Spokane Transit
1230 W. Boone Avenue, Spokane, WA 99201
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PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE MEETING
Wednesday, September 2, 2026
1:30 p.m. – 3:00 p.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 *(Chair)*
2. Committee Chair Report
3. Committee Action *(20 minutes)*
    A. Minutes of July 1, 2026, Committee Meeting - *Corrections/Approval*
    B. Downtown Charging & Layover Facility Design and Engineering Services: Scope of Work Approval *(Poole)*
    C. Argonne Station Park & Ride: Scope of Work Approval *(Poole)*
    D. Diesel, Renewable Diesel & Unleaded Fuel: Scope of Work Approval *(Rapez-Betty)*
4. Committee Action – Recommendation *(10)*
    A. Board Action - Consent Agenda
        1. Spokane Chiefs Partnership (*Cortright*)
    B. Board Discussion – Other/Committee Recommendation (*none*)
5. Reports to Committee (*35 min*)
    A. 2026 Second Quarter Year-to-Date Performance Measures *(Rapez-Betty)*
    B. STA Link (Mobility on Demand) Launch Update *(Poole)*
    C. Opportunity Fare Program Update *(Cortright)*
6. CEO Report (Otterstrom) (*10 minutes)*
7. Committee Information *(no discussion/staff available for questions)*
    A. July 2026 Operating Indicators *(Rapez-Betty)*
    B. July 2026 Financial Results Summary *(Hamud)*
    C. August 2026 Sales Tax Revenue *(Hamud)*
    D. June 2026 Semiannual Financial Reports *(Hamud)*
    E. 2nd Quarter 2026 Service Planning Input Report *(Poole)*
    F. September 2026 Service Change *(Poole)*
    G. 2026 Community Engagement Events *(Cortright)*
    H. 2025 State Audit Report *(Hamud)*
8. Review September 30, 2026, Meeting (October meeting) Draft Agenda *(5 minutes)*
9. New Business *(5 minutes)*
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn
12. Next PMER Committee Meeting: Wednesday, September 30, 2026, at 1:30 p.m. (October Meeting)

Virtual Link: **CLICK HERE TO JOIN THE SEPTEMBER PMER COMMITTEE MEETING**	
Meeting ID: 261 057 756 795 96 |	Call-in Number: 1-509-824-1714
Password: yY7rk3Rr |	Conference ID: 220 371 401#

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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Chair Report
Meeting Date: September 2, 2026
Agenda Item: 2

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	COMMITTEE CHAIR REPORT
Submitted by:	Tim Hattenburg, Chair

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	n/a

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

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Committee Action
Meeting Date: September 2, 2026
Agenda Item: 3A

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: MINUTES OF THE JULY 1, 2026, COMMITTEE MEETING – CORRECTIONS OR APPROVAL

Submitted by: Molly Fricano, Executive Assistant

Purpose: For decision.

Recommendation: Approve committee minutes as presented.

Attachments and/or Online Links: July 1, 2026, PMER Meeting Minutes Draft

SUMMARY: Attached are minutes of the July 1, 2026, Performance Monitoring & External Relations Committee meeting for corrections or approval.

PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE MEETING

Minutes of July 1, 2026, Meeting
Northside Conference Room
1230 W Boone Avenue, Spokane, WA

In person meeting with optional virtual link

COMMITTEE MEMBERS' PRESENT
Tim Hattenburg, City of Spokane Valley*
Bill Campbell, City of Airway Heights (*Ex-Officio*)
Josh Kerns, Spokane County
Michael Cathcart, City of Spokane
Zack Zappone, City of Spokane
Karl Otterstrom, Chief Executive Officer

**Committee Chairman*

COMMITTEE MEMBERS' ABSENT
Dan Sander, City of Millwood (*Ex-Officio*)

STAFF PRESENT
Brandon Rapez-Betty, Chief Operations Officer
Carly Cortright, Chief Communications and Customer Service Officer
Emily Poole, Chief Planning & Development Officer
Kade Peterson, Chief Information Officer
Nancy Williams, Chief Human Resources Officer
Robert Hamud, Chief Financial Officer
Molly Fricano, Executive Assistant to the COO

PROVIDING LEGAL COUNSEL
Megan Clark, Etter, McMahon, Lamberson, Van Wert & Oreskovich, P.C.

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1. CALL TO ORDER AND ROLL CALL
   Chair Hattenburg called the meeting to order at 1:30 p.m. and roll call was conducted.

2. COMMITTEE CHAIR REPORT
   Chair Hattenburg had no report at this time.

3. COMMITTEE APPROVAL
   A. Minutes of July 1, 2026, Committee Meeting
   Mr. Hattenburg moved to approve the July 1, 2026, committee meeting minutes. Mr. Kerns seconded, and the motion passed unanimously.

   B. Citizen Advisory Committee Member Appointment
   Dr. Cortright reviewed the process for appointing members to the Spokane Transit Authority Citizen Advisory Committee (CAC), which currently has 12 of 15 positions filled. She noted two current vacancies, additional anticipated resignations, and upcoming term expirations, making recruitment a priority. To help address membership needs, the CAC considered a previously interviewed candidate, Ben Parrish. Following a recommendation from the interview panel and approval by the CAC at its June 10, 2026, meeting, Ben Parrish was recommended to fill a vacant position with a term ending in October 2027. Ben is an Eastern Washington University Planning student who commutes between Spokane Valley and Cheney. The committee was asked to approve the appointment of Ben Parrish to the CAC, effective immediately, for a first term ending in October 2027.

Mr. Kerns moved to approve, by motion, the appointment of Ben Parrish to the CAC effective immediately for a first term to end October 2027. Mr. Hattenburg seconded, and the motion passed unanimously.

4. COMMITTEE ACTION

A. Board Consent Agenda

1. Community Van Pilot Program Adoption (Resolution)

Mr. Rapez-Betty presented the Community Van Pilot Program and explained that its purpose is to help address transportation gaps when Fixed-Route services or Rideshare options cannot meet the needs of community partners. Eligible organizations would be able to use retired STA Rideshare vehicles to provide alternative transportation services. Participation eligibility would follow the same criteria and application process as the Community Access Pass Program. Vehicles would be operated by participating organizations' employees or volunteers.
Key program elements were discussed, including eligibility requirements, user group requirements, trip and usage parameters, insurance requirements, leasing options, and the rate structure. Program reporting requirements and performance measures were also reviewed.

Results of community outreach efforts were shared. Staff distributed a survey to more than 400 community partners and stakeholders, receiving 30 responses. Most respondents reported relying on transportation services regularly and identified unmet needs, particularly in rural and specialized transportation. Approximately 75–80% indicated they would likely use the program if barriers such as driver availability, insurance requirements, and administrative complexity could be addressed. Overall, survey results indicated strong support for the program concept.

Mr. Kerns moved to approve, by resolution, to adopt and implement the Community Van Pilot Program and authorize STA staff to administer, evaluate, and refine the program. Mr. Cathcart seconded, and the motion passed unanimously.

2. Battery Electric Bus On-Route Charging: Award of Contract

Ms. Poole introduced Dan Wells, Director of Capital Development, to present the Battery Electric Bus (BEB) On-Route Charging Infrastructure project, which will add charging equipment at the Valley Transit Center and Liberty Lake Park and Ride to support the zero-emission fleet. Mr. Wells explained that the project includes the installation of four depot-style pantograph chargers and supporting infrastructure to enhance charging capacity and improve operational resilience.

Mr. Wells provided an overview of the bid process, noting that the Invitation for Bid was advertised in May 2026 and three responsive bids were received. Following evaluation, Colvico, Inc. was identified as the lowest responsive and responsible bidder. The proposed contract award is $1,536,686, with a recommended 30% contingency. Construction is expected to begin shortly after contract execution and continue for approximately twelve months. The project supports the agency's Connect 2035 goals and Zero Emission Fleet Transition Plan while expanding on-route charging capabilities on several routes.

Mr. Cathcart moved to approve, by motion, the award of contract for the BEB On-Route Charging Infrastructure project to Colvico, Inc. for $1,536,686 and authorize the CEO to apply contingency funds, as necessary. Mr. Hattenburg seconded, and the motion passed unanimously.

3. STA Moving Forward Conclusion (Resolution)
Ms. Poole presented the *STA Moving Forward* Conclusion and provided a brief history of the 10-year *STA Moving Forward* strategic plan, noting that it was adopted in 2014 and updated several times to refine project plans and timelines. Voter approval of Proposition 1 in 2016 provided funding support for implementation. Since 2017, STA has delivered 26 of 27 planned projects. The only project not completed was the proposed North Idaho pilot service after Kootenai County declined to participate.

Ms. Poole reported that *STA Moving Forward* has successfully met its intended plan objectives, and she shared information on the outcomes and the benefits realized through implementation.

Council Member Cathcart expressed concern that STA did not achieve the 20% farebox recovery target and that the report should transparently acknowledge this failure. He stated that he recalled seeing references to the 20% target in materials provided to the public and offered to provide supporting documentation if he was able to find it.

Mr. Otterstrom responded that the 20% farebox recovery rate was a policy objective identified in STA's Comprehensive Plan, not a commitment made to voters as part of the 2016 sales tax proposition. He noted that STA's public commitment specific to the ballot measure was to increase fares to help fund the plan, which was fulfilled through fare increases implemented in 2017 and 2018. Discussion ensued about whether voters were ever led to believe that STA would work toward achieving a 20% farebox recovery and relying only on documented facts rather than interpretations of the 2016 campaign. Council Member Cathcart will support this resolution but will follow up at the Board level if he finds the documentation he was referring to.

Mr. Zappone moved to recommend the Board adopt, by resolution, an acknowledgment of the completion of *STA Moving Forward: A Plan for More and Better Transit Services*. Mr. Hattenburg seconded, and the motion passed unanimously.

4. Minor Fare Table Update (Resolution)
Ms. Poole presented the Minor Fare Table Update and explained the change is related to the upcoming launch of STA Link, STA's mobility-on-demand pilot program. STA Link is scheduled to begin service in Fall 2026, beginning with two pilots, located in Latah Valley and North Spokane Valley. Additional changes include clarifying fare payment through Connect fare system and incorporating Rideshare and Special Events fare categories to fix a scrivener's error.

Mr. Zappone moved to recommend the Board adopt, by resolution, the minor updates to the Spokane Transit Authority fare structure for Fixed Route, Paratransit, STA Link, Rideshare and Special Events. Mr. Hattenburg seconded, and the motion passed unanimously.

5. REPORTS TO COMMITTEE (*none)*

6. CEO REPORT
Mr. Otterstrom reported on the following topics:

- **Community Transportation Services Performance Reporting**: Mr. Otterstrom noted a minor revision to the *STA Moving Forward* resolution and explained that the Community Van Pilot Program is a new community transportation service that will be tracked and reported separately from federally recognized transit modes. Staff also plan to enhance performance reporting for community-based transportation programs, including the Special Use Van Program and Section 5310 partnerships.
- **STA's Financial Stewardship Practices:** Mr. Otterstrom presented an overview of STA's financial stewardship practices and long-term financial planning in response to community questions regarding the agency's financial position and reserve balances. He shared a draft infographic explaining STA's zero-debt financial strategy and capital funding approach. Mr. Otterstrom noted that maintaining reserves and avoiding debt have contributed to the agency's ability to sustain operations, with no staff layoffs, through periods of economic disruption.

7. SEPTEMBER 2, 2026 – COMMITTEE MEETING DRAFT AGENDA REVIEW

8. NEW BUSINESS
Council Member Zack Zappone requested a future discussion this fall on a policy for bus wraps and potential partnerships related to major community events. In response to his earlier request, Dr. Cortright reviewed the PMER schedule and noted that October is the next available opportunity to place the item on the agenda.

9. COMMITTEE MEMBERS' EXPRESSIONS
Council Member Zappone thanked STA staff for their support at the Association of Washington Cities (AWC) Conference. He also informed committee members that, during a conversation with Pierce Transit staff, he learned that board members receive a per diem for meeting attendance to encourage board engagement and participation.

10. ADJOURN
With no further business to come before the committee, Chair Hattenburg adjourned the meeting at 2:31pm.

The next committee meeting will be held on Wednesday, September 2, 2026, at 1:30 p.m. in person with a virtual Teams joining option.

Respectfully submitted,
Molly Fricano
Molly Fricano
Executive Assistant to the Chief Operations Officer

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Committee Action
Meeting Date: September 2, 2026
Agenda Item: 3B

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: DOWNTOWN CHARGING & LAYOVER FACILITY DESIGN AND ENGINEERING SERVICES: SCOPE OF WORK APPROVAL

Submitted by: Emily S. Poole, Chief Planning & Development Officer
Jeffrey S. Hall, Capital Projects Manager

Purpose: For decision.

Recommendation: Approve, by motion, the general scope of work and authorize staff to release the request for qualifications for the Downtown Charging & Layover Facility

Attachments and/or Online Links: Downtown Charging & Layover Facility: Scope of Work

SUMMARY: STA is seeking to contract with a design firm to survey, design, engineer, permit, and assemble bid and construction documents, and provide construction support as required for the construction of three (3) Battery Electric Bus (BEB) pantograph chargers and an operator comfort station in downtown Spokane, along with the necessity utility and civil infrastructure and electrical support equipment in support of STA's ten-year strategic plan, *Connect 2035*.

As required by STA's procurement policy contracts in excess of $1,000,000 require committee review and approval of the project's scope of work prior to advertising and issuing the Request for Qualifications (RFQ). The current estimate for this work is approximately $900,000 but bids could exceed $1,000,000. If approved, an RFQ will be issued for procurement of an Architectural & Engineering firm to complete the scope of work. The attached staff report provides a project summary, cost estimate, and general scope of work.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **3B**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: Downtown Charging & Layover Facility Design and Engineering Services: Scope of Work

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BACKGROUND: The Downtown Charging & Layover Facility project was approved as part of Spokane Transit Authority's (STA) ten-year strategic plan, *Connect 2035*. Currently, STA is at capacity for bus charging at the Boone Avenue facilities. Staff have determined that en-route charging, rather than additional depot charging, will provide the agency with necessary flexibility and redundancy. To provide more system resilience and extend the duty of the existing fleet, staff are assessing multiple locations within the Downtown Spokane area for suitability to construct an additional charging facility.

This facility will provide the infrastructure necessary to support Battery Electric Bus (BEB) charging for fleet electrification and will also serve as an operator comfort station and layover facility to support multiple routes that operate within the Downtown Spokane area.

The Downtown Charging & Layover Facility project is funded via a combination of local funds and the Washington State Department of Transportation (WSDOT) Green Transportation Grant Program for the 2025-2027 biennium. This Capital Improvement Program (CIP) project #1137 – 2035: Downtown Charging and Layover Facility, has a total approved budget of $10,450,000.

As required by STA's procurement policy, contracts in excess of $1,000,000 require committee review and approval of the project's scope of work prior to advertising and issuing the Request for Qualifications (RFQ). The current staff estimate for this work is approximately $900,000 but bids could exceed $1,000,000. This is in addition to other project costs; including bid advertisement, equipment procurement, construction contract and contingency, construction management, etc. If approved, an RFQ will be issued for procurement of an Architectural & Engineering firm to complete the scope of work.

Subject to Committee's approval of the Scope of Work, following are key milestones in the anticipated timeline for the solicitation, evaluation process and contract award. The timeline is subject to change.

Anticipated Date	Procurement Activity
October 20, 2026	Advertisement of RFQ
November 20, 2026	Deadline for submitting Statements of Qualifications (SOQs).
December 2026 – January 2027	Qualifications Evaluation Process
February 2027	Board authorization to negotiate and execute the Design and Engineering services contract. Negotiate and execute the contract and initiate first work order.

Downtown Charging & Layover Facility Design and Engineering Services
General Scope of Work

Spokane Transit seeks qualified responses from firms or a team of firms to perform civil, architectural, structural, mechanical, electrical, fire protection, traffic, landscaping architecture, and other engineering disciplines as needed, cost estimating and real estate consultant services for the Downtown Charging and Layover Facility project.

The selected firm or team of firms is expected to provide the following non-exclusive list of services in advancement of the project:

<u>General Scope of Work:</u>

- Project Management and Coordination
  - Prepare, update, and disseminate project information and ensure continuous coordination with Spokane Transit Authority
  - Prepare and update project scope, budget, and schedule
  - Attend regularly scheduled progress calls and meetings, responding to questions and information requests from Spokane Transit and coordinating with agencies of jurisdiction
  - Participate in and attend meetings with the Technical Advisory Committee (TAC)
  - Prepare progress reports and invoices
  - Provide deliverables as needed and as requested
  - Maintain quality assurance and quality control procedures and practices
  - Coordinate with WSDOT for design requirements and creation/completion of a Project Management Plan as required by the grant
  - Coordinate with the City of Spokane (COS), COS Design Review Committee, and local utility providers
- Planning & Feasibility Analysis
  - Evaluate alternative design solutions to ensure efficiency of operations within the facility
  - Utilize Auto Turn to confirm driveway access and turning movements into, out of, and within the facility
  - Develop facility design from conceptual plans to 30% design and analyze proposed improvements to maximize efficiency.
  - Prepare cost estimates as appropriate to bring to the next phase of design development
- Land Surveying
  - Survey and provide horizontal and vertical control
  - Develop topographic surveys, identify benchmarks, and prepare all other plans as needed
- Architectural and Engineering Design
  - Provide all necessary architectural services (operator comfort station, operator break room, site enclosure, IT/utility room, storage, electrical support equipment room, etc.) as needed

  - Provide all engineering services as needed, including but not limited to civil, structural, environmental, electrical, mechanical, plumbing, and traffic analysis
  - Provide plan review packages at 30/60/90/100% completion to STA for review
  - Preparation of cost estimates at 30/60/90/100% completion
  - Prepare all project plans and specifications necessary to obtain all agency approvals
  - Ensure all designs and improvements are fully ADA compliant
  - Generate construction documents and project specifications
  - Submittal of required applications, documents, responses, etc. for plan review and permitting
  - Provide support to Spokane Transit throughout the bidding process
  - COS Design Review Subcommittee coordination
- Environmental and Cultural Documentation
  - Washington State Environmental Policy Act (SEPA)
  - Preparation of archaeological and cultural Resources reports under Washington State Executive Order 21-02
- Stakeholder & Community Outreach
  - Develop public outreach materials for public meetings, workshops, and open houses as needed
  - Prepare for and lead public meetings
  - Work with Spokane Transit in the development of graphical representations, diagrams, and other materials and presentations in print and web media
- Construction Management
  - Provide inspection and observation services and interpreting test results
  - Assure compliance with project plans and specifications
  - Assist with Apprenticeship Utilization monitoring and compliance
  - Assist in the preparation of record drawings
  - Respond to Request for Information (RFI's), reviewing project submittals, and preparing and distributing design directives
  - Assist in the preparation of change orders and related detailed cost estimates
  - Ensure all work is in compliance with the contract documents
  - Conduct labor standard interviews and review of all certified payroll reports throughout construction
  - Review of all contractor payment applications and recommendation to STA for payment
  - Prepare for and lead regularly scheduled construction meetings
  - Assist in project closeout
- Grant Support
  - Provide support with Quarterly Reporting requirements, as needed
  - Assist in ADA compliance reporting

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Committee Action
Meeting Date: September 2, 2026
Agenda Item: 3C

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	ARGONNE STATION PARK & RIDE: SCOPE OF WORK APPROVAL
Submitted by:	Emily S. Poole, Chief Planning & Development Officer Nick Hanson, Capital Projects Manager

Purpose:	For decision.
Recommendation:	Approve, by motion, the general scope of work and authorize staff to release an Invitation for Bid for the Argonne Station Park & Ride project.
Attachments and/or Online Links:	Argonne Station Park & Ride: Scope of Work

SUMMARY: STA will construct a new transit station with a park and ride at the Argonne/Mullan I-90 interchange, as outlined in the Board approved I-90/Valley High Performance Transit Corridor Development Plan.

