000	457,000	480,000	1,372,000		
		1139	Route 67 - Decommissioning	Not started	Funded	50,000	-	50,000	-	50,000	-	-	50,000	-	-	-	-	-	50,000		
		1140	Stand-Alone Bench Program	Not started	Funded	441,000	-	441,000	-	41,000	-	-	41,000	72,000	76,000	80,000	84,000	88,000	441,000		
		Route & Stop Facility Improvements Total						55,818,050	2,117,881	53,700,169	-	9,430,890	2,756,000	-	12,187,690	18,727,286	6,725,000	6,189,250	3,760,979	3,820,000	51,410,205
		Park and Ride Upgrades						65,582	-	65,582	-	21,854	-	-	21,854	22,510	-	-	-	44,364	
		Park and Ride Upgrades Total						188,673	-	188,673	-	21,854	-	-	21,854	22,510	23,185	23,880	24,597	25,334	141,960
		Plaza Preservation and Improvements						273,420	156,972	116,448	-	31,275	-	-	31,275	30,537	-	-	-	61,812	
		Plaza Preservation & Improvements 2028-2032						316,971	-	316,971	-	-	-	-	-	59,703	61,494	63,339	65,239	-	249,773
		Plaza Clean Buildings- Dept of Commerce Work						3,000,000	96,777	2,903,223	-	800,000	-	-	800,000	-	-	-	-	800,000	
		Plaza Miscellaneous Equipment						646,842	-	646,842	-	103,000	-	-	103,000	106,090	109,273	112,531	115,928	-	546,842
HVAC, Capital Replacement Plaza 2025-2030						375,000	-	375,000	-	55,000	-	-	55,000	60,000	65,000	70,000	75,000	-	325,000		
Plaza Bay 1 Design and Construction						810,000	-	810,000	-	25,000	-	-	25,000	785,000	-	-	-	-	810,000		
Plaza Clean Buildings Performance - Phase II						12,801,233	-	12,801,233	-	-	-	-	-	-	4,300,000	6,400,000	2,101,233	-	12,801,233		
2035: Plaza Tenant Improvements						3,000,000	-	3,000,000	-	900,000	-	-	900,000	1,800,000	300,000	-	-	-	3,000,000		
Plaza Preservation and Improvements Total						21,223,466	255,749	20,967,717	-	1,914,275	-	-	1,914,275	2,781,627	4,833,976	6,444,045	2,355,500	65,239	18,594,662		
Transit Center Upgrades						1,489,448	59,448	1,430,000	-	200,000	-	-	200,000	-	-	-	-	-	200,000		
2035: West Plains Transit Center - Comfort Station						1,413,000	-	1,413,000	-	1,285,000	-	-	1,285,000	128,000	-	-	-	-	1,413,000		
2035: WPTC - Facilities & Grounds Building						1,666,000	-	1,666,000	-	1,516,000	-	-	1,516,000	150,000	-	-	-	-	1,666,000		
Transit Center Upgrades Total						4,568,448	59,448	4,509,000	-	3,001,000	-	-	3,001,000	278,000	-	-	-	-	3,279,000		
Near Term Investments						900,000	-	900,000	-	-	-	-	600,000	-	-	-	-	-	900,000		
Route 95 Improvements						794,000	70,678	723,322	-	286,661	-	-	286,661	-	-	-	-	-	286,661		
East Fifth Avenue Bus Stop Accessibility & Improvements						948,000	630	347,370	-	50,000	-	-	50,000	272,370	-	-	-	-	322,370		
Airway Heights Connector						2,000,000	566,330	1,433,670	-	433,670	-	-	433,670	-	-	-	-	-	433,670		
Near Term Investments Total						3,742,000	637,637	3,104,363	-	770,331	-	-	770,331	872,370	-	-	-	-	1,642,701		
Facilities - Passenger & Operational Total						85,540,637	3,070,716	82,469,922	-	15,138,350	2,756,000	-	17,895,150	22,641,793	11,582,161	12,857,175	6,141,076	3,910,573	-		

