

Fixed Route System Performance Report

2025 Data

Prepared for:
Board of Directors
5/6/2026



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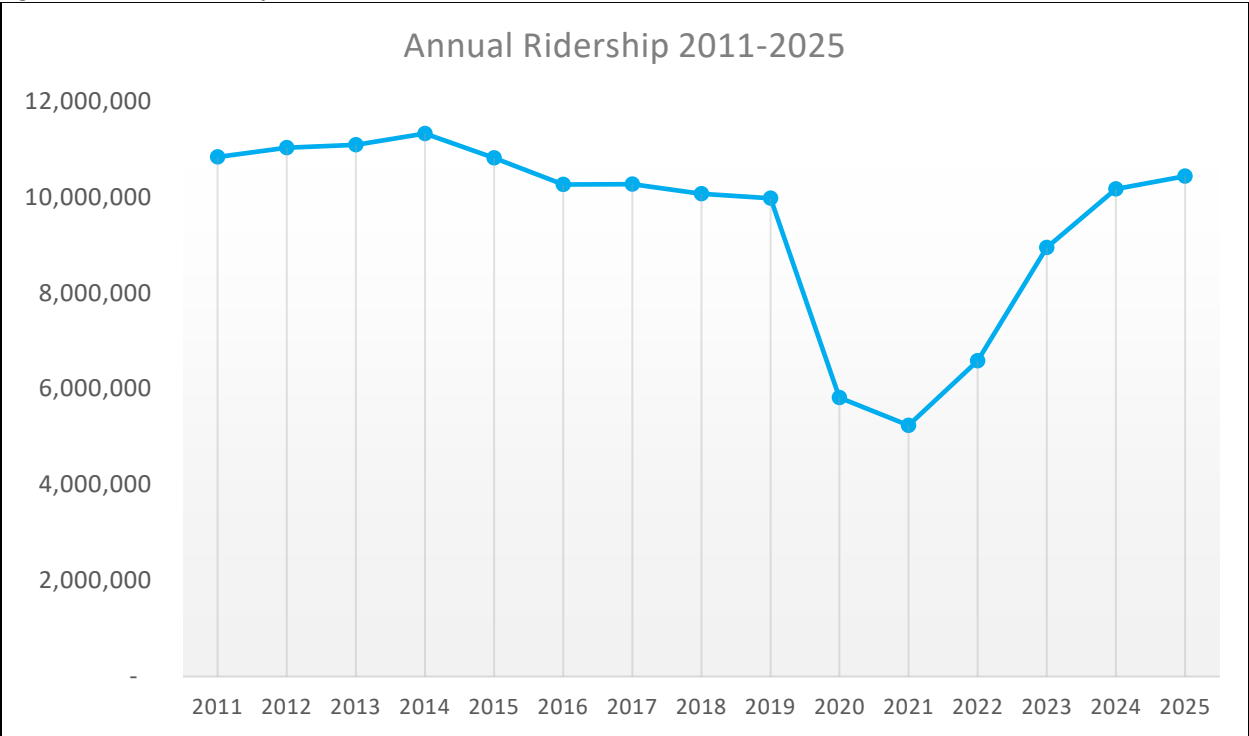
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Executive Summary

For Spokane Transit to ensure the reliability, consistency, and proper development of its transit services, it must continually evaluate and understand the strengths and weaknesses of the products offered. Each year STA publishes a Fixed Route System Performance Report to inform Spokane Transit staff, the public, and Board of Directors of the performance of each route compared to three performance standards: Ridership, Equivalent Energy Consumption, and Fares. In addition, the report provides information regarding passenger facilities including bus stop level ridership, park & ride lot utilization, and passenger facilities projects delivery. In 2025, Spokane Transit carried 10,433,702 passengers, which marked a 2.6% increase over 2024's total of 10,166,876 passengers. The identified goal for 2025's ridership (10.39 million trips) was a target 2.3% higher than the projection for 2024 (10.16 million trips). Ridership in 2025 was 0.42% higher than the initial goal of 10.39 million.