As required by STA's procurement policy, the scope of work for contracts estimated to exceed $1,000,000 requires Committee review and approval prior to advertising an Invitation for Bid (IFB). The current estimated value of the construction contract is approximately $6,500,000. The attached staff report provides a project summary, cost estimate, and the general scope of work.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **3C**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: Argonne Station Park & Ride: Scope of Work

BACKGROUND: The Argonne Station Park & Ride is a key element of the I-90/Valley High Performance Transit (HPT) Corridor. Located at the Argonne/Mullan I-90 interchange, this project will create new access to the region's busiest freeway corridor, advancing transportation equity, providing a direct connection between the airport and Liberty Lake, and enabling further network improvements throughout Millwood and Spokane Valley.

As part of the I-90/Valley Corridor Development Plan (CDP), a study of ridership patterns, existing service and facilities was completed. A connection at the interchange near North Argonne Road and North Mullan Road showed significant promise for future ridership in addition to having the potential to support major improvements to existing service. Through public and stakeholder outreach, North Argonne Road was identified as a preferred location for a new facility and was included in the CDP approved by the Board of Directors on October 20, 2022. This project was approved as part of the 2024 – 2029 Capital Improvement Program (CIP) via Resolution No. 810-23 on July 20, 2023, and staff subsequently applied for a Regional Mobility Grant. In 2023, the legislature approved a grant for Argonne Station Park & Ride, and the funding agreement was executed on December 13, 2023.

Design work began in early 2024 and on September 18, 2025, the Board of Directors approved a motion to endorse the advancement of the project to final design.

The approved CIP budget is $13,000,000 and is funded via a combination federal, state, and local funds as shown below.

Funding	Program	Amount
Federal	Congestion Mitigation & Air Quality Improvement (CMAQ)	$1,200,000
State	WSDOT Regional Mobility Grant (RGM	$10,400,000
Local	CIP 955	$1,400,000
Total Project Budget		**$13,000,000**

The estimated construction contract value is approximately $6,500,000. The updated estimated total project cost, inclusive of encumbrances to date, is summarized in the table below.

Item	Estimated Amount
Design & Engineering	$1,830,000
Construction Contract	**$6,500,000**
Other Construction Expenses (Inspections, fees, etc.)	$250,000
Equipment	$250,000
Capital Labor	$150,000
Right-of-Way	$1,800,000
Contingency	$1,600,000
Total Estimate Project Cost	**$12,300,000**

The estimated Right-of-Way amount shown in the table above is reserved for ongoing negotiating with WSDOT for potential lease costs; terms of the lease are still in development. The construction contract estimate has increased by $343,806 since the 30% design was shared with this committee in September 2025. Overall, the full project cost estimate is below the approved budget.

Argonne Station Park & Ride

General Scope of Work

- Site demolition, preparation, and grading
- Construction of a transit loop with concrete and asphalt pavement
- Construction of a parking lot with requisite single occupancy electric vehicle charging
- Construction of sidewalk, pedestrian ramps, crossings, and associated signals
- Construction of a transit island with both standard and HPT passenger amenities including shelters, seating, digital signage, static signage, and bike lockers
- Construction of an operations support building that will include an operator break room, restrooms, storage, and mechanical/electrical/IT support infrastructure
- Construction of a flyer stop with HPT amenities
- Construction of a transit only signal and transit only receiving lane for the Eastbound I-90 on-ramp
- Construction of water, sewer, and power service utilities
- Provision of infrastructure to future-proof the site for potential Battery Electric Bus charging
- Installation of storm water drainage structures, irrigation, and landscaping
- Installation of STA branded signage
- Revisions to existing roadway lighting and traffic signal systems
- Installation of roadway striping
- Construction of a Closed Circuit Television (CCTV) system for the site and an access control system for the operations building

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Committee Action
Meeting Date: September 2, 2026
Agenda Item: 3D

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	DIESEL, RENEWABLE DIESEL & UNLEADED FUEL: SCOPE OF WORK APPROVAL
Submitted by:	Brandon Rapez-Betty, Chief Operations Officer

Purpose:	For decision.
Recommendation:	Approve, by motion, the general scope of work for Diesel, Renewable Diesel & Unleaded Fuel.
Attachments and/or Online Links:	Diesel, Renewable Diesel & Unleaded Fuel Scope of Work

SUMMARY:

STA's current Diesel, Renewable Diesel, & Unleaded Fuel contract will expire on January 31, 2027. In order to maintain competitive pricing and quality products, staff are seeking scope of work approval for a new five-year Diesel, Renewable Diesel & Unleaded Fuel contract.

As required by STA's procurement policy, scopes of work for contracts estimated to exceed $1,000,000 require Board Committee review and approval. The current estimated value of the new five-year contract is approximately $37,000,000.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **3D**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: Diesel, Renewable Diesel & Unleaded Fuel: Scope of Work

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STA has an ongoing need for diesel, renewable diesel, and unleaded fuel to support its revenue and non-revenue vehicle fleets. The agency currently operates approximately 179 fixed-route buses, 123 paratransit vans, 101 rideshare vehicles, and 67 non-revenue support vehicles used for maintenance, supervision, security, facilities, and other operational functions.

Over the next five years, STA anticipates annual consumption of approximately 1.3 million gallons of ultra-low sulfur diesel and renewable diesel fuel, which are interchangeable for fleet operations, and approximately 260,000 gallons of unleaded fuel. These fuels support the continued operation of transit services throughout Spokane County and the agency's supporting operational activities.

Fuel is a commodity purchase, and contract pricing is based on the weekly Spokane average rack price published by the Oil Price Information Service (OPIS), the industry benchmark for wholesale fuel pricing. STA pays a competitively bid per-gallon margin relative to the OPIS price that includes transportation, delivery, and other applicable supplier costs.

TECHNICAL REQUIREMENTS

GASOLINE, UNLEADED

Automotive unleaded gasoline shall comply with the limiting requirements of the latest American Society for Testing Materials (ASTM) D4814 – Standard Specification for Automotive Spark Ignition Engine Fuel, have a minimum octane rating of 87.0 and shall be visually free of un-dissolved water, sediment and suspended matter. If trouble related to the use of this fuel in vehicles develops during the time period this delivery is consumed, then the Contractor's product shall be tested in accordance with ASTM D4814 minimum specifications.

ULTRA LOW SULFUR DIESEL #2

Contract purchasers operating highway maintenance vehicles, publicly owned firefighting equipment, and public transportation systems may purchase red dyed Ultra Low Sulfur Diesel fuel that has been exempted from federal and state highway taxes. Automotive Diesel Fuel shall comply with the limiting requirements of the latest ASTM D975 specifications for grade #1 and #2 Ultra Low Sulfur Diesel (ULSD) and the requirements of the engine manufactures Cummins Engine Company, Detroit Diesel Corp., Ford Motor Company, Chevrolet and the Perkins Engine company.

ULSD fuel, when delivered to STA, will have all lubricity issues resolved and the Cloud point shall be 10 F (6 C) degrees below the lowest ambient temperature at which the fuel is expected to operate (adequate for the Spokane geographical location and its seasonal weather conditions). The pour point will be -200 F. The maximum total sulfur content will be 15 ppm. It will meet or exceed a cetane rating of 42 when above 320 F and 45 when below 320 F. Have a viscosity of 1.3 to 5.8 mm/sec @ 400 C. The diesel fuel shall be visually free of undissolved water, sediment and suspended matter (water and sediment maximum of .01%).

Spokane Transit Authority will periodically at time of delivery randomly sample fuel being delivered for testing to ensure compliance with specifications. In the event of non-compliance, Spokane Transit Authority may require the Contractor to pump the tank not meeting specifications and re-supply the entire contents with diesel as specified at no additional charge.

If trouble related to the use of this fuel in vehicles develops during the time period this delivery is consumed, then the Contractor's product shall be tested in accordance with ASTM D975 minimum specifications.

<u>RENEWABLE DIESEL (R99)</u>

The Contractor shall furnish and deliver R99 renewable diesel fuel, consisting of a minimum of 99 percent renewable diesel, that is fully compatible with compression ignition diesel engines and approved by original equipment manufacturers (OEMs) for use in transit fleet applications. For purposes of this contract, R99 may contain up to 1 percent petroleum-based diesel fuel or approved additives.

STA prefers R99 renewable diesel over Ultra-Low Sulfur Diesel (ULSD) when it is available and priced comparably to conventional diesel. R99 is a drop-in fuel that is chemically equivalent to petroleum diesel and can be used in STA's existing diesel fleet and fueling infrastructure without modification. It burns cleaner and contains fewer impurities, which may reduce engine wear, after-treatment system issues, and long-term maintenance costs.

R99 also offers environmental benefits through lower lifecycle greenhouse gas emissions and reduced particulate matter compared to conventional diesel. While R99 is not a substitute for fleet electrification, it represents a practical and immediate step toward STA's long-term zero-emission transition goals.

STA utilizes R99 when product availability and pricing conditions support its use. Due to market supply constraints, R99 was unavailable for much of the period between January 2025 and February 2026. Once product became available again, STA resumed R99 purchases. Future use will continue to depend on fuel availability and pricing that is reasonably comparable to conventional diesel.

2025 Fuel Purchases by Type

Fuel Type	Gallons Purchased	Percentage of Total Fuel Use	Average Price per Gallon
Ultra-Low Sulfur Diesel (ULSD)	1,213,274	80.34%	**$3.36**
Unleaded gasoline	252,631	16.73%	**$3.33**
R99 renewable diesel	44,200	2.93%	**$2.87**
Total	**1,510,105**	**100.0%**	**$3.19**

All renewable diesel supplied under this contract shall:

- Meets all applicable ASTM fuel quality standards and regulatory requirements.
- Produced from renewable feedstocks and fully compatible with approved diesel engines.
- Free from contaminants that could damage vehicles, storage systems, or emissions equipment.
- Suitable for year-round operation in Spokane, including winter weather conditions.
- Supported by fuel quality documentation and testing records upon request.
- Delivered using practices that protect fuel quality and prevent contamination.

The Contractor shall be responsible for ensuring that all fuel delivered under this contract meets the above requirements and remains within specification at the point of delivery. Any fuel determined to be out of specification may be rejected by Spokane Transit Authority at the Contractor's expense, including any costs associated with removal, replacement, testing, or remediation.

GENERAL SCOPE OF WORK

- Supply fuel meeting applicable quality and environmental standards.
- Deliver fuel to STA facilities on a routine and emergency basis.
- Maintain sufficient fuel availability to support uninterrupted transit operations.
- Provide fuel transaction reporting, invoicing, and related administrative services.
- Support fueling needs for STA-operated and contracted transportation services.
- Assume responsibility for fuel quality, delivery-related incidents, and environmental compliance associated with fuel delivery activities.

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Committee Recommendation-Board Consent
Meeting Date: September 2, 2026
Agenda Item: 41A

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: SPOKANE CHIEFS PARTNERSHIP

Submitted by: Carly Cortright, Chief Communications & Customer Service Officer

Purpose: For decision.

Recommendation: Review and recommend, by motion, the Board approve the partnership agreement with the Spokane Chiefs Hockey Club.

Attachments and/or Online Links: SCHC X SPOKANE TRANSIT AUTHORITY PARTNERSHIP AGREEMENT 2026-27

SUMMARY: One of the initiatives in the Connect 2035 strategic plan is the integration of transit passes into cultural and sporting event tickets. Staff continue to work on a long-term arrangement with the Public Facilities District to complete this integration for their events, but are proposing a pilot program at a smaller level with the Spokane Chiefs Hockey Club.

For the 2026-2027 hockey season, the Spokane Chiefs would promote a “Chiefs Fans Ride Free” program that would enable individuals with a ticket to any home game to ride any STA bus for free on game day for a specified window of time before and after the game. STA is working with our fare system vendor to enable the virtual Chiefs ticket to work on the STA fare validators as a transit pass. Ridership would be tracked, and the Spokane Chiefs Hockey Club would reimburse STA for $1 for each ride up to $10,000. The Chiefs average an attendance of 6,500 people per game, and staff anticipate an uptake rate of 2% for the year of this pilot (130 people per game). There are 34 home games this season, and assuming a ride both to and from the game, the anticipated revenue is $8,840.

STA would also engage in a sponsorship with the Spokane Chiefs Hockey Club through this partnership, at $10,000. This sponsorship would enable marketing opportunities of STA services at Spokane Chiefs games and through their social media.

Long-terms goals of this partnership are to promote transit ridership while also reducing parking impacts for the Spokane Chiefs. It would also enable STA to test the integration and work through issues before expanding to more cultural and sporting events.

**SPORTS MARKETING PARTNERSHIP BETWEEN
SPOKANE TRANSIT & THE SPOKANE CHIEFS HOCKEY CLUB**

The following promotional elements make up the marketing and sponsorship partnership between Spokane Transit Authority ("Sponsor") and the Spokane Chiefs Hockey Club. These promotional elements can be adjusted year-to-year based on mutual agreement to support the yearly marketing plan for the Sponsor.

<u>"CHIEFS FANS RIDE FREE" RIDERSHIP INITIATIVE</u>

Initiative Details

- Spokane Transit will be the title sponsor of the "Chiefs Fans Ride Free" initiative to occur at all Spokane Chiefs home games for the duration of this agreement.
    - Through this initiative, all fans with a valid game ticket to a Spokane Chiefs game will receive complimentary ride fare on Spokane Transit buses as a transit option to and from home games.
    - Redemption details and limitations to be determined based on best practices and technology available, based on mutual agreement between Spokane Transit and the Spokane Chiefs. Free ride offer to be limited to specified time windows on applicable game days (e.g. up to three hours prior to game start, or similar agreed-upon requirements). Other regulations and restrictions to the promotion may be determined based on mutual agreement.
- As part of the promotion, Spokane Transit will guarantee a dedicated post-game bus service to be available following each Spokane Chiefs home game. This service will provide an available bus within close walking distance to Numerica Veterans Arena, with connection options to other key bus routes.

Chiefs Promotional Elements

- In support of the initiative, the Spokane Chiefs will provide the following promotional brand exposure for Spokane Transit:
    - **In-game announcements** a minimum of two times per home game. To include brand and/or logo mention on:
        - Video wall
        - Digital ribbon display
        - Public address announcements
            - Spokane Transit will provide appropriate ridership education script copy for public address announcements, subject to approval by the Spokane Chiefs.
    - **Additional promotional support** via internal Spokane Chiefs media, including but not limited to:
        - Spokane Chiefs official social media platforms
        - Spokane Chiefs official email newsletter
        - Spokane Chiefs official "Know Before You Go" messaging
        - Spokane Chiefs official website

- **Concourse Table Space (3)**
  - Spokane Transit will receive the opportunity to host a display table on the Numerica Veterans Arena main concourse at a minimum of three (3) Spokane Chiefs home games per season.
  - Game date(s) and concourse location to be determined, based on availability, each season.
- **Mascot and/or Player Availability**
  - The Chiefs will make their mascot ("Boomer the Bear") available for collaborative creative use, such as video or photo shoots, in support of the ridership initiative. Spokane Chiefs players will also be made available as possible within their training schedule.

ADDITIONAL SPONSOR BENEFITS & OPPORTUNITIES

The Sponsor will also receive the following additional benefits and opportunities exclusive to Sponsors:

- A logo on the Sponsor page of the Chiefs website, including a link back to the Sponsor's website.
- An opportunity to place a one-page promotional insert into the Spokane Chiefs program for one night during each year of this agreement. (Insert to be provided by the Sponsor.)
- The opportunity to distribute coupon offers or information to fans following one game during each year of this agreement. (Coupons or flyers to be provided by the Sponsor.)
- Invitation to Sponsor Night with the Chiefs at one game each season. Date to be determined each season.
- The opportunity to use the Spokane Chiefs logo, marks and name to promote the Sponsor's partnership with the team.

FORCE MAJEURE

If because of an act of God, inevitable accident, fire, lockout, strike or other labor dispute, riot or civil commotion, act of terrorism or war, act of government or government instrumentality, or other cause beyond the reasonable control of a party ("Force Majeure Event"), either party is unable to perform any or all of its obligations hereunder, then such nonperformance will not be a breach of this Agreement. If due to a Force Majeure Event, the Sponsor does not receive all the Rights/Benefits, the Spokane Chiefs will provide the Sponsor with a reasonably equivalent make good or a pro-rata refund of the fee paid, to be mutually agreed upon by both parties.

TERM

This agreement is for a one-year term covering the 2026-27 hockey season only.

SPONSOR INVESTMENT & PAYMENT

This is a non-exclusive agreement. In exchange for the above promotional considerations, Spokane Transit will make a net cash investment of $10,000, due to the Spokane Chiefs by October 1, 2026.

All Spokane Chiefs marketing elements are based on availability at the time of contract signing.

RIDER FARE REIMBURSEMENT

As part of the "Chiefs Fans Ride Free" ridership initiative, the Spokane Chiefs will reimburse Spokane Transit $1.03 for each 'free' ride provided as part of the promotion. Cumulative reimbursement shall be capped at the value of the Sponsor's net cash investment ($10,000).

Spokane Transit will be responsible for the tracking of these fares, based on best practices for the available technology and/or methods used. Tracking and verification protocols to be communicated by Spokane Transit to the Spokane Chiefs in advance. Spokane Transit will invoice the Spokane Chiefs for these reimbursements quarterly while providing a summary of promotional ridership reporting, including number of promotional rides provided on each game date.