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Expenditure		QTY	2025 - Local	2025 - State	2026 - Federal	2025 Total	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2025-2031 Total CIP	
						Budget Control	12/31/2024 Remaining Budget												
Technology	Fare Collection and Sales Technology	1070	Farebox Replacement	Not started	Funded	3,300,000	-	3,300,000	-	3,250,000	-	-	3,250,000	-	-	-	-	3,250,000	
		1128	Fare Ticket Vending Machine Replacement	Not started	Funded	227,250	-	227,250	-	-	-	-	-	-	-	-	227,250	-	227,250
	Fare Collection and Sales Technology Total					3,527,250	-	3,527,250	-	3,250,000	-	-	3,250,000	-	-	-	227,250	-	3,477,250
	IS End User Equipment	1087	PC Refresh	Not started	Funded	653,000	-	653,000	-	-	-	-	-	428,000	225,000	-	-	-	653,000
	IS End User Equipment Total					653,000	-	653,000	-	-	-	-	-	428,000	225,000	-	-	-	653,000
	IS Infrastructure and End User Equipment	936	Fiber Communications	Work in Progress	Funded	1,004,355	547,155	457,200	-	112,600	-	-	112,600	115,900	119,400	-	-	-	347,900
		934	Network Switch Replacement	Not started	Funded	720,000	-	720,000	-	720,000	-	-	720,000	-	-	-	-	-	720,000
		936	Cyber Security Technologies	Not started	Funded	290,000	-	290,000	-	215,000	-	-	215,000	-	-	-	-	-	215,000
		941	Desktop and Laptop Refresh	Not started	Funded	653,000	-	653,000	-	428,000	-	-	428,000	225,000	-	-	-	-	653,000
		1071	Archival Storage	Not started	Funded	175,000	-	175,000	-	-	-	-	-	-	-	175,000	-	-	175,000
		1073	Uninterruptible Power System-Boone Datacenter	Not started	Funded	93,000	-	93,000	-	38,000	-	-	38,000	-	-	-	175,000	-	38,000
	1074	Uninterruptible Power System-Fixed Route Dispatch Room	Not started	Funded	70,000	-	70,000	-	70,000	-	-	70,000	-	-	-	-	-	70,000	
	1075	Uninterruptible Power System-various racks	Not started	Funded	45,000	-	45,000	-	-	-	-	-	-	-	-	45,000	-	45,000	
	1076	Firewall-Boone Edge	Not started	Funded	83,000	-	83,000	-	83,000	-	-	83,000	-	-	-	-	-	83,000	
	1077	Firewall-Plaza Edge	Not started	Funded	29,000	-	29,000	-	-	-	-	-	-	29,000	-	-	-	29,000	
	1078	Storage-Flashblade	Not started	Funded	200,000	-	200,000	-	200,000	-	-	200,000	-	-	-	-	-	200,000	
	1079	Network Switches	Not started	Funded	672,000	-	672,000	-	206,000	-	-	206,000	-	121,000	-	204,000	-	531,000	
	1080	Primary Storage	Not started	Funded	234,000	-	234,000	-	90,000	-	-	90,000	-	-	98,000	-	-	148,000	
	1081	Servers-Boone	Not started	Funded	405,000	-	405,000	-	-	-	-	-	-	-	225,000	-	-	225,000	
	1082	Servers-Plaza	Not started	Funded	322,000	-	322,000	-	143,000	-	-	143,000	-	-	-	179,000	-	322,000	
	1084	Wireless Controllers and AP's	Not started	Funded	153,000	-	153,000	-	-	-	-	-	-	31,000	-	66,000	-	97,000	
	1120	Firewall-Edge 2031	Not started	Funded	103,500	-	103,500	-	-	-	-	-	-	-	-	-	103,500	103,500	
	1121	Firewall-Internal 2031	Not started	Funded	83,657	-	83,657	-	-	-	-	-	-	-	-	-	-	83,657	
	1122	Storage -Flashblade 2031	Not started	Funded	250,000	-	250,000	-	-	-	-	-	-	-	-	-	-	250,000	
	1123	Mobile Routers-Non-Revenue Vehicles and Paratransit	Not started	Funded	501,146	-	501,146	-	-	-	-	-	-	-	-	-	-	501,146	
	1125	Network Access Control 2031	Not started	Funded	202,500	-	202,500	-	-	-	-	-	-	-	-	-	-	202,500	
	1126	Network Switches 2031	Not started	Funded	621,996	-	621,996	-	-	-	-	-	-	-	-	-	-	621,996	
	1127	Primary Storage 2031	Not started	Funded	112,571	-	112,571	-	-	-	-	-	-	-	-	-	-	112,571	
IS Infrastructure and End User Equipment Total					7,023,725	547,155	6,476,570	-	2,265,600	-	-	2,265,600	461,900	277,400	649,000	248,000	1,875,370	5,774,270	
Operating & Customer Service Software	1038	Fare Collection System Upgrades - 2024-2028	Not started	Funded	1,000,000	-	1,000,000	-	200,000	-	-	200,000	200,000	300,000	-	-	-	600,000	
	1114	2035: Customer Relationship Management (CRM) Software	Not Started-2035	Funded-2035	610,000	-	610,000	-	100,000	-	-	100,000	150,000	90,000	90,000	90,000	90,000	610,000	
Operating & Customer Service Software Total					1,610,000	-	1,610,000	-	300,000	-	-	300,000	350,000	290,000	90,000	90,000	90,000	1,210,000	
Security and Access Technology	608	Park and Ride Camera System - Hastings	Not started	Funded	96,500	-	96,500	-	25,000	-	-	25,000	-	-	-	-	-	25,000	