Figure 1 – Annual Ridership



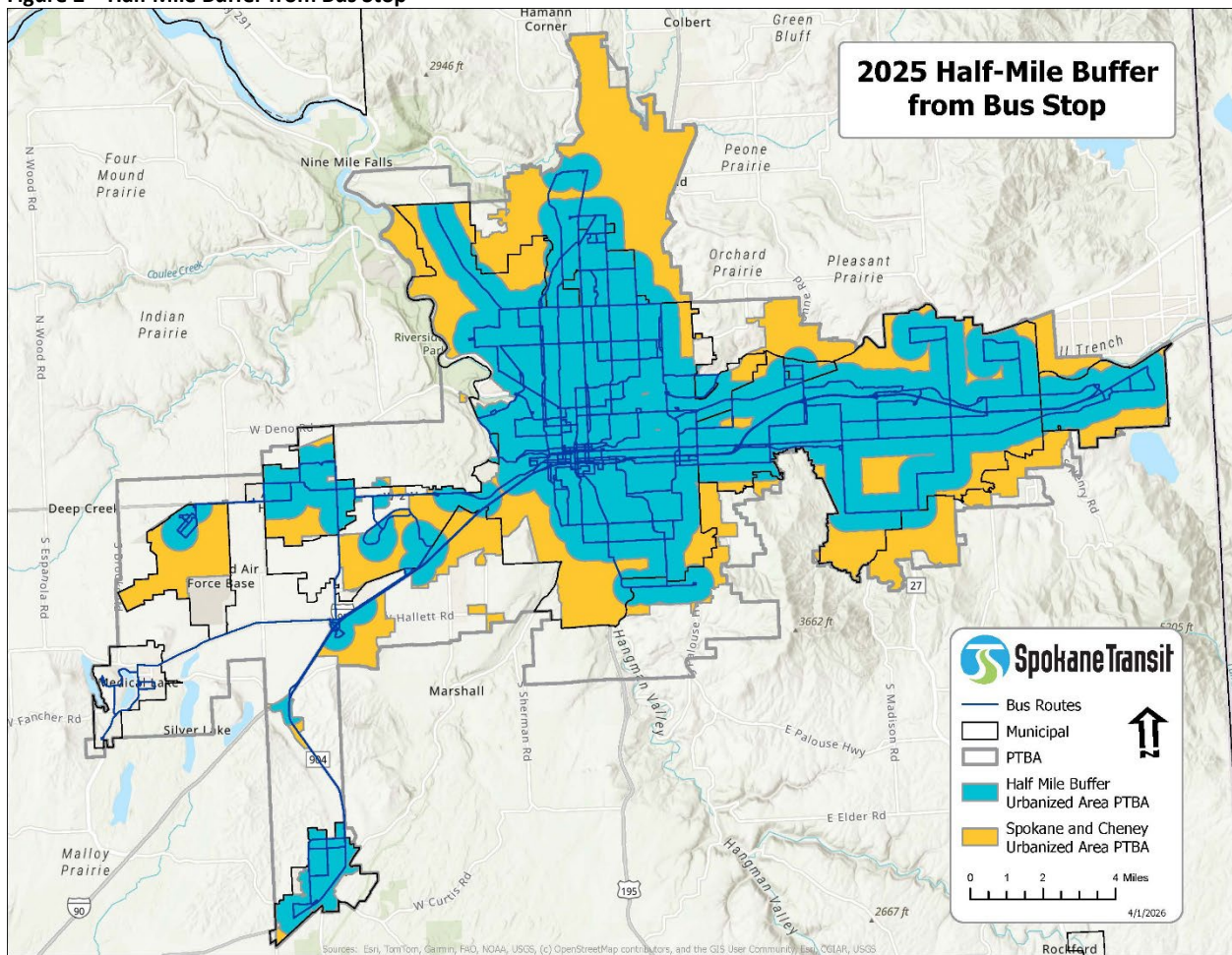
At the end of 2025, STA had 50 bus routes including three new routes that were added in September 2025. The introduction of Route 7 Valley/Airport and Route 93 Molter Loop required some duplicative service to be discontinued. Routes 60 and 74 were eliminated. Route 172 Liberty Lake Express was renumbered to 722, terminating at the Spokane Arena.

In 2025, 29 of the 46 routes that were in service for the entire year (excluding routes 223, 294, 342, 343) had increases in ridership productivity (measured in boardings per revenue hour). STA ridership has steadily improved over the past four years as ridership recovered from the COVID-19 pandemic. In 2021, all but three routes had *decreases* in ridership productivity. The 2025 improvement is not as robust as in 2023 when there were increases in ridership on 44 of 48 year-round routes. Eleven routes of those in service for the entirety of 2025 did not meet the ridership benchmark, which is adjusted each year relative to all ridership. This marks an improvement over 2024 when fourteen routes did not meet the benchmark. Overall, nineteen of the 46 routes evaluated met all three established performance standards for Ridership, Equivalent Energy Consumption, and Fares. Per *Connect Spokane* any route that falls below the minimum standard for any one standard for two consecutive years will be considered to have Area of improvements. Twenty-four routes are identified as having Area of Improvements and a remediation plan is proposed in this report.