SIGNATURES

This contract is non-cancelable. Agreed to and accepted by:

Signed:____________________ Date: ___________

Karl Otterstrom
Spokane Transit Authority
1230 West Boone Ave., Spokane WA 99201
Phone: 509-325-6089
Email: kotterstrom@spokanetransit.com

Sponsor Contact:
Carly Cortright
Chief Communications & Customer Service Officer
Phone: 509-344-1879
Email: ccortright@spokanetransit.com

Signed:____________________ Date: ___________

Brian Cobb
Spokane Chiefs Hockey Club
700 West Mallon Ave., Spokane, WA 99201
Phone: 509-328-0450 ext. 336
Email: bcobb@spokanechiefs.com

Billing Inquiries:
Tim Gittel
Phone: 509-328-0450 ext. 329
Email: tgittel@spokanechiefs.com

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Report to Committee
Meeting Date: September 2, 2026
Agenda Item: 5A

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: 2026 SECOND QUARTER YEAR-TO-DATE PERFORMANCE MEASURES

Submitted by: Brandon Rapez-Betty, Chief Operations Officer

Purpose: Receive report.

Recommendation: n/a

Attachments and/or Online Links: 2026 Second Quarter Year-to-Date Performance Measures

(https://www.spokanetransit.com/wp-content/uploads/2026/08/2026-Second-Quarter-Year-to-Date-Full-Version.pdf)

SUMMARY:

The attached staff report is a summary of significant measures that are of particular interest, or the committee has provided guidance for staff to highlight on a routine basis. These metrics reflect performance for the second quarter of 2026.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item 5A

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: 2026 SECOND QUARTER YEAR-TO-DATE PERFORMANCE MEASURES

Ensure Safety

Preventable Accident Rate

- At 0.14, Fixed Route was higher than STA's goal of 0.11 preventable accidents per 10,000 miles or less as of Q2 2026.
- At 0.08, Paratransit achieved STA's goal of 0.10 preventable accidents per 10,000 miles or less as of Q2 2026.

Earn and Retain the Community's Trust

Ridership

- Fixed Route Q2 2026 ridership was up 2.1% compared to Q2 ridership in 2025. Fixed Route provided 5,402,613 rides in Q2 2026 vs. 5,289,822 in Q2 2025. The ridership goal for Fixed Route in 2026 is 10.49 million trips; less than 1% higher than 2025.
- Paratransit Q2 2026 ridership was down 0.2% compared to Q2 ridership in 2025. Paratransit provided 203,024 rides in Q2 2026 vs. 203,355 in Q2 2025. The ridership goal for Paratransit in 2026 is 421,489 trips; 4% higher than 2025.
- Rideshare Q2 2026 ridership was up 6.8% compared to Q2 ridership in 2025. Rideshare provided 55,825 rides in Q2 2026 vs. 52,256 in Q2 2025. The ridership goal for Rideshare in 2026 is 133,174; 22% higher than 2025.

Passengers per Revenue Hour (PPRH)

- Fixed Route PPRH was 20.06. The goal was to transport 19.35 or more passengers.
- Paratransit PPRH was 2.54. The goal was to transport 2.41 or more passengers.

Provide Excellent Customer Service

On-Time Performance: Fixed Route

On-time performance is measured as a bus departing between 0 to 5 minutes after the scheduled departure time.

- Fixed Route on-time performance was 89.9%, below STA's goal of 93%.

On-Time Performance: Paratransit

On-time performance is measured as a van arriving no more than 30 minutes after the scheduled arrival time.

- Paratransit on-time performance was 92.7%, below STA's goal of 93%.

Operator Ride Checks

- There were 104 out of 355 annual ride checks completed for Fixed Route.
- There were 21 out of 67 annual ride checks completed for Paratransit.

<u>Exemplify Financial Stewardship</u>

Cost per Passenger Fixed Route and Paratransit continue to exceed STA's goal to keep the cost per passenger less than 95% of the average cost of the urban systems in Washington State.

- Fixed Route cost per passenger was $10.05. This was 70.1% of the urban systems' average.
- Paratransit cost per passenger was $61.88. This was 88.9% of the urban systems' average.

Cost Recovery from User Fees (Farebox Recovery)

Farebox Recovery is defined in two different ways. Traditionally measured as fare revenues divided by unallocated costs. The Comprehensive Plans also defines Farebox Recovery as the standard fare rate divided by unallocated costs per passenger.

- Traditional - Fixed Route farebox recovery was 7.6% YTD, below the goal of 20%.
- Traditional - Paratransit farebox recovery was 2.7% YTD, below the goal of 5%.
- Comprehensive Plan – Fixed Route farebox recovery was 23.8% YTD, and above goal of 20%.
- Comprehensive Plan – Paratransit farebox recovery was 3.9% YTD, and below goal of 5%.

Executive Summary: Self-Identified Operational Performance & Action Plans

The following analyses and forward-looking action plans were proactively developed by staff stakeholders to address key performance metrics:

- **Fixed Route Safety & Risk Mitigation:** Staff identified a June spike in preventable accidents driving up YTD rates despite positive multi-year trends. To address this, safety teams are pairing newly deployed telematics data with accident trend analysis to deliver targeted post-event coaching and advanced driver training.
- **Workers' Compensation & Injury Severity:** While overall claim frequency remains on target, staff recognized an uptick in lost-time severity, driven largely by non-preventable motor vehicle accidents. Safety will continue analyzing risk trends to develop department-specific corrective actions, while also exploring future framework updates to distinguish occupational risks from non-preventable external incidents.
- **Paratransit Cost Efficiency:** Staff highlighted a post-pandemic structural increase in Paratransit cost per revenue hour ($148.29 in 2025). Although passenger productivity continues to improve, operational leaders are actively targeting primary cost drivers within Purchased Transportation and directly operated labor to restore cost efficiency.
- **Rideshare Performance & Goal Realignment:** Staff self-identified performance gaps in Rideshare ridership (projected 113k–115k vs. 133k goal) and cost recovery (33.4% vs. 50% goal). Lowering group minimums to align with state legislation successfully expanded program participation, though it lowered passengers-per-vehicle density. In response, staff are evaluating strategies to boost cost recovery, such as adjusting group size thresholds and exploring EV fleet integration, while also recalibrating future performance goals against realistic operational trends and peer agency benchmarks.

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Report to Committee
Meeting Date: September 2, 2026
Agenda Item: 5B

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: STA LINK (MOBILITY ON DEMAND) LAUNCH UPDATE

Submitted by: Emily S. Poole, Chief Planning & Development Officer
Janet Stowe, Director of Paratransit Transportation & Rideshare Services
Dylan Jouliot, Associate Transit Planner

Purpose: Receive report.

Recommendation: n/a

Attachments and/or Online Links: STA Link (Mobility on Demand) Launch Update
STA Link Website (https://www.spokanetransit.com/about-sta/stalink/)

SUMMARY: Following Board approval of the contracts for Demand Response Software and Mobility on Demand Service Operations in June of 2026, to Spare Labs Inc. and Direct Medical Transportation respectively, Staff have been working with both companies to design, test, and implement STA Link (Mobility on Demand) service to launch in time for the September 2026 service change.

The accompanying staff report provides a summary of the STA Link implementation and launch timeline, an overview of tasks completed, tasks in progress, and steps required to ensure a successful service launch in September 2026.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **5B**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: STA Link (Mobility on Demand) Launch Update

A key initiative identified under Goal 1 in *Connect 2035***,** is to introduce Mobility on Demand (MOD) pilot service to expand transit coverage and better connect workers to jobs. Now branded STA Link, these pilots will help STA understand how MOD services should be included in its overall long-range service plans. To assist in this decision making, STA must continue to understand how and if STA Link improves mobility for communities, provides enhanced customer experience, and meets operational and economic requirements.

On June 18, 2026, the Board approved the award of contract for Demand Response Transit Software Services to Spare Labs, Inc. and the award of contract for Mobility on Demand Pilot Service Operations to Direct Medical Transportation, Inc (DMT).

Beginning July 22, 2026, and over the following weeks, progress meetings and subsequent coordination has taken place between STA, Spare Labs, Inc, and DMT staff. The combined project team has developed a shared implementation timeline for a September 20, 2026, launch of the first two pilots in Latah Valley and North Spokane Valley, coinciding with the STA September 2026 service change.

As part of the marketing campaign leading up to the STA Link service launch, a dedicated website to STA Link has been created and is updated as milestones and information is available to release. (https://www.spokanetransit.com/about-sta/stalink/). The public outreach team is actively distributing printed materials at local events which will continue to do so through the service launch. Additionally, social media posts with app download instructions will begin posting on STA social media sites along with geo-targeting social media advertisements planned for the week prior to and through the launch of the STA Link service. Finally, in the week prior to the launch, the marketing and communications department will send out mailers to homes in the pilot areas, STA Link will be integrated into the September service change "Street Teams" outreach at locations in Latah Valley and North Spokane Valley, and staff are scheduled to provide a presentation to the Latah Hangman Neighborhood Council .

Key milestones and their planned completion dates are outlined in the table below:

Date	Milestone	Responsible Agencies
July 22, 2026	Project Kick Off	STA, Spare, DMT
July 24, 2026	Recruiting Campaign Begins	DMT
July 27, 2026	Vehicle Acquisition	DMT
August 3-Sept 5, 2026	Software configuration and testing	STA, Spare, DMT
August 29, 2026	Operator Recruiting Campaign Complete	DMT

Date	Milestone	Responsible Agencies
September 7-17, 2026	Driver Training	DMT
September 14, 2026	STA Link Mailer	STA
September 16, 2026	Software Go Live	Spare
September 16-17, 2026	Software Training	STA, Spare, DMT
September 17-18, 2026	Service Testing	STA, Spare, DMT
September 17, 2026	Latah Hangman Neighborhood Council Presentation	STA
September 18, 2026	Dispatch Readiness and Prelaunch Review	DMT
September 20, 2026	September Service Change	STA, Spare, DMT

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Report to Committee
Meeting Date: September 2, 2026
Agenda Item: 5C

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	OPPORTUNITY FARE PROGRAM UPDATE
Submitted by:	Carly Cortright, Chief Communications & Customer Service Officer Dainon Setzer, Director of Customer Experience

Purpose:	Receive report.
Recommendation:	n/a
Attachments and/or Online Links:	OPPORTUNITY FARE PROGRAM UPDATE STAFF REPORT

SUMMARY: At the July 24, 2025, Board meeting, the STA Board approved a two-year pilot not to exceed $1.14 million to implement an eligibility based low-income fare. This fare, branded as “Opportunity,” joins STA’s other 50% reduced fare options “Honored Rider” and “Stars & Stripes.”

The Board approved a two-pronged approach in this pilot: a closed option with eligibility based on AMI and enrollment in housing through Spokane Housing Authority and an open enrollment based on 200% of the federal poverty level as verified through enrollment in DSHS’s Basic Foods program. Opportunity Fare launched for open enrollment on December 1, 2025 with the closed option through Spokane Housing Authority launching two weeks prior in mid-November 2025.

Through August 15, 2026, 75,666 rides (including transfers) have been taken under the Opportunity fare program, for a total of $35,761 in fare (against the $1.14M cap). A full status report regarding implementation of the Opportunity Fare is detailed in the attached staff report. STA is also adding Medicaid/Apple Health as an additional verification method to prove eligibility effective September 1, 2026. An analysis of this decision as well as additional information requested regarding usage of other reduced fare options is also included in the attached staff report.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item 5C

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: OPPORTUNITY FARE PROGRAM UPDATE

Through August 15, 2026, 510 customers have enrolled in the Opportunity Fare. During the reporting period, Opportunity Fare customers took 75,666 rides. These trips represent $35,761 against the pilot's $1.14 million spending cap, leaving approximately $1,104,239 available through the pilot's end date of November 30, 2027.

Over the last quarter, staff promoted Opportunity Fare through STA's digital platforms, social media, printed materials, community partners, and onsite enrollment activities. Staff also worked with the Spokane Housing Authority (SHA) for the closed-pilot portion to reach residents through onsite events and direct distribution of printed information. Outreach through SHA produced limited enrollment, and SHA does not have a tenant-wide email, text, or newsletter platform that reliably reaches all residents. Staff continue working with SHA and other community partners to identify more effective ways to communicate with potentially eligible customers, including resident onboarding activities, outreach at additional housing properties, and direct distribution of program information.

Of the 510 Opportunity fare Connect card holders, 219 previously had Connect cards (43%). In tracking the difference in use before and after enrollment, ride activity increases with the change from Standard Fare to Opportunity Fare. Average rides per month on Standard Fare was 32 compared to 37 rides per month after, or an increase of approximately 16%.

Customer Service staff have also been tracking the number of individuals inquiring about eligibility for Opportunity and if they ultimately signed up or enrolled in a different reduced fare. Four hundred and sixty-six customers inquired either directly about Opportunity Fare or about fare options in general. Just under 38% of those did not qualify for any reduced fare programs and 12% were already enrolled in reduced fare. Another 29% were ultimately enrolled in another reduced fare program (Honored Rider or Stars and Stripes). About 21% were enrolled in Opportunity Fare.

The Committee asked for a review of applicants who were ineligible to determine if they would have qualified under a different verification method rather than enrollment in Basic Foods. Customer Service added a follow-up question in June 2026 asking about enrollment in Basic Food, Washington Apple Health (Medicaid), or another social-services program. From June 5 through August 15, 2026, staff completed the follow-up question for 58 reduced-fare interactions. Among those interactions, one (1) customer reported being enrolled in Washington Apple Health, but not Basic Food, and therefore did not qualify under the pilot's current eligibility requirements.

While the amount of inquiries demonstrated the barrier to enrollment in Opportunity was low, at the direction of the CEO, enrollment in Washington Apple Health is now accepted as proof of eligibility (effective September 1st), consistent with the Board resolution to consider additional verification methods in the future. This should have minimal impact on enrollment and ridership applied to the $1.14 million spending cap.

An applicant using Washington Apple Health to qualify would be required to present a current eligibility or enrollment document issued by one of the following:

- The Washington State Health Care Authority
- The Washington State Department of Social and Health Services
- Washington Healthplanfinder
- An Apple Health managed-care organization

The documentation must display the applicant's name, identify Washington Apple Health or Medicaid coverage, and demonstrate active eligibility as of the Opportunity Fare application date. Acceptable documentation would include:

- An Apple Health eligibility or approval letter
- A current Washington Healthplanfinder eligibility-results page
- An Apple Health renewal or recertification notice
- A current benefits or eligibility-verification notice
- A managed-care enrollment letter demonstrating current Apple Health coverage

The Committee also asked for a comparison of ridership on other reduced fare programs. For simplicity's sake, a comparison was made for the entire December 2025 through August 15, 2026 timeframe, reviewing total cards and rides during that time. Honored Rider, which is for those 60 years or older or those with a qualifying disability, averaged 163 rides per rider over that time period and had the highest number of people enrolled. The Stars and Stripes reduced fare is for active military or veterans, and has comparable enrollment to the Opportunity Fare, but much fewer rides on average than Opportunity.

Program	Unique Cards by Fare Category	Total rides	Average rides per rider
Honored Rider	4,655	760,963	163
Opportunity Fare	466	67,872	146
Stars and Stripes	476	48,210	101

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CEO Report
Meeting Date: September 2, 2026
Agenda Item: 6

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	CEO REPORT
Submitted by:	Karl Otterstrom, Chief Executive Officer

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	n/a

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

Spokane Transit

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7A

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	JULY 2026 OPERATING INDICATORS
Submitted by:	Brandon Rapez-Betty, Chief Operations Officer

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	July 2026 Operating Indicators

SUMMARY:

The attached Staff Report includes the summary of Operational Indicators for the month of July 2026.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item 7A

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: July 2026 Operating Indicators

There was the same number of weekdays in July 2026 compared to July 2025 (22 vs 22). On-time performance for Fixed Route was 90.0% and Paratransit 89.2%.

FIXED ROUTE

Ridership	July 2026	July 2025	% Change	YTD 2026
Total Monthly Ridership	826,975	782,932	5.6%	6,229,588
Average Daily Ridership	30,351	29,272	3.7%	34,991
Adult Ridership	294,337	311,296	-5.4%	2,223,304
CCS Pass Ridership	24,068	21,637	11.2%	186,985
Eagle Pass Ridership	13,751	5,193	164.8%	139,586
Youth Ridership	145,500	132,407	9.9%	1,393,963
% of Ridership by Youth	17.6%	16.9%	0.7%	22.4%
Reduced Fare / Paratransit Ridership	120,815	117,444	2.9%	791,156

Fixed Route ridership experienced a 5.6% increase in July 2026 over July 2025. Ridership continues to trend positively in 2026 over 2025 when evaluating ridership by Passengers Per Revenue Hour (PPH) or by weekday averages. STA provided 4.0% more revenue hours in July 2026 vs July 2025 (47,342.72 vs 45,512.52). That results in STA moving 17.5pph in July 2026, compared to July 2025 at 17.2pph. This represents a 1.7% increase in service productivity. This is further supported by the fact that the average weekday, Saturday and Sunday ridership increased across the board as well.

PARATRANSIT

Ridership	July 2026	July 2025	Month/Month % Change	Year/Year % Change
Combined	33,939	33,461	1.4%	0.1%
Directly Operated	18,366	17,303	6.1%	2.6%
Purchased Transportation	15,573	16,158	-3.6%	-2.8%
SUV	1,450	1,344	7.9%	9.2%

2026 ridership is essentially flat YTD vs. 2025, with directly operated growth offset by purchased transportation declines. Combined YTD trips are up only 0.1%, while July was up 1.4%. On-time performance is the primary area of concern. Combined service declined to 89.18% in July and 92.21% YTD, compared with 95.72% and 95.08% respectively in 2025, placing both current measures below the 93% goal. Possible contributing factors include continued road construction along key north/south corridors, which may have affected travel times and schedule reliability, as well as a new Paratransit Van Operator training class, which requires three van operators to assist the Training Department and temporarily reduces available operator resources. Productivity is a bright spot: passengers-per-hour improved across combined services, reaching 2.53 in July 2026 and 2.52 YTD, above the 2.42 goal and 2.8% higher than July 2025 (2.46pph).