	609	Park and Ride Camera System - Liberty Lake	Not started	Funded	85,900	-	85,900	-	85,900	-	-	85,900	-	-	-	-	-	85,900	
	1088	Security Cameras/NVR-Boone	Not started	Funded	313,000	-	313,000	-	-	-	-	-	-	-	313,000	-	-	313,000	
	1089	Security Cameras/NVR-City Line BRT	Not started	Funded	300,000	-	300,000	-	-	-	-	-	-	300,000	-	-	-	300,000	
	1090	Security Cameras/NVR-Hastings P&R	Not started	Funded	90,000	-	90,000	-	-	-	-	-	-	90,000	-	-	-	90,000	
	1091	Security Cameras/NVR-Jefferson P&R	Not started	Funded	69,000	-	69,000	-	-	-	-	-	-	69,000	-	-	-	69,000	
	1092	Security Cameras/NVR-Liberty Lake P&R	Not started	Funded	108,000	-	108,000	-	-	-	-	-	-	-	-	108,000	-	108,000	
	1093	Security Cameras/NVR-Mirabeau P&R	Not started	Funded	147,000	-	147,000	-	-	-	-	-	-	-	-	82,000	-	82,000	
	1094	Security Cameras/NVR-Moran Prairie P&R	Not started	Funded	65,000	-	65,000	-	65,000	-	-	65,000	-	-	-	-	-	65,000	
	1095	Security Cameras/NVR-Plaza	Not started	Funded	250,000	-	250,000	-	-	-	-	-	-	250,000	-	-	-	250,000	
	1096	Security Cameras/NVR-South Hill P&R	Not started	Funded	94,000	-	94,000	-	-	-	-	-	-	94,000	-	-	-	94,000	
	1097	Security Cameras/NVR-VTC	Not started	Funded	275,000	-	275,000	-	150,000	-	-	150,000	-	-	125,000	-	-	275,000	
	1098	Security Cameras/NVR-West Plains TC	Not started	Funded	147,000	-	147,000	-	-	-	-	-	-	-	-	82,000	-	82,000	
	1119	Security Cameras/NVR-Mirabeau P&R	Not started	Funded	81,250	-	81,250	-	-	-	-	-	-	-	-	-	81,250	81,250	
	1129	Onboard Surveillance System Replacement/Upgrade	Not started	Funded	3,065,036	-	3,065,036	-	350,000	-	-	350,000	905,012	905,012	905,012	-	-	3,065,036	
	1163	Lenel Access Panel Replacement	Not started	Funded	100,000	-	100,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000	
Security and Access Technology Total					5,286,686	-	5,286,686	-	775,900	-	-	775,900	905,012	1,455,012	1,596,012	272,000	81,250	5,085,186	
Technology Total					35,583,641	547,155	35,036,506	-	10,091,500	-	-	10,091,500	5,944,912	2,747,412	5,738,012	6,914,250	2,046,620	33,482,706	
High Performance Transit Implementation	Central City Line	347	MF Design and Construction	Work in Progress-MF	Funded-MF	85,410,407	67,550,334	17,860,073	1	-	-	-	2,038,630	-	-	-	-	2,038,630	
Central City Line Total					85,410,407	67,550,334	17,860,073	1	-	-	-	-	2,038,630	-	-	-	-	2,038,630	
Cheney Line	764	MF: Cheney Corridor Improvements	Work in Progress-MF	Funded-MF	4,490,000	3,905,583	584,417	-	300,000	-	-	300,000	-	-	-	-	-	300,000	
Cheney Line Total					4,490,000	3,905,583	584,417	-	300,000	-	-	300,000	-	-	-	-	-	300,000	
I-90/Valley Line	477	MF: Appleyway Station Park and Ride	Work in Progress-MF	Funded-MF	7,415,133	156,351	7,258,782	-	6,575,000	-	-	6,575,000	-	-	-	-	-	6,575,000	
	955	2035: Argonne Station Park and Ride	Work in Progress-2035	Funded-2035	13,000,000	230,281	12,769,719	-	450,000	2,400,000	150,000	3,000,000	7,151,995	-	-	-	-	10,151,995	
	1020	I-90/Valley HPT, Route 7	Work in Progress	Funded	6,150,000	1,468	6,148,532	-	1,182,432	1,316,100	-	2,498,532	2,150,000	-	-	-	-	4,648,532	
I-90/Valley Line Total					26,565,133	388,099	26,177,034	-	8,207,432	3,716,100	150,000	12,073,532	9,301,995	-	-	-	-	21,775,527	
Monroe-Regal Line	479	MF: Monroe-Regal Shelter and Stop Enhancements	Work in Progress-MF	Funded-MF	5,810,798	4,654,423	1,156,375	-	706,000	-	-	706,000	-	-	-	-	-	706,000	
	897	Monroe-Regal Line HPT Branding	Work in Progress	Funded	688,937	62,985	625,952	-	535,952	-	-	535,952	-	-	-	-	-	535,952	
Monroe-Regal Line Total					6,499,735	4,717,410	1,782,325	-	1,241,952	-	-	1,241,952	-	-	-	-	-	1,241,952	
Sprague Line	540	MF: Sprague HPT Improvements	Work in Progress-MF	Funded-MF	6,556,000	4,121,629	2,434,371	-	467,185	467,186	-	934,371	-	-	-	-	-	934,371	
	901	Sprague Line HPT Branding	Work in Progress	Funded	1,207,607	7,676	1,199,931	-	-	-	-	-	794,931	-	-	-	-	794,931	
	1144	60% Design & Land Acquisition	Not Started-2035	Funded-2035	650,000	-	650,000	-	-	-	-	-	-	-	-	250,000	400,000	650,000	
Sprague Line Total					8,413,607	4,129,305	4,284,302	-	467,185	467,186	-	934,371	794,931	-	-	250,000	400,000	2,379	