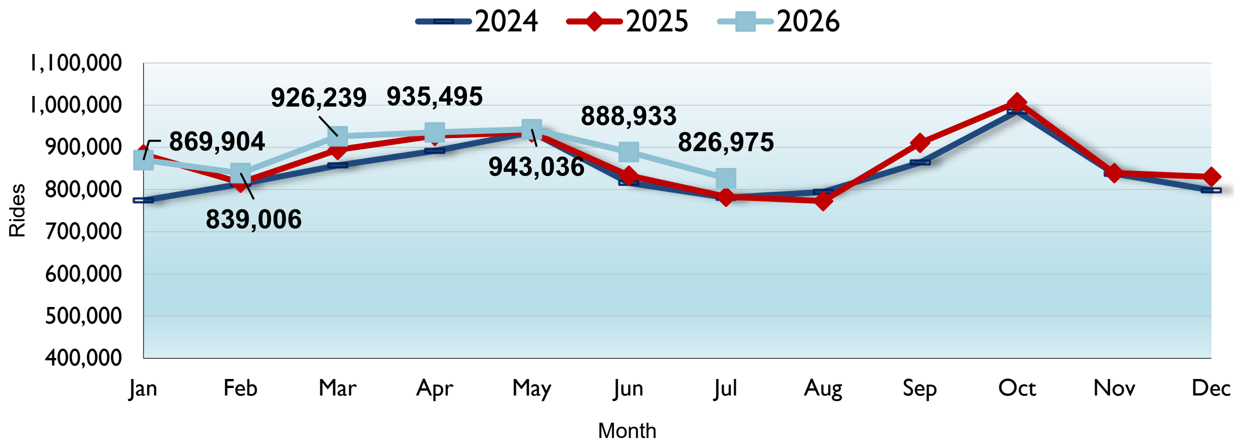
RIDESHARE

Ridership	July 2026	July 2025	Month to Month %Change	Year to Year %Change
Monthly Customer Trips	9,696	8,975	8.0%	
Year to Date Customer Trips	65,521	61,231		7.0%
Monthly Active Groups	93	87	6.9%	7.0%
Unique Riders	431	404	6.7%	5.8%
Riders per Vehicle	4.63	4.64	-0.2%	-1.0%

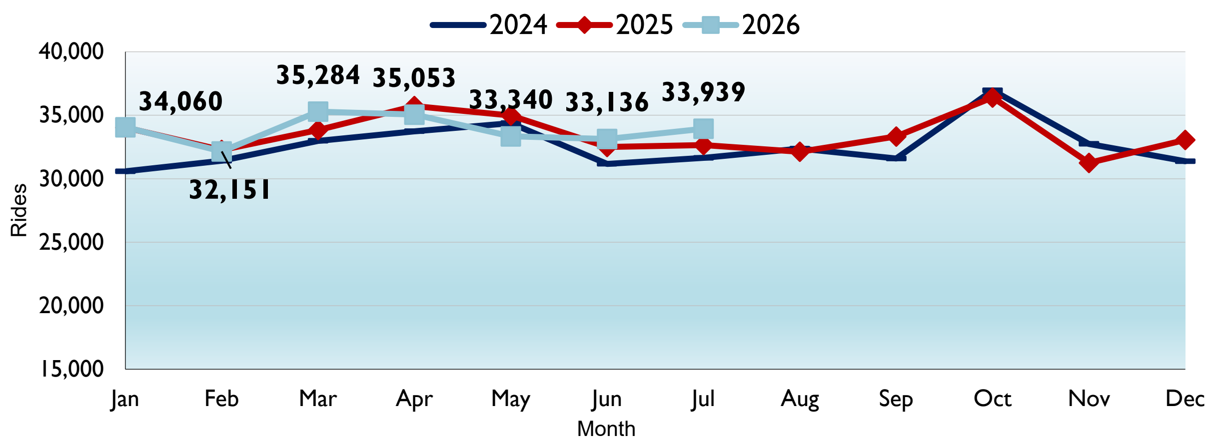
Group Formations and Folds
A group going to the Navy base in Bayview, ID and another new group going to Airway Heights Correction Center

Rideshare ridership continues to grow month-to-month and year-to-date primarily as a result of having more vans in service. This is especially true given that the number of riders per vehicle has remained relatively constant between July 2025 and July 2026.

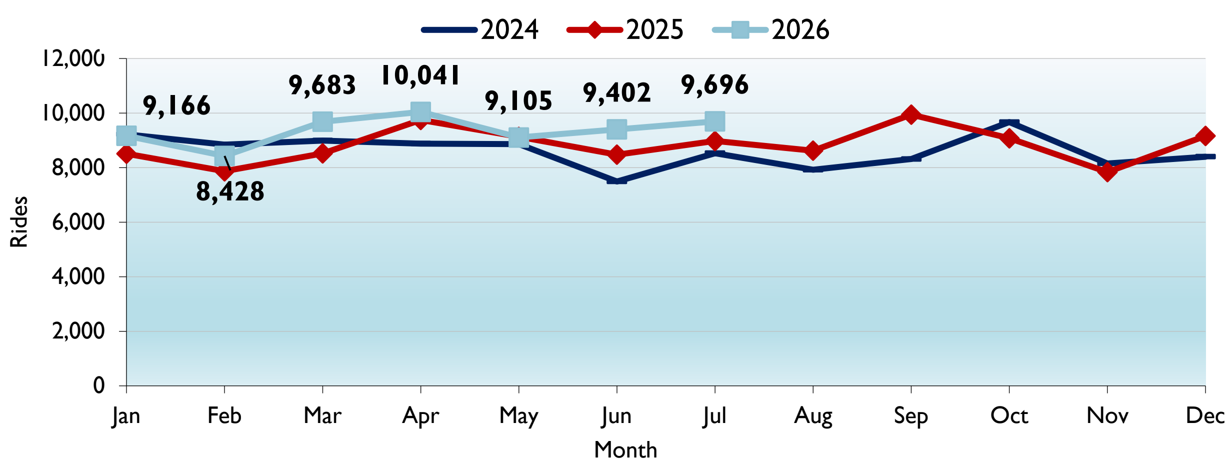
FIXED ROUTE RIDERSHIP



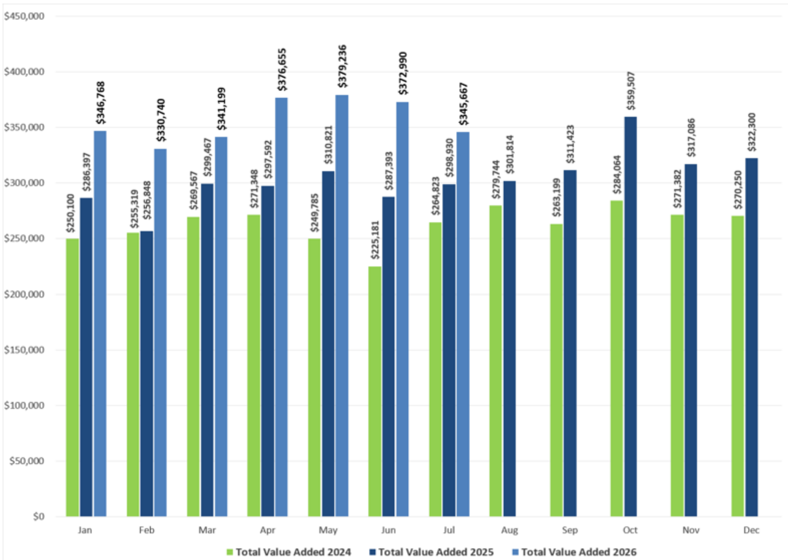
PARATRANSIT RIDERSHIP



RIDESHARE RIDERSHIP

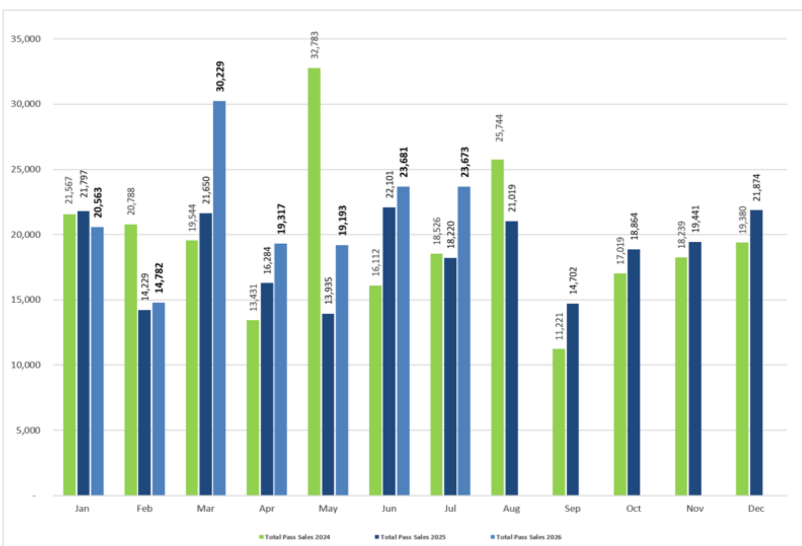


MONTHLY VALUE ADDED TO CONNECT CARDS



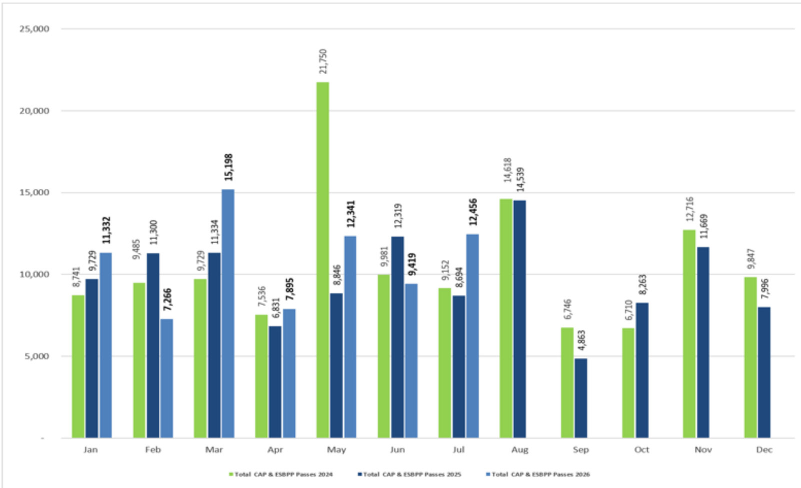
	2024 YTD	2025 YTD	2026 YTD	YTD % Change
Autoload	$ 99,405	$ 117,507	$ 101,150	-13.9%
Call Center	$ 50,075	$ 55,100	$ 62,603	13.6%
Customer Service Terminal	$ 437,806	$ 426,809	$ 400,343	-6.2%
Customer Website	$ 147,714	$ 148,574	$ 149,049	0.3%
Mobile Ticketing	$ 768,118	$ 814,264	$ 806,290	-1.0%
Institutional Website	$ 143,024	$ 197,685	$ 584,725	195.8%
Open Payments	$ 112,450	$ 251,166	$ 359,006	42.9%
Retail	$ 27,532	$ 26,343	$ 30,088	14.2%
Total	**$ 1,786,122**	**$ 2,037,449**	**$ 2,493,254**	**22.4%**

MONTHLY PASSES SOLD ON THE CONNECT SYSTEM



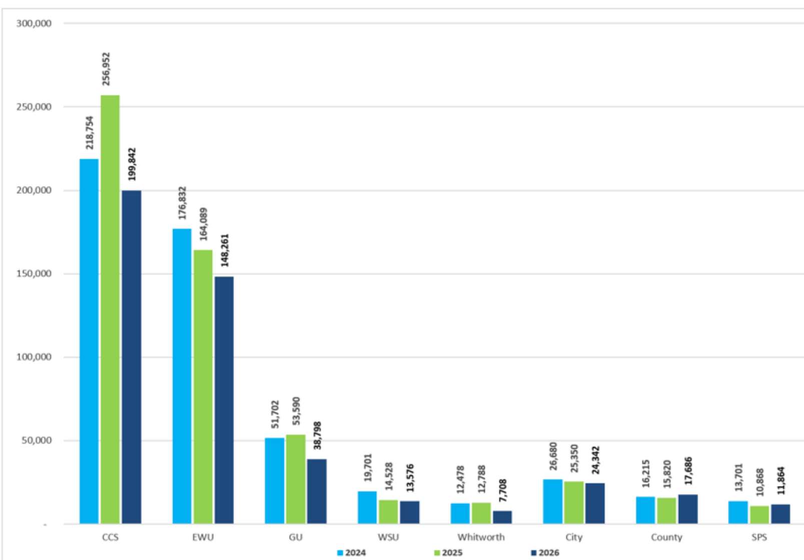
	2024 YTD	2025 YTD	2026 YTD	YTD % Change
1-Ride	49,335	44,641	57,997	29.9%
7-Day	2,740	2,961	3,173	7.2%
Day Pass	81,470	71,312	81,329	14.0%
Stars & Stripes/ Honored Rider	335	296	214	-27.7%
Opportunity Monthly			6	100.0%
Paratransit Monthly	269	228	224	-1.8%
Shuttle Park	839	546	547	0.2%
31-Day Rolling	7,763	8,232	7,948	-3.4%
Total	**142,751**	**128,216**	**151,438**	**18.1%**

COMMUNITY ACCESS AND EMPLOYER SPONSORED PASS SALES (Included in Total Passes Sold)



	2024 YTD	2025 YTD	2026 YTD	YTD % Change
1-Ride CAP	24,602	25,091	26,018	3.7%
Day Pass CAP	48,743	40,909	47,133	15.2%
Employer Sponsored Bus Pass	3,029	3,053	2,756	-9.7%
Total	**76,374**	**69,053**	**75,907**	**9.9%**

JULY YTD UTAP RIDES



	2024 YTD	2025 YTD	2026 YTD	YTD % Change
CCS	218,754	256,952	199,842	-22.2%
EWU	176,832	164,089	148,261	-9.6%
GU	51,702	53,590	38,798	-27.6%
WSU	19,701	14,528	13,576	-6.6%
Whitworth	12,478	12,788	7,708	-39.7%
City	26,680	25,350	24,342	-4.0%
County	16,215	15,820	17,686	11.8%
Spokane Public Schools	13,701	10,868	11,864	9.2%
Total	**536,063**	**553,985**	**462,077**	**-16.6%**

Spokane Transit

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7B

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: JULY 2026 FINANCIAL RESULTS SUMMARY

Submitted by: Robert Hamud, Chief Financial Officer

Purpose: For information.

Recommendation: n/a

Attachments and/or Online Links: JULY 2026 REVENUE & EXPENSE CHARTS

SUMMARY: Attached are the July 2026 financial results. The charts are being shown with a comparison to the YTD budgetary and prior year actual values.

Revenue

Overall, July year-to-date revenue is 4.6% ($4.3M) higher than budget impacted by the following:

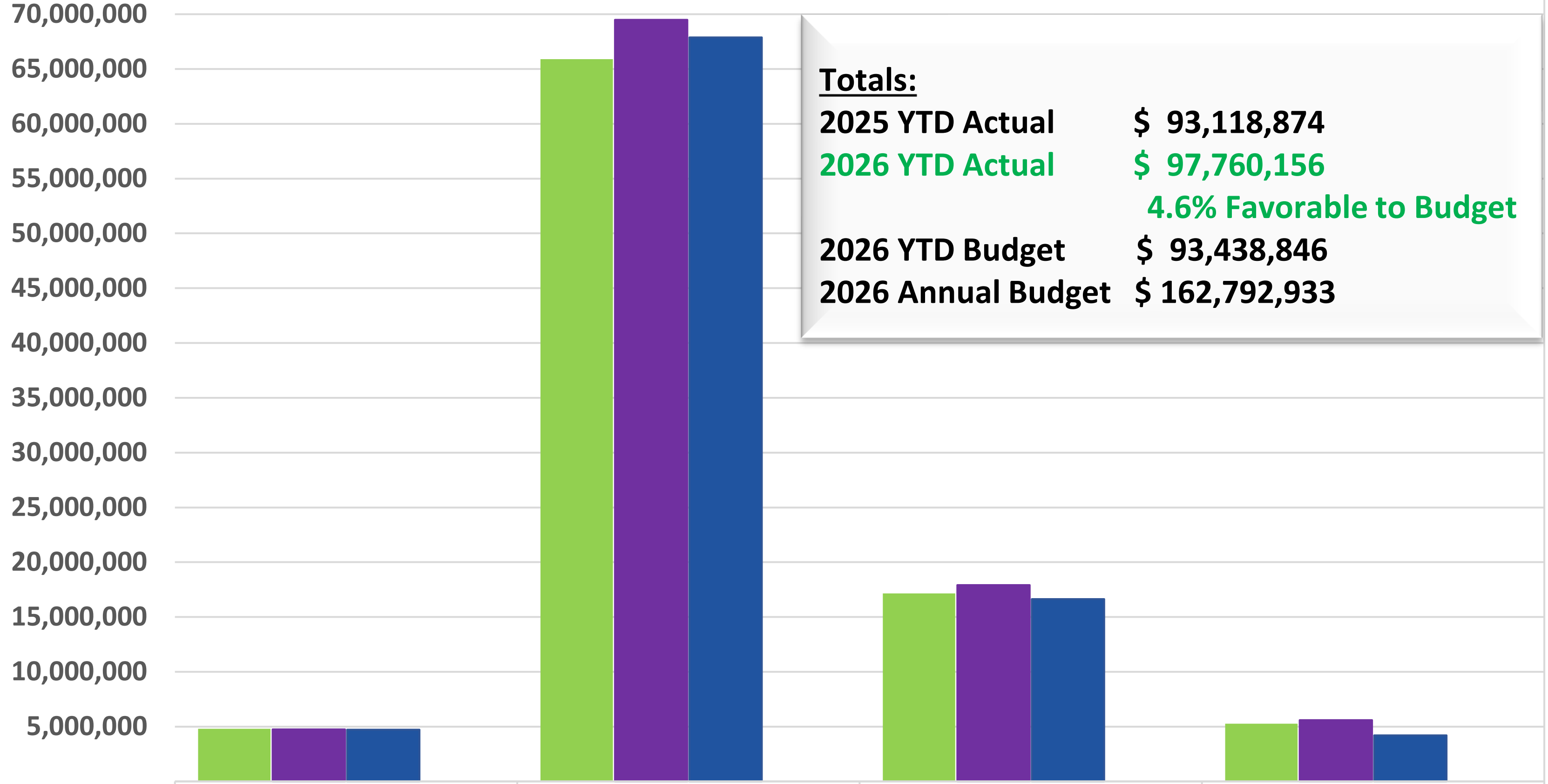
- Fares & Other Transit Revenue is 0.6% higher than budget
- Sales Tax Revenue is 2.4% higher than budget
- Federal & State Grant Revenue is 7.8% higher than budget
- Miscellaneous Revenue is 32.9% higher than budget

Operating Expenses

Overall, July year-to-date operating expenses are 5.0% ($4.2M) lower than budget influenced by the timing of payments as follows:

- Fixed Route is 2.0% lower than budget
- Paratransit is 7.5% lower than budget
- Rideshare is 2.0% lower than budget
- Plaza is 27.0% lower than budget
- Administration is 8.1% lower than budget
- Mobility on Demand is 100.0% lower than budget