Program Category	Program Name	ID	Project Name	Project Status	Financial Status	Expenditure		CITY	2026 - Local	2026 - State	2026 - Federal	2026 Total	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2026-2031 Total CF	
						Budget Control	FTD as of												
Implementation	Division Street BRT	855	2035: Division Line BRT: Project Development	Work In Progress-2035	Funded-2035	15,082,218	2,657,894	12,424,324	-	1,238,109	3,300,000	500,000	5,038,109	2,486,215	-	-	-	-	7,534,324
		956	2035: Division BRT Construction and Implementation	Not Started-2035	Funded-2035	111,925,344	-	111,925,344	-	1,750,000	-	-	1,750,000	2,250,000	25,500,000	39,800,000	39,525,344	2,800,000	111,925,344
		1143	2035: Division Street BRT Artwork	Not Started-2035	Funded-2035	500,000	-	500,000	-	500,000	-	-	500,000	-	-	-	-	-	500,000
		1160	2035: Ruby Street Pedestrian/Bicycle Facility	Not Started-2035	Funded-2035	15,000,000	-	15,000,000	-	-	-	-	-	-	-	-	-	3,000,000	5,000,000
Division Street BRT Total						142,507,562	2,657,894	139,849,668	-	3,488,109	3,300,000	500,000	7,288,109	5,036,215	25,500,000	39,800,000	39,525,344	7,800,000	124,949,668
	Wellesley Line	1069	2035: Wellesley HPT Line Design and Construction	Not Started-2035	Funded-2035	9,325,000	-	9,325,000	-	200,000	-	-	200,000	1,350,000	7,550,000	-	-	-	9,100,000
Wellesley Line Total						9,325,000	-	9,325,000	-	200,000	-	-	200,000	1,350,000	7,550,000	-	-	-	9,100,000
	Airway Heights High Performance Tran	1143	2035: Route 61 HPT - Highway 2 to Fairchild AFB - 60% Design & L	Not Started-2035	Funded-2035	850,000	-	850,000	-	-	-	-	-	-	-	300,000	550,000	850,000	
Airway Heights High Performance Transit Corridor Total						850,000	-	850,000	-	-	-	-	-	-	-	300,000	550,000	850,000	
High Performance Transit Implementation Total						326,038,882	83,351,245	242,687,637	13	14,549,678	7,483,286	650,000	22,682,964	19,501,771	33,050,000	59,548,719	59,624,063	8,950,000	263,357,517
Grand Total						605,541,379	87,492,454	518,048,925	199	72,278,762	10,432,086	4,128,686	86,839,534	76,785,645	82,665,350	104,152,862	86,287,360	30,876,977	467,607,727



SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 5A: DIVISION STREET BUS RAPID TRANSIT: DESIGN AND PUBLIC OUTREACH UPDATE

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Emily S. Poole, Interim Chief Planning & Development Officer
Don Skillingstad, Senior Project Manager

SUMMARY: Division Street Bus Rapid Transit (BRT) is currently in the project development phase. The purpose of this report is to highlight current design and public outreach activities for this important regional project.

BACKGROUND: Division Street Bus Rapid Transit (BRT) is envisioned to be the second BRT line in the Spokane region, extending from downtown Spokane along the Division Street Corridor for approximately ten miles to the Mead area. The project is identified in the region's Metropolitan Transportation Plan and has garnered state legislative and financial support as a complementary investment to the North Spokane Corridor (NSC). The Board approved Minimum Operable Segment (MOS) is scheduled to begin revenue service in 2030 with future phases to follow. The MOS includes:

- Construct BRT stations from Downtown Spokane to Hastings Park and Ride
- Ruby Street stations move to the left side
- Implement Business Access and Transit (BAT) lanes through the couplet (Cataldo Avenue to North Foothills Drive/Cleveland Avenue)
- Pursue a "Corridor-Based BRT" Capital Investment Grant

UPDATES: The following presents a general update on the public outreach and project design. During the committee meeting, staff will present detailed information on ongoing outreach and design activities.

Public Outreach Update

Since the last Committee and Board update in September 2025, the project team has continued public outreach efforts. Letters have been sent to landowners, business owners, and taxpayers in the Division Street and Ruby Street couplet informing them of the project and requesting a meeting to discuss the project and future construction adjacent to their property. Staff have met with several landowners to discuss the project and address any concerns. The project website and interactive map have been updated and additional project information added to each. Outreach materials are currently being updated to reflect the MOS. Staff attended the Shiloh Hills neighborhood council meeting to provide an update on the project. The team is preparing to meet with the remaining neighborhood councils in early 2026 to provide an update on the project.

Project Design Update

Project design activities continue to move forward. The project has transitioned into the 60% design phase. Plans continue to be submitted to agencies for review and comment according to the project schedule. Four (4) stations north of the Division Street "Y" continue to be on hold pending final design of WSDOT's Wandermere to Wye paving project. 60% design of the station amenities has begun. The team has met with STA staff to confirm designs moving forward. The team continues to hold regular

design meetings internally and with agency partners. Bi-weekly meetings have been set up with the City of Spokane's Streets Department to further the design of the transit signal priority system. The final traffic impact analysis has been reviewed by review agencies and comments are being addressed.