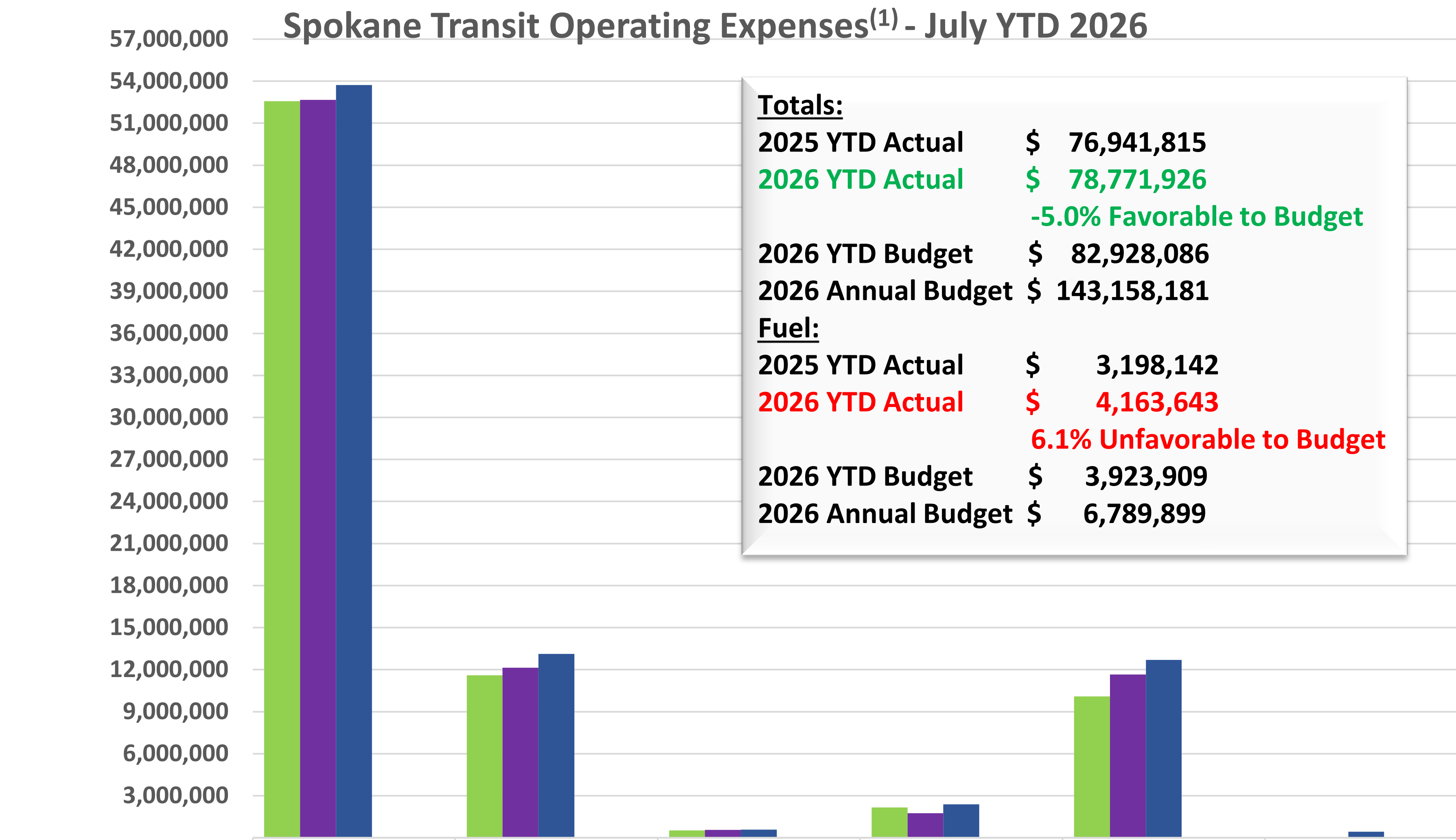
Spokane Transit Revenues [(1)] - July YTD 2026



	Fares & Other Transit Revenue	Sales Tax	Federal & State Grants (2)	Miscellaneous
2025 YTD Actual	4,791,488	65,899,463	17,155,384	5,272,539
2026 YTD Actual	4,752,174	69,496,849	17,928,200	5,582,933
2026 YTD Budget	4,723,232	67,879,381	16,635,356	4,200,877
2026 YTD Budget Variance	0.6%	2.4%	7.8%	32.9%
2026 Annual Budget	8,096,969	121,622,638	25,871,822	7,201,504

(1) Above amounts exclude grants used for capital projects. Year-to-date July state capital grant reimbursements total $5,924,846 and federal capital grant reimbursements total $0.

8/11/2026



	Fixed Route	Paratransit	Rideshare	Plaza	Administration	Mobility on Demand
2025 YTD Actual	52,563,658	11,595,293	529,493	2,155,616	10,097,755	-
2026 YTD Actual	52,667,010	12,136,665	569,321	1,744,842	11,653,458	-
2026 YTD Budget	53,728,245	13,117,028	581,136	2,391,720	12,685,536	424,421
2026 YTD Budget Variance	-2.0%	-7.5%	-2.0%	-27.0%	-8.1%	-100.0%
2026 Annual Budget	93,206,005	22,735,842	974,531	3,994,005	21,292,850	954,948

(1) Operating expenses exclude capital expenditures of $17,745,879 and Cooperative/TOD projects of $0 for year-to-date July 2026.

8/11/2026

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7C

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	AUGUST 2026 SALES TAX REVENUE
Submitted by:	Robert Hamud, Chief Financial Officer

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	STAFF REPORT: AUGUST 2026 SALES TAX REVENUE

SUMMARY: Attached is the August 2026 voter-approved sales tax revenue information.

SPOKANE TRANSIT AUTHORITY

Staff Report: **Agenda Item** 7C

Presented to: **Performance Monitoring & External Relations Committee**

SUBJECT: AUGUST 2026 SALES TAX REVENUE

SUMMARY

August sales tax revenue, which represents sales for June 2026, was:

- 5.2% above 2026 budget
- 2.8% above YTD 2026 budget
- 8.3% above 2025 actual
- 5.9% above YTD 2025 actual

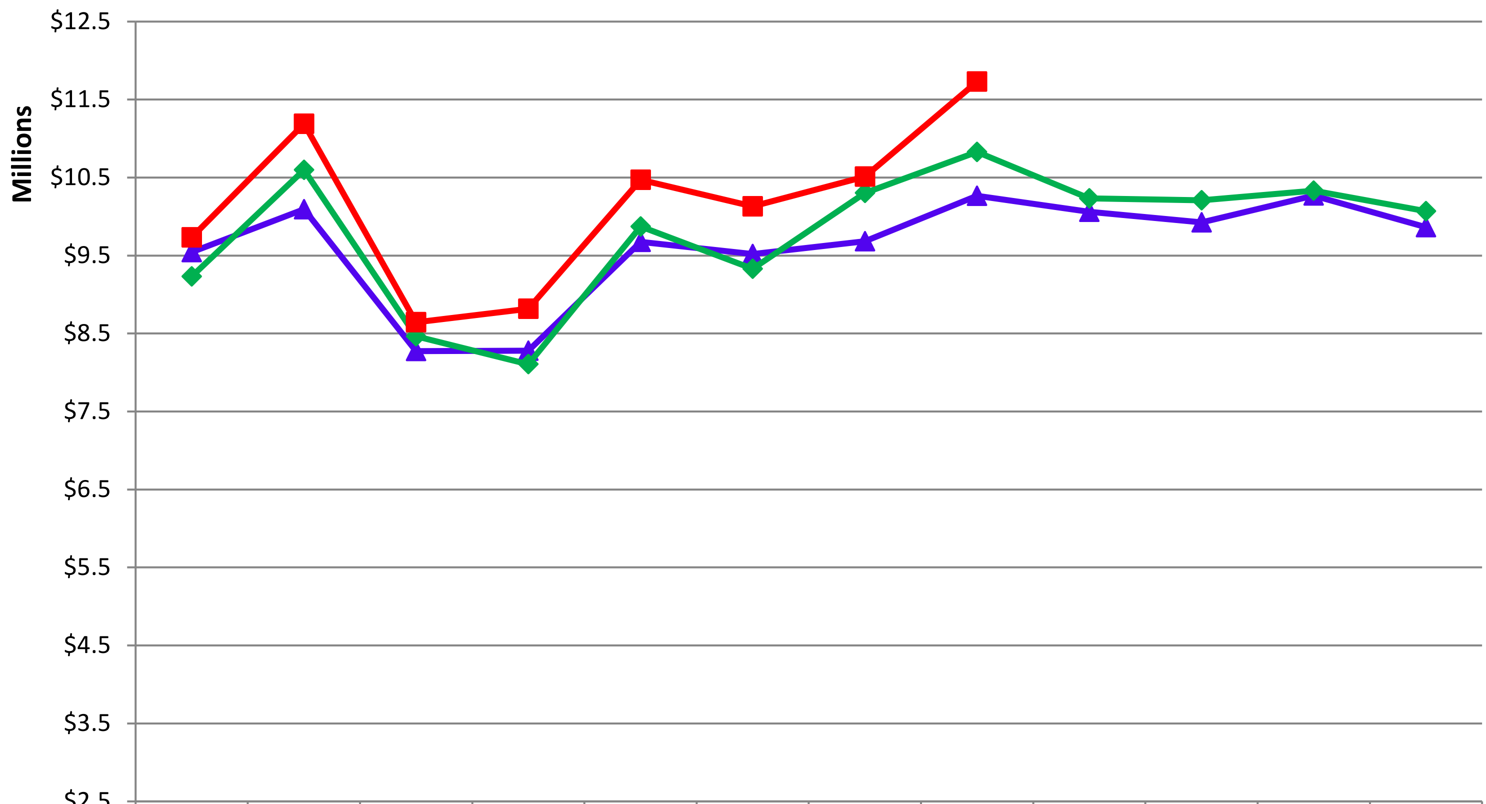
Total taxable sales for June were up 8.9% from June 2025. 2026 YTD sales are up 6.0% compared with June 2025 YTD.

Retail, Construction, and Accommodation and Food Services continue to be the top 3 rankings:

- Retail Trade increased by 1.2% or $7.4M in June 2026 vs June 2025. Retail categories with the largest variances are as follows:
  - Other Miscellaneous Retailers increased 9.0% or $51.6M June 2026 YTD over 2025 YTD
  - Warehouse Clubs, Supercenters, and Other General Merchandise Retailers increased 2.8% or $12.4M June 2026 YTD over 2025
  - Used Merchandise Retailers increased 46.5% or $8.6M June 2026 YTD over 2025 YTD
  - Building Material and Supplies Dealers increased 2.5% or $7.5M June 2026 YTD over 2025 YTD
  - Beer, Wine, and Liquor Retailers increased 52.7% or $7.3M June 2026 YTD over 2025 YTD
  - Furniture and Home Furnishings Retailers increased 7.0% or $5.6M June 2026 YTD over 2025 YTD
  - Clothing and Clothing Accessories Retailers increased 4.2% or $5.2M June 2026 YTD over 2025 YTD
  - Lawn and Garden Equipment and Supplies Retailers increased 22.5% or $4.9M June 2026 YTD over 2025 YTD
  - Sporting Goods, Hobby, and Musical Instrument Retailers increased 4.0% or $4.7M June 2026 YTD over 2025 YTD
  - Electronics and Appliance Retailers increased 2.1% or $4.2M June 2026 YTD over 2025 YTD
  - Jewelry, Luggage, and Leather Goods Retailers increased 18.1% or $3.9M June 2026 YTD over 2025 YTD
  - Grocery and Convenience Retailers decreased -0.7% or $-1.4M June 2026 YTD over 2025 YTD
  - Automotive Parts, Accessories, and Tire Retailers decreased -2.5% or $-3.7M June 2026 YTD over 2025 YTD
  - Automobile Dealers decreased -4.1% or $-24.5M June 2026 YTD over 2025 YTD

- Construction increased by 8.0% or $16.9M in June 2026 vs June 2025 and is up 3.4% or $34.5M 2026 YTD vs 2025 YTD
- Accommodation and Food Services increased by 2.0% or $2.8M in June 2026 vs June 2025 and is up 1.0% $7.5M 2026 YTD vs 2025 YTD

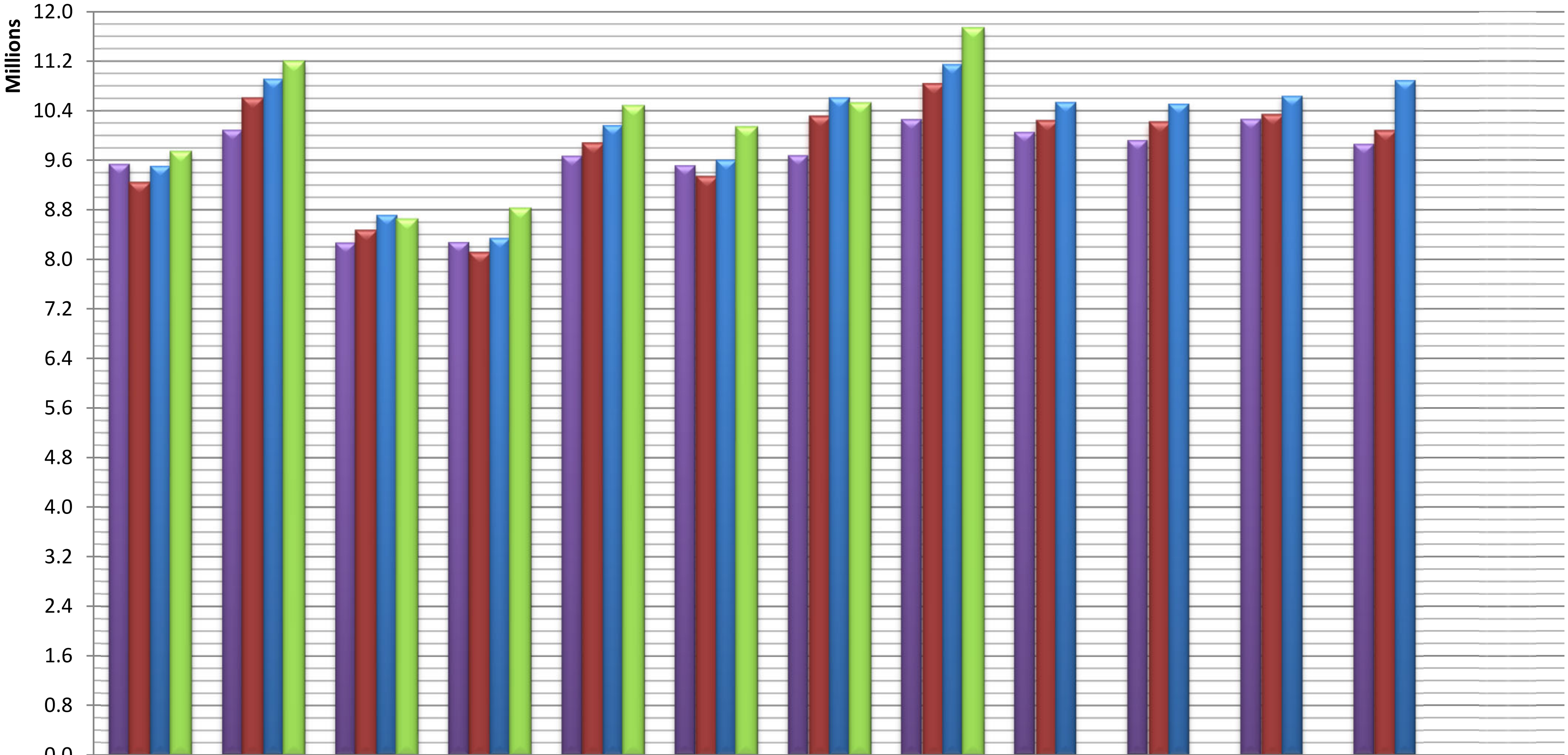
Sales Tax Revenue History-August 2026[(1)]



	1	2	3	4	5	6	7	8	9	10	11	12
2024	$9.5	$10.1	$8.3	$8.3	$9.7	$9.5	$9.7	$10.3	$10.1	$9.9	$10.3	$9.9
2025	$9.2	$10.6	$8.5	$8.1	$9.9	$9.3	$10.3	$10.8	$10.2	$10.2	$10.3	$10.1
2026	$9.7	$11.2	$8.6	$8.8	$10.5	$10.1	$10.5	$11.7				

(1) Voter-approved sales tax distributions lag two months after collection by the state. For example, collection of January's sales tax revenue is distributed in March.

2024 - 2026 SALES TAX RECEIPTS [1]



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2024 Actual	9,541,665	10,094,347	8,274,027	8,280,274	9,674,060	9,518,036	9,681,216	10,265,657	10,060,167	9,926,563	10,268,086	9,865,311	115,449,409
2025 Actual	9,232,330	10,597,034	8,464,344	8,105,275	9,870,270	9,328,991	10,301,219	10,828,301	10,232,387	10,208,330	10,329,837	10,070,143	117,568,461
2026 Budget	9,509,300	10,914,945	8,718,274	8,348,433	10,166,378	9,608,861	10,613,190	11,153,150	10,539,359	10,514,580	10,639,732	10,896,436	121,622,638
2026 Actual	9,731,538	11,189,775	8,643,680	8,815,879	10,472,870	10,129,116	10,513,990	11,729,354	-	-	-	-	-
$ Mo. Var.	499,208	592,741	179,336	710,604	602,600	800,125	212,771	901,053	-	-	-	-	
% Mo. Var.	5.4%	5.6%	2.1%	8.8%	6.1%	8.6%	2.1%	8.3%	0.0%	0.0%	0.0%	0.0%	
$ YTD Var.	499,208	1,091,949	1,271,285	1,981,889	2,584,489	3,384,614	3,597,385	4,498,438	-	-	-	-	
% YTD Var.	5.4%	5.5%	4.5%	5.4%	5.6%	6.1%	5.5%	5.9%	0.0%	0.0%	0.0%	0.0%	
% YTD Bud. Var.	2.3%	2.4%	1.4%	2.4%	2.5%	3.0%	2.4%	2.8%	0.0%	0.0%	0.0%	0.0%	

[1] Voter-approved sales tax distributions lag two months after collection. For example, collection of January's sales tax revenue is distributed in March.

Spokane Transit

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7D

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: JUNE 2026 SEMIANNUAL FINANCIAL REPORTS

Submitted by: Robert Hamud, Chief Financial Officer

Purpose: For information.

Recommendation: n/a

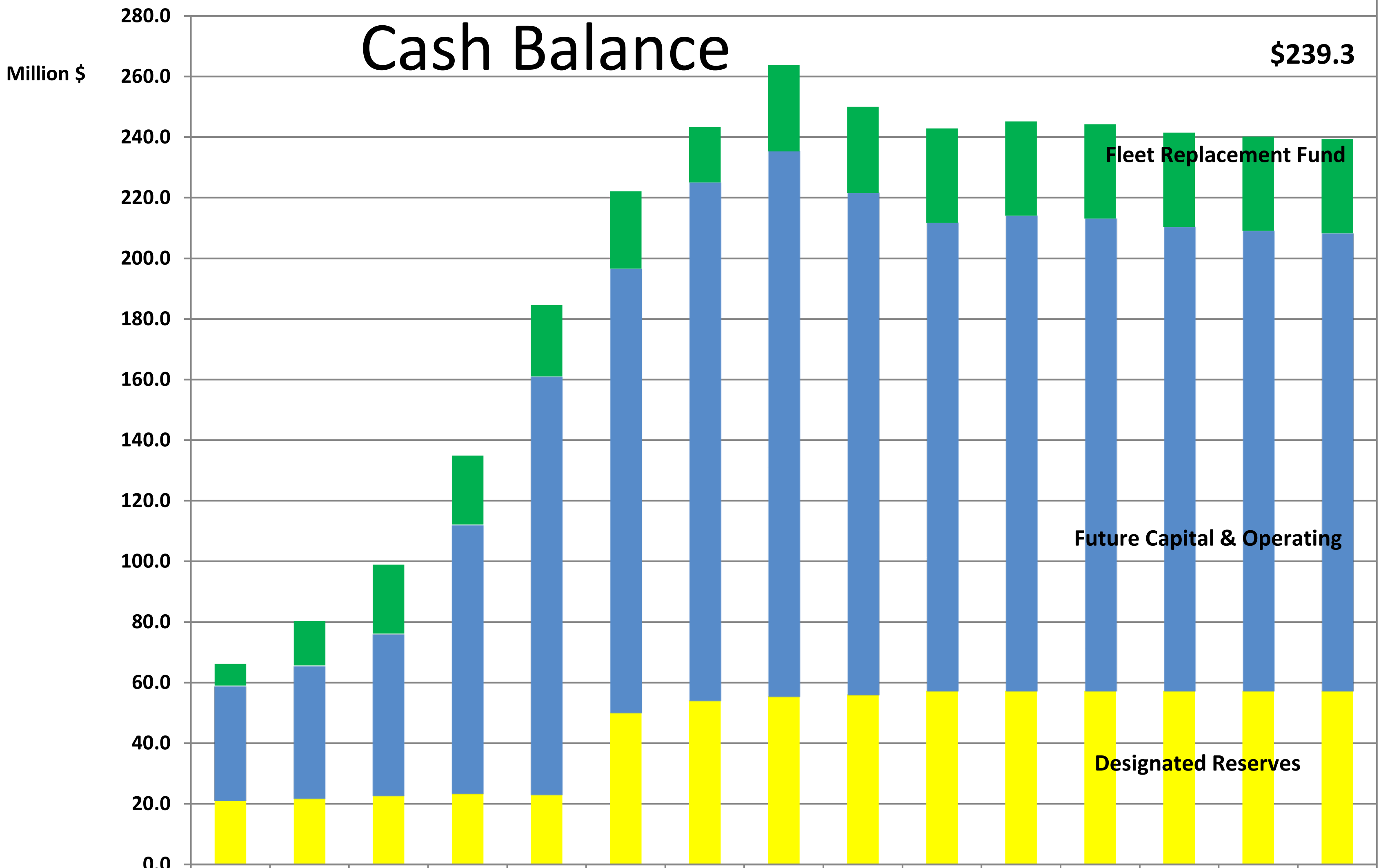
Attachments and/or Online Links: CASH CHART JUNE 2026 FOR SEMIANNUAL REPORT
SEMIANNUAL FINANCIAL REPORTS CAPITAL BUDGET JUNE 2026
SEMIANNUAL FINANCIAL REPORTS CAPITAL GRANT SUMMARY JUNE 2026

SUMMARY: Attached are the June 2026 semiannual financial reports.

- Capital Budget
  - 11.9% of the Capital budget has been spent.
  - Due to timing of projects, higher level of expenditures are traditionally made in the latter half of the year.
  - 2026 forecasted capital spend to budget is expected to amount to 77.7% or $67.4M.
- Federal Grants
  - Federal capital grants cover multiple years and plans are in place for the expenditure of these grants.
- Cash Balance
  - The cash balance of $239.3M includes the fleet replacement fund of $31.1M.

SPOKANE TRANSIT
CAPITAL BUDGET STATUS
Through June 30, 2026

Capital Projects	Quantity	State Funding	Federal Funding	Local Funding	2026 Budget Total	Expensed to Date	Remaining Balance
Revenue Vehicles							
Fixed Route Coaches- (Expansion)	2			$1,545,105	$1,545,105	-	1,545,105
Fixed Route Coaches- (Replacement)	20		$3,478,686	13,724,206	17,202,892	-	17,202,892
Paratransit Vans (Replacement)	11			1,857,892	1,857,892	1,549,449	308,443
Rideshare Vans (Replacement)	11			695,000	695,000	349,313	345,687
Total Revenue Vehicles	44	$0	$3,478,686	$17,822,203	$21,300,889	1,898,762	19,402,127
Non-Revenue Vehicles							
Fixed Route Service Vehicles	5	$192,000		$48,000	$240,000	211,748	28,252
Supervisor Support Vehicles	2			90,000	90,000	-	90,000
Shelter Response Truck	1			52,000	52,000	-	52,000
Journeyman Service Vans	3			90,000	90,000	-	90,000
Total Non-Revenue Vehicles	11	$192,000	$0	$280,000	$472,000	211,748	260,252
Facilities - Maintenance and Administration							
Boone - Facility Master Plan Program				$1,396,500	$1,396,500	194,581	1,201,919
Boone - Preservation and Improvements				11,867,660	11,867,660	1,196,489	10,671,171
Fleck Center - Preservation and Improvements				250,000	250,000	82,779	167,221
Miscellaneous Equipment and Fixtures				882,871	882,871	275,265	607,606
Total Facilities - Maintenance and Administration		$0	$0	$14,397,031	$14,397,031	1,749,114	12,647,917
Facilities - Passenger and Operational							
Park and Ride Upgrades				$21,854	$21,854	-	21,854
Plaza Preservation and Improvements				1,914,275	1,914,275	(101,407)	2,015,682
Route and Stop Facility Improvements		$2,756,800		9,430,890	12,187,690	962,755	11,224,935
Transit Center Upgrades				3,001,000	3,001,000	31,557	2,969,443
Near Term Investments				770,331	770,331	(814,928)	1,585,259
Total Facilities - Passenger and Operational		$2,756,800	$0	$15,138,350	$17,895,150	77,978	17,817,172
Technology Projects							
Business Systems Replacement				$2,500,000	$2,500,000	40,392	2,459,608
Communications Technology Upgrades				1,000,000	1,000,000	-	1,000,000
Fare Collection and Sales Technology				3,250,000	3,250,000	1,292,376	1,957,624
IS Infrastructure and End User Equipment				2,265,600	2,265,600	691,316	1,574,284
Operating and Customer Service Software				300,000	300,000	-	300,000
Security and Access Technology				775,900	775,900	267,011	508,889
Total Technology Projects		-	$0	$10,091,500	$10,091,500	2,291,095	7,800,405
High Performance Transit							
Central City Line					$0	(139,655)	139,655
Cheney Line				$300,000	$300,000	4,702	295,298
I-90/Valley Line		$3,716,100	$150,000	8,207,432	12,073,532	699,110	11,374,422
Monroe-Regal Line				1,241,952	1,241,952	113,598	1,128,354
Sprague Line		467,186		467,185	934,371	6,214	928,157
West Broadway Line				645,000	645,000	20,833	624,167
Division Street BRT		$3,300,000	500,000	3,488,109	$7,288,109	1,666,480	5,621,629
Wellesley Line				$200,000	200,000	103	199,897
Total High Performance Transit	-	$7,483,286	$650,000	$14,549,678	$22,682,964	2,371,385	20,311,579
GRAND TOTAL	55	$10,432,086	$4,128,686	$72,278,762	$86,839,534	8,600,082	78,239,452
RECONCILING ITEMS (ITEMS BUDGETED AND ANTICIPATED TO HAVE BEEN PAID IN 2025 BUT PAYMENTS DELAYED TO 2026):							
Plaza Building and Systems Assessment						-	-
Paratransit Trapeze PASS Web App Enhancement						20,908	(20,908)
Communications Technology Upgrades				80,000.00	80,000.00	21,193	58,807
South Hill P&R Improvements-correction 2025						(4,293)	4,293
Security Camera Upgrade-VTC						53,283	(53,283)
UPS-Boone Communication Room						22,300	(22,300)
2025 Server refresh Boone						5,455	(5,455)
Mirabeau P&R Cameras/NVR						8,836	(8,836)
RECONCILING ITEMS (ITEMS UNBUDGETED IN 2026):							
Security Camera/NVR-WPTC						42,415	(42,415)
AV Equipment						53,468	(53,468)
Five Mile P&R Mobility Hub Study						12,434	(12,434)
Real Estate Due Diligence						1,496,500	(1,496,500)
Subtotal RECONCILING ITEMS		$0	$0	$0	$0	1,732,500	(1,652,500)
GRAND TOTAL		$10,432,086	$4,128,686	$72,278,762	$86,839,534	10,332,582	76,586,952



	2017	2018	2019	2020	2021	2022	2023	2024	2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	May 2026	Jun 2026
Fleet Replacement Fund	$7.2	$14.6	$22.7	$22.7	$23.6	$25.5	$18.3	$28.4	$28.4	$31.1	$31.1	$31.1	$31.1	$31.1	$31.1
Future Capital & Operating	37.8	43.9	53.5	88.8	137.9	146.4	170.9	179.8	165.5	154.5	156.8	155.8	153.1	151.8	150.9
Designated Reserves	21.2	21.8	22.7	23.4	23.1	50.2	54.1	55.5	56.1	57.3	57.3	57.3	57.3	57.3	57.3

Growth in Cash Balance during 2020-2023 from growth in sales tax as well as one-time federal relief funding received in 2020-2023.

SPOKANE TRANSIT
STATUS OF FEDERAL CAPITAL GRANTS
JUNE 2026

GRANTS	LATEST APPROVED BUDGET	CUMULATIVE AMOUNT EXPENDED	ACCRUALS	UNEXPENDED BALANCE	UNEXPENDED LOCAL BALANCE	UNEXPENDED FEDERAL BALANCE
WA-2020-009 CENTRAL CITY LINE BRT	$84,886,657	$66,505,548	-$165,348	$18,546,458	$16,546,199	$2,000,259
WA-2021-014 METROPOLITAN PLANNING - FIVE MILE HUB STUDY	231,214	31,789	0	199,425	26,922	172,503
WA-2023-044 MOBILITY MANAGEMENT AND OPERATING ASSISTANCE PROJECTS	419,427	403,253	0	16,174	0	16,174
WA-2024-034 DIVISION STREET BRT TOD CORRIDOR PLAN	506,250	0	0	506,250	101,250	405,000
WA-2024-035 ADA VEHICLES, MOBILITY MGMT AND OPERATING ASSISTANCE PROJECTS	884,107	484,411	0	399,696	79,939	319,757
WA-2025-037 ADA VEHICLE, MOBILITY MGMT AND OPERATING ASSISTANCE PROJECTS	967,407	676,391	-25,225	316,241	96,368	219,872
PENDING ADA VEHICLES, CONTRACTED SERVICE AND OPERATING ASSIST. PROJECTS	1,053,403	64,664	0	988,739	347,731	641,008
FEDERAL GRANTS TOTAL	$88,948,465	$68,166,057	-$190,573	$20,972,982	$17,198,410	$3,774,572

Spokane Transit

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7E

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	2ND QUARTER 2026 SERVICE PLANNING INPUT REPORT
Submitted by:	Emily S. Poole, Chief Planning & Development Officer Drew Redman, Associate Transit Planner

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	2nd Quarter 2026 Service Planning Input Report

SUMMARY: A total of forty comments and feedback related to fixed route service and stops were received by the Planning & Development Division during the second quarter of 2026. Of the comments received, nine were related to existing service, twelve were requests for new service, and nineteen were related to bus stops. The comments are summarized in the accompanying staff report.

BACKGROUND: The Planning & Development Division receives comments from external sources and itemizes each comment to follow up, and document feedback used for emerging opportunities for future service changes. These comments are obtained from a variety of sources since customer engagement cannot be a one-size-fits-all approach. Division staff obtain feedback from customers at public meetings, forwarded from the Customer Service Department, phone calls, letters, emails, voice messages, emails from STA Questions (STA's website comment portal), and feedback from coach operators and supervisors. In particular, the Service Development Team within the Division responds to every comment received when valid contact information is provided. Comments may also be discussed with the internal Service Improvement Committee.

The purpose of this summary is to inform the Performance Monitoring & External Relations Committee of the feedback received by the Planning & Development Division in the second quarter of 2026. It should be noted that this feedback summary applies only to division-related activities which include, but are not limited to, existing and potential bus service and/or feedback related to specific bus stops.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **7E**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: 2nd Quarter 2026 Service Planning Input Report

EXISTING SERVICE REQUESTS
One request for a "Welcome aboard Route 31" announcement. *Staff responded that a "Welcome Aboard" announcement would be implemented with the May 2026 service change.*
One request for 30-minute frequency on Saturdays on Route 63 Geiger/Airport. *Staff responded that 30-minute frequency would be available June 1-July 25, 2026 with FIFA augmented service; permanent 30-minute frequency Saturdays between 8:00am and 8:00pm will be added in the 2026 September Service Change.*
One comment regarding the changing schedule of Route 63 Geiger/Airport during PM peak, and challenging transfers to Route 6 Cheney at the West Plains Transfer Center. *Staff provided rationale for schedule changes tied to Amazon shift changes and responded that their feedback would be considered in future planning efforts.*
One comment about the scheduled 2026 realignment of Route 23 Maple/Ash to North Belt Street. *Staff responded that the realignment had been rescheduled to be considered for implementation in September 2027.*
One comment regarding challenging transfers between Route 63 Geiger/Airport and Route 66 EWU at the West Plains Transit Center. *Staff explained that transfers at West Plains Transit Center are designed to prioritize Route 6 Cheney connections and provide an alternate trip option.*
One comment about the estimated arrival of Route 7 Valley/Airport during PM peak. *Staff described the difference between bus stop timepoints and estimated arrivals at other bus stops. Arriving at the stop in time to allow a buffer period was recommended to ensure customer satisfaction.*
One question regarding why Route 6 Cheney does not use bus stops at North Division Street and West Spokane Falls Boulevard nor West Spokane Falls Boulevard and North Bernard Street to transfer to Route 25 Division. *Staff explained that HPT stop spacing guidelines and limited space for operational maneuvers limit the use of these bus stops for Route 6 Cheney. The STA Plaza was recommended as an alternate transfer point.*

EXISTING SERVICE REQUESTS
One comment regarding increasing frequency to 30 minutes on Route 35 Francis/Market. *Staff responded that Route 35 Francis/Market has 30 minute frequency during the identified time of travel and requested additional information regarding the customer's concern. No further information was received.*
One request for adjusting PM weekend service on Route 65 Airway Heights to better align with Amazon shifts. *Staff explained that a schedule change would disrupt connections for Route 65 Airway Heights at the West Plains Transit Center.*

ADDITIONAL SERVICE COMMENTS
Four requests for service closer to the Amazon DSK4 facility at South Hayford Road and West McFarlane Road. *Staff informed customers that STA has made attempts with permitting jurisdictions to construct bus stops in this area but have been unsuccessful at this time. Rideshare information was provided as an option.*
One request for service to Chase Middle School. *Staff responded that the request will be considered in future planning efforts.*
One request for service to Post Falls, Idaho. *Staff informed the customer that attempts for a cross-state service agreement were not successful and provided rideshare resources.*
One request for service on South Pines Road, between Sprague Avenue and East 16th Avenue. *Staff noted the request for future service planning and provided rideshare and paratransit resources.*
One request for service to the Seven-Mile area. *Staff responded that their feedback would be considered in future planning efforts and provided rideshare resources.*
One request for service connecting East Columbia Drive and North Thierman Road to East Trent Avenue via North Argonne Road. *Staff responded noting the challenges of providing fixed route service in the area. Alternate resources were provided for rideshare and paratransit, and Mobility-on-Demand was presented as a potential option available soon.*
One request for service to the Five-Mile area. *Staff responded that their feedback would be considered in future planning efforts.*

ADDITIONAL SERVICE COMMENTS
One request for service from North Magnolia Street and East Marietta Avenue to downtown Spokane. *Staff responded that their feedback would be considered in future planning efforts and provided trip planning resources.*
One request for service closer to Walgreens on South Grand Boulevard and East 29th Avenue due to limited mobility. *Staff provided Paratransit resources.*

BUS STOP COMMENTS
One recommendation to relocate Route 9 Sprague bus stops on East Sprague Avenue at North Freya Street and at North Havana Street. *Staff discussed recommendations with the customer, explaining ongoing coordination with adjacent property owners and jurisdictions.*
One comment to correct the shelter panel language at Whitworth University. *Staff informed the citizen that the correction was made in the planning system and a new panel would be installed during May 2026 Service Change.*
One request for a shelter at North Ash Street and West Indiana Avenue. *The bus stop at North Ash Street and West Indiana Avenue has an average of 26 weekday boardings. Staff informed the customer of current efforts to coordinate with the property owner to place a shelter at this location.*
One comment concerning the lack of a shelter at the West Plains Transit Center Bay 4. *Staff explained the shipping delay and provided a timeline for installation. The shelter was installed in April 2026.*
One comment regarding the shelter status at the bus stop on North Lefevre Street at Medical Lake High School. *Staff informed the customer that the shelter was being replaced with a new model. The shelter was installed in June 2026.*
One comment from a property owner regarding bus stop construction at North Monroe Street and West Longfellow Avenue. *Staff followed up with the property owner to resolve concerns.*
One comment regarding inadequate shelter at Elm Street and C Street during wind and rain. *Staff explained the shelter design application for most weather conditions and responded that their feedback would be considered in future planning efforts.*