STA received approval of a NEPA geotechnical re-evaluation environmental package to allow for additional geotechnical borings. The FTA continues to review the project NEPA package, no comments received to date. Review of the Capital Improvement Grant (CIG) Small Starts ratings package continues. Staff continue to respond to FTA requests for additional information or clarifications. Staff meet with FTA monthly to review the project status and address any comments or questions from FTA staff.

Staff continue to coordinate with WSDOT to confirm requirements and expectations of Complete Streets integration into the project.

RECOMMENDATION TO COMMITTEE: Receive report.

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 6: CEO REPORT - INFORMATION

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Karl Otterstrom, Chief Executive Officer
Emily Poole, Interim Chief Planning & Development Officer

SUMMARY: At this time, the CEO will have an opportunity to comment on various topics of interest regarding Spokane Transit.

RECOMMENDATION TO COMMITTEE: For discussion.

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 8: FEBRUARY 4, 2026, COMMITTEE MEETING DRAFT AGENDA REVIEW

REFERRAL COMMITTEE: n/a

SUBMITTED BY: Emily Poole, Interim Chief Planning & Development Officer

SUMMARY: At this time, members of the Planning & Development Committee will have an opportunity to review and discuss the items proposed to be included on the agenda for the meeting of February 4, 2026.

RECOMMENDATION TO COMMITTEE: For discussion.

Spokane Transit Authority
1230 West Boone Avenue
Spokane, WA 99201-2686
(509) 325-6000

PLANNING & DEVELOPMENT COMMITTEE MEETING

Wednesday, February 4, 2025

10:00 a.m. – 11:30 a.m.

Northside Conference Room
Spokane Transit Authority
1230 W. Boone Avenue, Spokane, WA
w/Virtual Public Viewing Option Link Below

DRAFT AGENDA

1. Call to Order and Roll Call
2. Committee Chair Report (5 minutes)
3. Committee Action (5 minutes)
 - A. Minutes of the December 3, 2026, Committee Meeting – *Corrections/Approval*
4. Committee Action
 - A. Board Consent Agenda
 - B. Board Discussion Agenda
5. Report to Committee (50 minutes)
 - A. Draft 2026 Planning & Development Committee Work Program: Review (Poole)
 - B. 2026-2031 Transit Development Plan: Overview (Poole)
6. CEO Report (Otterstrom) (15 minutes)
7. Committee Information
8. Review March 4, 2026, Committee Meeting Draft Agenda (5 minutes)
9. New Business (5 minutes)
10. Committee Members' Expressions (5 minutes)
11. Adjourn

Next Committee Meeting: Wednesday, March 4, 2026, at 10:00 a.m. in person.

Virtual Link:	Join here	
Password:	Members: 2025	Guests: Guest
Call-in Number:	1-408-418-9388	Event #: XXXX XXX XXXX

Agendas of regular Committee and Board meetings are posted the Friday afternoon preceding each meeting at the STA's website: www.spokanetransit.com. Discussions concerning matters to be brought to the Board are held in Committee meetings. The public is welcome to attend and participate. Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see www.spokanetransit.com. Upon request, alternative formats of this information will be produced for people who are disabled. The meeting facility is accessible for people using wheelchairs. For other accommodations, please call (509) 325-6094 (TTY Relay 711) at least forty-eight (48) hours in advance.

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 9: NEW BUSINESS

REFERRAL COMMITTEE: n/a

SUBMITTED BY: n/a

SUMMARY: At this time, the Committee will have the opportunity to initiate discussion regarding new business relating to Planning & Development.

RECOMMENDATION TO COMMITTEE: For Discussion.

SPOKANE TRANSIT AUTHORITY

PLANNING & DEVELOPMENT COMMITTEE MEETING

December 3, 2025

AGENDA ITEM 10 : COMMITTEE MEMBERS' EXPRESSIONS

REFERRAL COMMITTEE: n/a

SUBMITTED BY: n/a

SUMMARY: At this time, members of the Planning & Development Committee will have an opportunity to express comments or opinions.

RECOMMENDATION TO COMMITTEE: n/a