BUS STOP COMMENTS
One comment regarding online trip planning misinformation about temporarily closed stops on Route 33 Wellesley at North Greene Street and East Augusta Avenue and North Greene Street and East Ermina Avenue. *Staff responded that these stops have been closed due to highway construction and sidewalk removal. The detour that marked these stops closed had expired and has been restored. Staff verified that the stops are closed on Google maps and various transit applications.*
One request for upgrades (shelters and benches) to Route 35 Francis/Market stops at North Ash Street and West Francis Avenue and comments on the difficulties of crossing major streets with a walker. *The bus stop on West Francis Avenue and North Ash Street has an average of 11 weekday boardings. The bus stop on West Francis Avenue and North Oak Street has an average of 7 weekday boardings. Staff provided the criteria for shelter placement (25 or more average weekday boardings, transfer location, adjacent to populations with limited mobility) and criteria for benches (10 or more average weekday boardings, transfer location, adjacent to populations with limited mobility). Staff also provided Paratransit information as a door-to-door option for those that qualify.*
One request for trash bins along Route 22 Northwest Blvd on Wellesley Avenue at North K Street and Wellesley Avenue at North Warren Street. *The bus stop on Wellesley Avenue and North Warren Street has an average of 1 weekday boarding. The bus stop on Wellesley Avenue and North K Street has an average of 7 weekday boardings. Staff identified the criteria used to place trash bins (10 or more average weekday boardings). Staff noted that photo documentation of a consistent littering problem could be provided in lieu of ridership to warrant the installation and servicing of trash bins. No photo evidence has been submitted.*
One request from an adjacent property owner to relocate the bus stop on East 5th Avenue and South Smith Street due to vandalism, theft, and property damage. *Staff could not contact the citizen with the phone number provided. The stop will be monitored for further incidents.*
One request for secure bicycle parking at Liberty Lake Park and Ride. *Staff spoke with the customer, explaining the availability of short and long-term bicycle parking facilities during construction of a new shelter and real-time digital signage at Bay 3. A short-term bicycle rack and long-term bicycle lockers are pending re-installation by the Facilities department.*
One request from an adjacent property owner for trash bin and regular trash service at the bus stop on Sprague Avenue and North Fancher Road. *This bus stop has an average of six weekday boardings. This stop does not meet the criteria of ten average weekday boardings to warrant installation and service of a trash bin. The property owner provided photo verification in lieu of the ridership criteria and a trash bin was installed.*

BUS STOP COMMENTS
One comment on the misspelling of McCarthey Athletic Center on the bus stop digital display onboard Route 1 City Line. *Staff made the correction.*
One request to relocate the bus stop on North Dakota Street and East Jay Avenue for Route 31 Minnehaha/Lidgerwood stop due to undesired activity in the area. *Staff informed the customer that the stop is not under consideration to be relocated because it provides a layover for Operator restroom access.*
One request to make the bus stop more visible at West Riverside Avenue and South Elm Street on Route 20 SFCC. *Staff coordinated for tree pruning and responded that a curb extension may be considered in the future to balance high parking demand and bus stop visibility.*
One comment that the bus stop post and sign had been knocked down at 1st Street and College Hill Street on Route 68 Cheney Loop. *Staff coordinated with the jurisdiction and Facilities department to reinstall the bus stop post and sign.*
One comment that the bus stop was gone on North Molter Road and East Mission Avenue for Route 93 Molter Loop in Liberty Lake. *Staff coordinated with the Fixed Route Operations department to place a temporary stop until a new post and bus stop sign can be installed.*

BUS STOP COMMENTS

One request for more trash bins at bus stops along Route 28 Nevada between Northpointe Plaza and East Francis Avenue.

Staff explained that trash bins are prioritized at bus stops where ridership meets ten or more average boardings per weekday and at locations where adjacent property owners have consistent littering issues. Several bus stops in this area currently meet this criteria, including:

- *North Nevada Street and East Francis Avenue northbound (11 average weekday boardings)*
- *North Nevada Street and East Lyons Avenue northbound (17 average weekday boardings)*
- *East Hawthorne Road and North Nevada Street southbound (18 average weekday boardings)*
- *North Nevada Street at N 9727 southbound (11 average weekday boardings)*
- *North Nevada Street and East Holland Avenue southbound (12 average weekday boardings)*
- *North Nevada Street and East Hoerner Avenue southbound (28 average weekday boardings) is proposed to receive a shelter, bench, and trash bin*
- *North Nevada Street and East Magnesium Road southbound (63 average weekday boardings) is pending a shelter, bench, and trash bin*
- *North Nevada Street and Lincoln Road southbound (12 average weekday boardings)*
- *North Nevada Street and East Sharpsburg Avenue southbound (18 average weekday boardings)*
- *North Nevada Street and East Cozza Drive southbound (38 average weekday boardings) is proposed to receive a shelter, bench, and trash bin*
- *North Nevada Street and East Lyons Avenue southbound (54 average weekday boardings) is pending a shelter, bench, and trash bin*
- *North Nevada Street and East Francis Avenue southbound (24 average weekday boardings)*

Customer feedback will be considered for future Route 28 Nevada improvements.

Spokane Transit

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7F

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: SEPTEMBER 2026 SERVICE CHANGE

Submitted by: Emily S. Poole, Chief Planning & Development Officer
Michelle Coning, Service Development Manager

Purpose: For information.

Recommendation: n/a

Attachments and/or Online Links: Spokane Transit Authority Website
https://www.spokanetransit.com/
September 2026 Schedule Change Summary Table

SUMMARY: The September 2026 Service Change, in effect beginning Sunday, September 20, 2026, includes an extension of Route 36 North Central to North Freya Street and Lyons Avenue, increased Saturday service on Routes 7 Valley/Airport and 63 Geiger/Airport to 30-minute frequency permanently, and other minor schedule adjustments as outlined in the attached schedule change summary. Additionally, during the September 2026 service change, the introduction of the first two STA Link pilot zones in Latah Valley and North Spokane Valley are planned. For clarity, these pilots are not included in the fixed route revenue hour calculation as STA Link is a demand response service.

The STA fixed routes network overall revenue service hours are estimated at approximately 548,640 (annualized); an increase of 8,960 compared with schedules already in place.

New schedules will be available in print and online at the Spokane Transit Authority website in the weeks leading up to the change.

SPOKANE TRANSIT AUTHORITY

Staff Report: Agenda Item **7F**

Presented to: Performance Monitoring & External Relations Committee

SUBJECT: September 2026 Schedule Change Summary Table

The following table outlines the planned adjustments to regular service as part of the September 2026 Service Change, as well as associated routes and the rationale for each change.

September 2026 Service Changes

Route	Planned Adjustment	Details/Rationale
1 City Line	Saturday schedule adjustments by one-minute between 7:00am and 10:30pm at the University District and other minor weekend schedule adjustments.	Schedule adjustments due to the removal of temporary FIFA service. Adjustments to the printed schedule reflect previous updated systematic scheduled service.
7 Valley/Airport	Saturday frequency increased to every 30 minutes between 8:00am and 8:00pm. Minor adjustments to weekday schedules and add a 6:36pm eastbound trip.	Added service on Route 7 Airport/Valley provides better connections to the Spokane International Airport. Revised several weekday trips reduce layover time at Spokane International Airport.
6 Cheney	Weekday schedule adjustments and one bus added in the afternoon between 2:00pm and 5:30pm.	The additional bus resource is added to support service reliability.
34 Freya	Schedule adjustments on weekdays to two early morning trips and multiple afternoon trips between 2:45pm and 6:30pm.	Schedule adjustments were made to improve on-time performance due to heavier afternoon traffic

Route	Planned Adjustment	Details/Rationale
35 Francis/Market	Adjustments to weekday and weekend schedules including consolidation of the 3:15pm and 3:27pm eastbound trips. Discontinue interline with Route 36 North Central.	Schedule adjustments are necessary based on the discontinuation of the interline with Route 36 North Central. The schedule changes also improve connections with Route 23 Maple/Ash. The afternoon trip consolidation optimizes bus resources during the PM peak.
36 North Central	Extend route pattern north to Freya Street and Lyons Avenue; discontinue interline with the Route 35 Francis/Market.	The route extension provides new services to the Hillyard neighborhood and requires a revised interline relationship with Route 35 Francis/Market.
43 Lincoln/37th Avenue	Weekday schedule adjustments to morning and afternoon trips to add inbound and outbound running time.	Schedule adjustments were made to improve on-time performance due to heavier afternoon traffic.
63 Geiger/Airport	Saturday frequency increased to every 30 minutes between 8:30am and 7:00pm Adjust two early morning weekday trips and one evening trip.	Added service on Route 63 Geiger/Airport provides better connections to Spokane International Airport from West Plains communities. Revised weekday trips reduce layover time at Spokane International Airport.
65 Airway Heights	Adjust all inbound trips to depart one minute earlier from Walmart in Airway Heights. Adjust one weekday outbound trip from 5:42am to depart at 5:44am.	Schedule adjustments allow additional travel improving on time performance. Early morning time change will improve timed connections between Medical Lake and Airway Heights at West Plains Transit Center.

Route	Planned Adjustment	Details/Rationale
66 EWU	Weekday schedule adjustments and one bus added in the afternoon between 2:00pm and 5:30pm.	The additional bus resource will be added to support service reliability.
98 Greenacres/Liberty Lake	Weekday afternoon inbound schedule adjustments, due to increased after-school passenger activity and traffic.	Schedule adjustments will improve on time performance during the PM peak period.
124 North Express	Delete 4:20pm outbound trip and adjust the 4:57pm inbound trip to depart at 4:42pm.	Scheduled adjustments improve bus availability during the PM peak period while maintaining schedule consistency.
343 Christmas Bureau Fair Shuttle	Two additional Saturday afternoon trips have been added, departing at 3:12pm and 3:42pm.	Additional Saturday afternoon trips will accommodate extra hour of the Christmas Bureau schedule in 2026.

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7G

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: 2026 COMMUNITY ENGAGEMENT EVENT UPDATE

Submitted by: Carly Cortright, Chief Communications & Customer Service Officer
Dainon Setzer, Director of Customer Experience

Purpose: For information.

Recommendation: n/a

Attachments and/or Online Links: DETAILED BUSINESS DEVELOPMENT AND OUTREACH CALENDAR FOR Q2

SUMMARY: The Business Development department has multiple outreach activities planned to continue in 2026; focusing on rider education, reduced fare opportunities and general community engagement regarding STA. The outreach team has been present for community events both large and small and has been seeking outreach opportunities previously not attended by STA to increase ridership and educate regarding reduced fare programs.

Opportunity reduced fare program outreach has been a focus, leading to increased event attendance by STA staff at Spokane Housing Authority, Community Court, and local libraries. Additionally, targeted outreach has been ongoing with other community-based organizations (CBOs) to promote Youth Ride Free fare, including end of school year and summer celebrations at West Central Community Center, Northeast Community Center, Spokane Public Schools, Medical Lake School District, West Valley School District, and Central Valley School District. The largest events that STA staff tabled at were the Asian, Native Hawaiian and Pacific Islander Heritage Festival, SkyFest, and Spokane Pride, with nearly 100,000 attendees between these three events alone.

The Summer of Soccer allowed extensive promotion of all programs, increased visibility for STA, and helped promote our relationship with Visit Spokane. Business Development Staff attended 2.1 times the events in Q2 of 2026 compared with the same time span in 2025 (47 events versus 22.) This increase is the direct result of additional staffing and educational outreach regarding Proposition One.

SPOKANE TRANSIT AUTHORITY

Staff Report: **Agenda Item 7G**

Presented to: **Performance Monitoring & External Relations Committee**

SUBJECT: **Detailed Business Development and Outreach Calendar for Q2**

Summary:

The full calendar of events in Q2 attended by the Business Development staff

Date	Event Title	Location	Attendance/ Interactions	Primary CTA
4/2/26	Spokane Homeless Coalition Presentation	North Hill Christian Church	50	Opportunity Fare
4/14/26	KHQ Job Fair	Spokane Fairgrounds & Expo Center	700	General Programs
4/18/26	Spokane Bike Swap	Spokane Fairgrounds & Expo Center	1000	General Programs & Bikes
4/21/26	Mica Peak Wellness Fair	Mica Peak High School	50	Riders License
4/22/26	EWU Earth Day	Eastern Washington University	100	Double Deckers
4/23/26	Leadership Spokane Bus Tour	Various Locations	30	Business Programs
4/24/26	North Spokane Library Onsite	North Spokane Library	10	Opportunity Fare & General Programs
4/25/26	Earth Day Block Party	West Central Abbey	100	Bikes on Buses
4/28/26	Moran Prairie Library Onsite	Moran Prairie Library	10	Opportunity Fare & General Programs
4/29/26	SCC Orientation	Spokane Community College	150	UTAP
4/29/26	Airway Heights Correctional Center Wellness Fair	Airway Heights Correctional Center	500	CTR
4/29/26	Central Valley Special Education Transition Fair	Central Valley High School	200	Paratransit

4/30/26	Holmes Elementary School Fair	Holmes Elementary	100	Opportunity Fare
4/30/26	Leadership Spokane Bus Barn Tour	Various	40	Economic Impact
5/1/26	Bloomsday Tradeshow	Spokane Convention Center	15,000	General Programs
5/2/26	Bloomsday Tradeshow	Spokane Convention Center	15,000	General Programs
5/4/26	Spokane Valley Library Onsite	Spokane Valley Library	10	Opportunity Fare & General Programs
5/5/26	Medical Lake Middle School STEM Night	Medical Lake Middle School	200	Youth Ride Free
5/7/26	CTE Orientation	Spokane County HR	30	General Programs
5/8/26	Asian, Native Hawaiian and Pacific Islander Heritage Festival	Riverfront Pavillion	20,000	General Programs
5/9/26	Asian, Native Hawaiian and Pacific Islander Heritage Festival	Riverfront Pavillion	20,000	General Programs
5/11/26	Union Gospel Mission Case Manager Visit	Union Gospel Mission	10	Opportunity Fare
5/12/26	WA State ID Event	Spokane Central Library	200	Opportunity Fare
5/13/26	Energizer Station – Bike Everywhere Month	Arena Shuttle Lot	20	General Programs and Bikes
5/13/26	Cheney Library Onsite	Cheney Library	5	Opportunity Fare
5/14/26	5th Grade Career Fair	Spokane Fairgrounds & Expo Center	2000	Youth Ride Free
5/16/26	Active Living Expo	Max at Mirabeau	200	Honored Rider
5/21/26	Plaza Tour with Midcity Concerns	STA Plaza	30	Trip Planning
5/23/26	Summer of Soccer/Visit Spokane	Riverfront Pavillion	45	Summer of Soccer
5/28/26	West Valley Community Block Party	West Valley High School	800	Riders License

5/30/26	Summer of Soccer/Visit Spokane	Riverfront Park	200	Summer of Soccer
6/4/26	Whitman STEAM Night	Whitman Elementary School	150	Youth Ride Free
6/5/26	NEYFS Spring Market	Northeast Youth & Family Services	200	Opportunity Fare
6/5/26	West Central Neighbor Day	AM Cannon Park	200	General Programs
6/6/26	Summer of Soccer/Visit Spokane	Riverfront Park	200	Summer of Soccer
6/6/26	Skyfest	Fairchild AFB	579	Stars and Stripes
6/7/26	Skyfest	Fairchild AFB	60,000	Stars and Stripes
6/13/26	Pride	Riverfront Park	203	General Programs
6/15/26	Community Court	Spokane Central Library	30	Opportunity Fare
6/16/26	Summer Parkways	Comstock Park	98	General Programs & Bikes on Buses
6/19/26	FIFA Fan Zone – SOS	Riverfront Park	419	Summer of Soccer
6/22/26	Community Court	Spokane Central Library	28	Opportunity Fare
6/22/26	Camp Read-A-Rama	Spokane Valley Library	25	Youth Ride Free
6/25/26	Northeast FYSPRT Self Care Fair	Spokane Fairgrounds & Expo Center	187	Opportunity Fare
6/26/26	WC Inclusive Carnival Field Day	West Central Community Center	203	Paratransit, General Programs
6/29/26	Camp Read a Rama	Spokane Valley Library	25	Youth Ride Free
6/30/26	Shadle Park Library Onsite	Shadle Park Library	14	Opportunity Fare

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Committee Information
Meeting Date: September 2, 2026
Agenda Item: 7H

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	2025 STATE AUDIT REPORT
Submitted by:	Robert Hamud, Chief Financial Officer

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	2025 EXIT PACKET

SUMMARY: On August 26, 2026, the Washington State Auditor's Office held an Audit Exit Conference with STA staff regarding the 2025 Audit results.

Weston Fink, Assistant Audit Manager, will brief the Board on the 2025 Audit results at the Board meeting on September 17, 2026.

Office of the Washington State Auditor
Pat McCarthy

Exit Conference: Spokane Transit Authority

The Office of the Washington State Auditor's vision is increased trust in government. Our mission is to provide citizens with independent and transparent examinations of how state and local governments use public funds, and develop strategies that make government more efficient and effective.

The purpose of this meeting is to share the results of your audit and our draft reporting. We value and appreciate your participation.

Audit Reports

We will publish the following reports:

- Accountability audit for January 1, 2025 through December 31, 2025 – see draft report.
- Financial statement and federal grant compliance audits for January 1, 2025 through December 31, 2025 – see draft report.

Audit Highlights

- We appreciate the efforts of Tammy Johnston, Director of Financial Services who provided documents and answered inquiries throughout the audit to ensure an effective and efficient audit process.
- The Authority continues to have appropriate processes in place to ensure its financial data is fairly presented in all significant respects.

Financial Statement Audit Communication

We would like to bring the following to your attention:

- We didn't identify any material misstatements during the audit.
- There were no uncorrected misstatements in the audited financial statements.
- The audit addressed the following risks, which required special consideration:
    - Due to the possibility that management may be able to circumvent certain controls, standards require the auditor to assess the risk of management override. As part of this work, we did not identify any significant unusual transactions affecting the financial statements

Finalizing Your Audit

Report Publication

Audit reports are published on our website and distributed via email in a .pdf file. We also offer a subscription service that notifies you by email when audit reports are released or posted to our website. You can sign up for this convenient service at https://portal.sao.wa.gov/SAOPortal.

Management Representation Letter

We have included a copy of representations requested and received from management.

Audit Cost

At the entrance conference, we estimated the cost of the audit to be $46,000 and actual audit costs will approximate that amount.

Your Next Scheduled Audit

Your next audit is scheduled to be conducted in 2027 and will cover the following general areas:

- Accountability for public resources
- Financial statement
- Federal programs
- National Transit Database (NTD) Agreed Upon Procedure

The estimated cost for the next audit based on current rates is $18,500 for the NTD Agreed Upon Procedures engagement, as well as $46,000 for the financial statement, federal grant compliance, and accountability audits, plus travel expenses if any. This preliminary estimate is provided as a budgeting tool and not a guarantee of final cost.

If expenditures of federal awards are $1,000,000 or more in any fiscal year, notify our Office so we can schedule your audit to meet federal Single Audit requirements. Federal awards can include grants, loans, and non-cash assistance like equipment and supplies.

Working Together to Improve Government

Audit Survey

When your report is released, you will receive an audit survey from us. We value your opinions on our audit services and hope you provide feedback.

Local Government Support Team

This team provides support services to local governments through technical assistance, comparative statistics, training, and tools to help prevent and detect a loss of public funds. Our website and client portal offers many resources, including a client Help Desk that answers auditing and accounting questions. Additionally, this team assists with the online filing of your financial statements.

The Center for Government Innovation

The Center for Government Innovation at the Office of the Washington State Auditor offers services specifically to help you help the residents you serve at no additional cost to your government. What does this mean? We provide expert advice in areas like Lean process improvement, peer-to-peer networking, and culture-building to help local governments find ways to be more efficient, effective and transparent. The Center can help you by providing assistance in financial management, cybersecurity and more. Check out our best practices and other resources that help local governments act on accounting standard changes, comply with regulations, and respond to recommendations in your audit. The Center understands that time is your most precious commodity as a public servant, and we are here to help you do more with the limited hours you have. If you are interested in learning how we can help you maximize your effect in government, call us at (564) 999-0818 or email us at Center@sao.wa.gov.

Questions?

Please contact us with any questions about information in this document or related audit reports.

Tina Watkins, CPA, Director of Local Audit, (360) 260-6411, Tina.Watkins@sao.wa.gov

Ann Strand, CFE, Assistant Director of Local Audit, (509) 454-7849, Ann.Strand@sao.wa.gov

Brad White, CPA, Program/Audit Manager, (509) 919-0240, Bradley.D.White@sao.wa.gov

Weston Fink, CPA, Assistant Audit Manager, (509) 919-2439, Weston.Fink@sao.wa.gov

Areielle White, Audit Lead, (509) 918 - 9168, Areielle.White@sao.wa.gov

AUDIT RESULTS

Results in brief

This report describes the overall results and conclusions for the areas we examined. In those selected areas, Authority operations complied, in all material respects, with applicable state laws, regulations, and its own policies, and provided adequate controls over the safeguarding of public resources.

In keeping with general auditing practices, we do not examine every transaction, activity, policy, internal control, or area. As a result, no information is provided on the areas that were not examined.

About the audit

This report contains the results of our independent accountability audit of the Spokane Transit Authority from January 1, 2025 through December 31, 2025.

Management is responsible for ensuring compliance and adequate safeguarding of public resources from fraud, loss or abuse. This includes the design, implementation and maintenance of internal controls relevant to these objectives.

This audit was conducted under the authority of RCW 43.09.260, which requires the Office of the Washington State Auditor to examine the financial affairs of all local governments. Our audit involved obtaining evidence about the Authority's use of public resources, compliance with state laws and regulations and its own policies and procedures, and internal controls over such matters. The procedures performed were based on our assessment of risks in the areas we examined.

Based on our risk assessment for the year ended December 31, 2025, the areas examined were those representing the highest risk of fraud, loss, abuse, or noncompliance. We examined the following areas during this audit period:

- Cash receipting – timeliness and completeness of deposits
- Self-insurance – unemployment and workers compensation
- Financial condition – reviewing for indications of financial distress
- Open public meetings – compliance with minutes, meetings and executive session requirements

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Spokane Transit Authority
January 1, 2025 through December 31, 2025

SECTION I – SUMMARY OF AUDITOR'S RESULTS

The results of our audit of the Spokane Transit Authority are summarized below in accordance with Title 2 *U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Financial Statements

We issued an unmodified opinion on the fair presentation of the basic financial statements in accordance with accounting principles generally accepted in the United States of America (GAAP).

Internal Control over Financial Reporting:

- *Significant Deficiencies:* We reported no deficiencies in the design or operation of internal control over financial reporting that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We noted no instances of noncompliance that were material to the financial statements of the Authority.

Federal Awards

Internal Control over Major Programs:

- *Significant Deficiencies:* We reported no deficiencies in the design or operation of internal control over major federal programs that we consider to be significant deficiencies.
- *Material Weaknesses:* We identified no deficiencies that we consider to be material weaknesses.

We issued an unmodified opinion on the Authority's compliance with requirements applicable to each of its major federal programs.

We reported no findings that are required to be disclosed in accordance with 2 CFR 200.516(a).

Identification of Major Federal Programs

The following programs were selected as major programs in our audit of compliance in accordance with the Uniform Guidance.

ALN	Program or Cluster Title
20.500	Federal Transit Cluster - Federal Transit Capital Investment Grants
20.507	Federal Transit Cluster - Federal Transit Formula Grants
20.526	Federal Transit Cluster - Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs

The dollar threshold used to distinguish between Type A and Type B programs, as prescribed by the Uniform Guidance, was $1,000,000.

The Authority qualified as a low-risk auditee under the Uniform Guidance.

SECTION II – FINANCIAL STATEMENT FINDINGS

None reported.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None reported.

INDEPENDENT AUDITOR'S REPORT

Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Spokane Transit Authority
January 1, 2024 through December 31, 2025

Board of Directors
Spokane Transit Authority
Spokane, Washington

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States, the financial statements of the Spokane Transit Authority, as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated August 4, 2026.

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING

In planning and performing our audits of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described above and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified.

Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses.

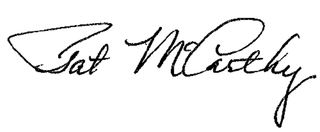
REPORT ON COMPLIANCE AND OTHER MATTERS

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion.

The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

PURPOSE OF THIS REPORT

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.



Pat McCarthy, State Auditor

Olympia, WA

August 4, 2026

INDEPENDENT AUDITOR'S REPORT

Report on Compliance for Each Major Federal Program and Report on Internal Control over Compliance in Accordance with the Uniform Guidance

Spokane Transit Authority
January 1, 2025 through December 31, 2025

Board of Directors
Spokane Transit Authority
Spokane, Washington

REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM

Opinion on Each Major Federal Program

We have audited the compliance of the Spokane Transit Authority, with the types of compliance requirements identified as subject to audit in the U.S. *Office of Management and Budget (OMB) Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2025. The Authority's major federal programs are identified in the auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2025.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States*;* and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)* are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination on the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards* and the Uniform Guidance will always detect a material noncompliance when it exists. The risk of not detecting a material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

Performing an audit in accordance with GAAS, *Government Auditing Standards* and the Uniform Guidance includes the following responsibilities:

- Exercise professional judgment and maintain professional skepticism throughout the audit;
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances;
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed; and

- We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

REPORT ON INTERNAL CONTROL OVER COMPLIANCE

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed. Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance and therefore, material weaknesses or significant deficiencies may exist that were not identified.

Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

Purpose of this Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose. However, this report is a matter of public record and its distribution is not limited. It also serves to disseminate information to the public as a reporting tool to help citizens assess government operations.

Pat McCarthy, State Auditor

Olympia, WA

August 4, 2026

INDEPENDENT AUDITOR'S REPORT

Report on the Audit of the Financial Statements

F-1

Spokane Transit Authority
January 1, 2024 through December 31, 2025

Board of Directors
Spokane Transit Authority
Spokane, Washington

REPORT ON THE AUDIT OF THE FINANCIAL STATEMENTS

Opinions

We have audited the accompanying financial statements of the Spokane Transit Authority, as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the financial section of our report.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Spokane Transit Authority, as of December 31, 2025 and 2024, and the changes in financial position and cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

Performing an audit in accordance with GAAS and *Government Auditing Standards* includes the following responsibilities:

- Exercise professional judgment and maintain professional skepticism throughout the audit;
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements;
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed;
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements;

- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time; and
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information listed in the financial section of our report be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by Title 2 *U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). This supplementary information is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

OTHER REPORTING REQUIRED BY GOVERNMENT AUDITING STANDARDS

In accordance with *Government Auditing Standards*, we have also issued our report dated August 4, 2026 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

Pat McCarthy

Pat McCarthy, State Auditor

Olympia, WA

August 4, 2026

FINANCIAL SECTION

Spokane Transit Authority
January 1, 2024 through December 31, 2025

Spokane Transit

August 4, 2026

Office of the Washington State Auditor
3200 Capitol Blvd
P.O. Box 40031
Olympia, WA 98504-0031

To the Office of the Washington State Auditor:

We are providing this letter in connection with your audit of Spokane Transit Authority for the period from January 1, 2025 through December 31, 2025, and the comparative information for the period ended December 31, 2024. Representations are in relation to matters existing during or subsequent to the audit period up to the date of this letter.

Certain representations in this letter are described as being limited to matters that are significant or material. Information is considered significant or material if it is probable that it would change or influence the judgment of a reasonable person.

We confirm, to the best of our knowledge and belief, having made appropriate inquiries to be able to provide our representations, the following representations made to you during your audit. If we subsequently discover information that would change our representations related to this period, we will notify you in a timely manner.

General Representations:

1. We have provided you with unrestricted access to people you wished to speak with and made available all requested and relevant information of which we are aware, including:
    a. Financial records and related data.
    b. Minutes of the meetings of the governing body or summaries of actions of recent meetings for which minutes have not yet been prepared.
    c. Other internal or external audits, examinations, investigations or studies that might concern the objectives of the audit and the corrective action taken to address significant findings and recommendations.
    d. Communications from regulatory agencies, government representatives or others concerning possible noncompliance, deficiencies in internal control or other matters that might concern the objectives of the audit.
    e. Related party relationships and transactions.
    f. Results of our internal assessment of business risks and risks related to financial reporting, compliance and fraud.

2. We acknowledge our responsibility for compliance with requirements related to confidentiality of certain information, and have notified you whenever records or data containing information subject to any confidentiality requirements were made available.

3. We acknowledge our responsibility for compliance with applicable laws, regulations, contracts and grant agreements.

4. We have identified and disclosed all laws, regulations, contracts and grant agreements that could have a direct and material effect on the determination of financial statement amounts, including legal and contractual provisions for reporting specific activities in separate funds.

5. We have complied with all material aspects of laws, regulations, contracts and grant agreements.

6. We acknowledge our responsibility for establishing and maintaining effective internal controls over compliance with applicable laws and regulations, safeguarding of public resources, and financial reporting, including controls to prevent and detect fraud.

7. We have established adequate procedures and controls to provide reasonable assurance of compliance with applicable laws and regulations, safeguarding of public resources, and accurate financial reporting.

8. We have no knowledge of any loss of public funds or assets or other illegal activity, or any allegations of fraud or suspected fraud involving management or employees.

9. In accordance with RCW 43.09.200, all transactions have been properly recorded in the financial records.

Additional representations related to the financial statements:

10. We acknowledge our responsibility for fair presentation of financial statements and believe financial statements are fairly presented in conformity with generally accepted accounting principles in the United States of America.

11. The financial statements include financial information of the primary government and all component units, fiduciary and other activity required by generally accepted accounting principles to be included in the financial reporting entity.

12. The financial statements properly classify all funds and activities.

13. All funds that meet the quantitative criteria in GASB requirements or are otherwise particularly important to financial statement users, are presented as major funds.

14. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported and depreciated as applicable.

15. We have no plans or intentions that may materially affect the reported value or classification of assets, liabilities or net position.

16. Revenues are appropriately classified by fund and account.

17. Expenses have been appropriately classified by fund and account, and allocations have been made on a reasonable basis.

18. Net position components (net investment in capital assets, restricted and unrestricted) are properly classified and, as applicable, approved.

19. The methods, data and significant assumptions we used in making accounting estimates and related disclosures are appropriate and free from intentional bias.

20. The following have been properly classified, reported and disclosed in the financial statements, as applicable:
    a. Interfund, internal, and intra-entity activity and balances.
    b. Related-party transactions, including sales, purchases, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties.
    c. Joint ventures and other related organizations.
    d. Guarantees under which the government is contingently liable.
    e. All events occurring subsequent to the fiscal year end through the date of this letter that would require adjustment to, or disclosure in, the financial statements.
    f. Effects of all known actual or possible litigation, claims, assessments, violations of laws, regulations, contracts or grant agreements, and other loss contingencies.

21. We have accurately disclosed to you all known actual or possible pending or threatened litigation, claims or assessments whose effects should be considered when preparing the financial statements. We have also accurately disclosed to you the nature and extent of our consultation with outside attorneys concerning litigation, claims and assessments.

22. We acknowledge our responsibility for reporting supplementary information (the Schedule of Expenditures of Federal Awards) in accordance with applicable requirements and believe supplementary information is fairly presented, in both form and content in accordance with those requirements.

23. We have disclosed to you all significant changes to the methods of measurement and presentation of supplementary information, reasons for any changes and all significant assumptions or interpretations underlying the measurement or presentation.

24. We acknowledge our responsibility for the supplementary information required by generally accepted accounting principles in the United States (RSI) and believe RSI is measured and presented within prescribed guidelines.

25. We have disclosed to you all significant changes in the methods of measurement and presentation of RSI, reasons for any changes and all significant assumptions or interpretations underlying the measurement or presentation of the RSI.

26. We believe there are no uncorrected misstatements that would be material individually and in the aggregate to each applicable opinion unit.

27. We acknowledge our responsibility not to publish any document containing the audit report with any change in the financial statements, supplementary and other information referenced in the auditor's report. We will contact the auditor if we have any needs for publishing the audit report with different content included.

Additional representations related to expenditures under federal grant programs:

28. We acknowledge our responsibility for complying, and have complied, with the requirements of 2 CFR § 200 *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards*.

29. With regards to your audit of federal grant programs, we have made available all relevant and requested information of which we are aware, including:

    a. All federal awards and related grant agreements (including amendments, if any), contracts with pass-through entities, service organizations and contractors, and correspondence.

    b. All communications from federal awarding agencies, contractors, service organizations or pass-through entities concerning possible noncompliance.

    c. All information regarding corrective actions taken and management decisions or follow-up work performed by federal or pass-through agencies on any findings reported in the past.

    d. All documentation related to the compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.

e. Interpretations or other support for any situations where compliance with requirements might be questionable or unclear.

30. We have identified and complied with all direct and material compliance requirements of federal awards.

31. Management is responsible for establishing effective internal control and has maintained sufficient control over federal programs to provide reasonable assurance that awards are managed in compliance with laws, regulations, contracts or grant agreements that could have a material effect on each of our federal awards.

32. Federal program financial reports and claims for advances and reimbursements are supported by the accounting records from which the basic financial statements have been prepared, and are prepared on a basis consistent with the Schedule of Expenditures of Federal Awards.

33. Copies of federal program reports provided to you are true copies of the reports submitted, or electronically transmitted, to federal agencies or pass-through agencies, as applicable.

34. We are responsible for, and will accurately prepare, the auditee section of the Data Collection Form as required by the Uniform Guidance.

Additional representations related to federal grants passed through to subrecipients:

35. We have advised our subrecipients of requirements imposed on them by Federal laws, regulations, contracts or grant agreements as well as any supplemental requirements we impose as a condition of receiving Federal awards.

36. We have monitored the activities of our subrecipients as necessary to ensure that Federal awards are used for authorized purposes in compliance with laws, regulations, contracts or grant agreements.

Robert Hamud
Chief Financial Officer
Spokane Transit Authority

Tammy Johnston
Director of Financial Services
Spokane Transit Authority

Chief Executive Officer
Spokane Transit Authority

Spokane Transit

1230 W. Boone Avenue, Spokane, WA 99201
(509) 328-RIDE | www.spokanetransit.com

Committee Information
Meeting Date: September 2, 2026
Agenda Item: 8

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE SEPTEMBER 30, 2026, DRAFT AGENDA REVIEW
Submitted by:	STA Staff

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	September 30, 2026, Performance Monitoring & External Relations Committee Draft Agenda

SUMMARY: At this time, members of the Performance Monitoring & External Relations Committee will have an opportunity to review and discuss the items to be included on the September 30, 2026, (October meeting) draft agenda.

1230 W. Boone Avenue, Spokane, WA 99201
(509) 328-RIDE | www.spokanetransit.com

PERFORMANCE MONITORING & EXTERNAL RELATIONS COMMITTEE MEETING

Wednesday, September 30, 2026
1:30 p.m. – 3:00 p.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 *(Chair)*
2. Committee Chair Report
3. Committee Action *(5 minutes)*
   A. Minutes of September 2, 2026, Committee Meeting - *Corrections/Approval*
4. Committee Action – Recommendation *(20 minutes)*
   A. Board Action - Consent Agenda
      1. Enterprise Asset Management Solution: Award of Contract *(Rapez-Betty)*
      2. Argonne Station Park & Ride: Lease Agreement *(Poole)*
   B. Board Action – Other/Committee Recommendation *(none)*
5. Reports to Committee (*35 min*)
   A. Employee Engagement Survey Results *(Cortright)*
   B. Bus Wrap Discussion *(Rapez-Betty/Cortright)*
   C. 2027 Service Revisions Draft Report for Public Input *(Poole)*
   D. Citizen Advisory Committee Update *(Cortright)*
6. CEO Report (Otterstrom) (*10 minutes)*
7. Committee Information *(no discussion/staff available for questions)*
   A. August 2026 Operating Indicators *(Rapez-Betty)*
   B. August 2026 Financial Results Summary *(Hamud)*
   C. September 2026 Sales Tax Revenue *(Hamud)*
8. Review November 4, 2026, Meeting Draft Agenda *(5 minutes)*
9. New Business *(5 minutes)*
10. Committee Members' Expressions *(5 minutes)*
11. Adjourn

Next PMER Committee Meeting: Wednesday, November 4, 2026, at 1:30 p.m.

Virtual Link: **INSERT LINK HERE**
Meeting ID: 261 057 756 795 96 | Call-in Number: 1-509-824-1714
Password: yY7rk3Rr | Conference ID: 220 371 401#

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.

1230 W. Boone Avenue, Spokane, WA 99201
(509) 328-RIDE | www.spokanetransit.com

New Business
Meeting Date: September 2, 2026
Agenda Item: 9

Presented To: Performance Monitoring & External Relations Committee

Referral Committee: n/a

Title: NEW BUSINESS

Submitted by: n/a

Purpose: For information.

Recommendation: n/a

Attachments and/or Online Links: n/a

SUMMARY: At this time, the Committee will have the opportunity to discuss new business relating to Performance Monitoring & External Relations.

Spokane Transit

1230 W. Boone Avenue, Spokane, WA 99201
(509) 328-RIDE | www.spokanetransit.com

Committee Member Expressions
Meeting Date: September 2, 2026
Agenda Item: 10

Presented To:	Performance Monitoring & External Relations Committee
Referral Committee:	n/a
Title:	COMMITTEE MEMBER EXPRESSIONS
Submitted by:	n/a

Purpose:	For information.
Recommendation:	n/a
Attachments and/or Online Links:	n/a

SUMMARY: At this time, members of the Performance Monitoring & External Relations Committee will have an opportunity to express comments or opinions.