Geographic Extent

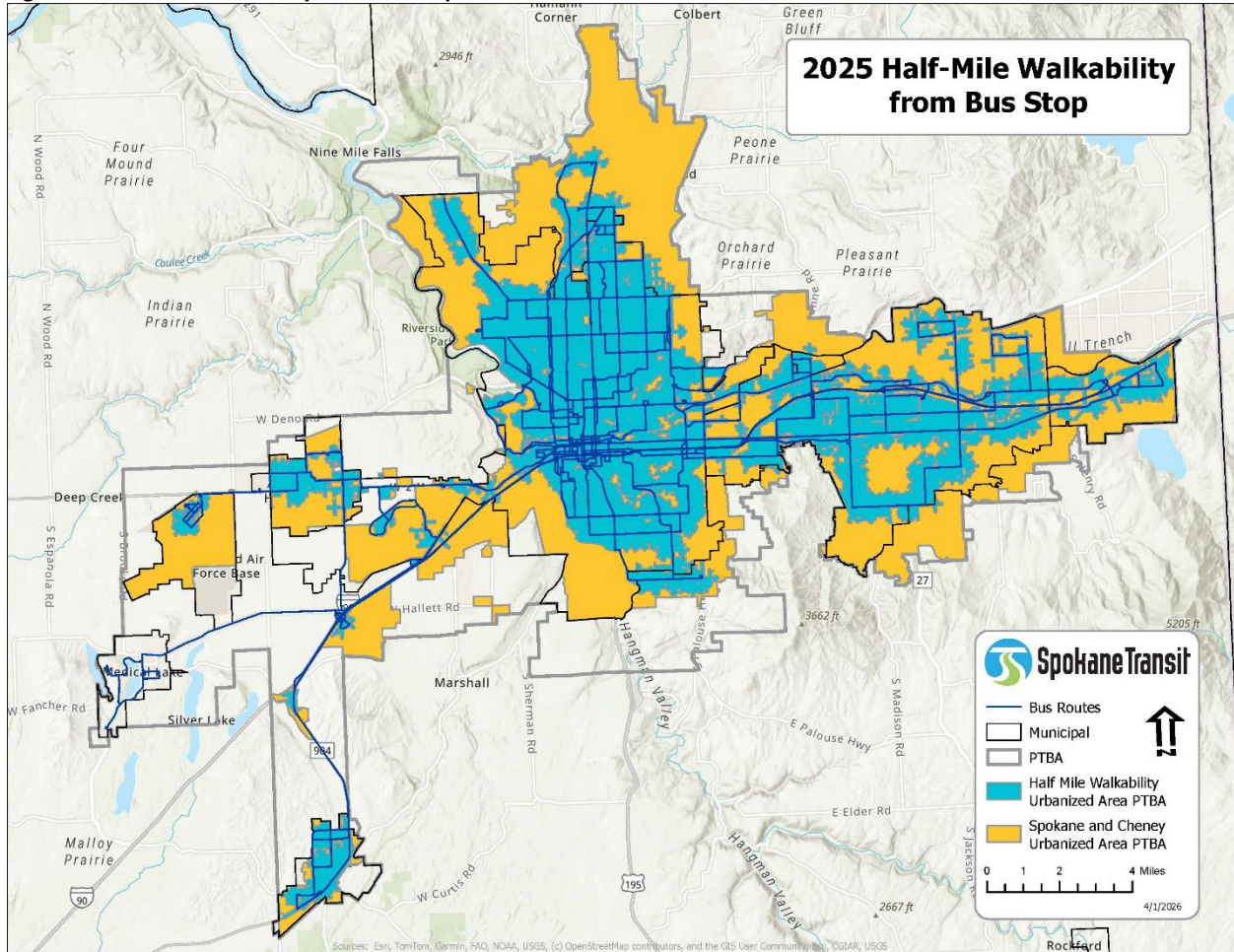
Per *Connect Spokane* FR 2.1 Geographic Extent, service shall be available within no more than one-half mile of at least 85% of the Public Transportation Benefit Area (PTBA) population residing within urban areas. Within the service area, urban areas include the City of Spokane, Spokane Valley, Millwood, Airway Heights, Liberty Lake, Medical Lake, and Cheney. Historically, STA has utilized a simple ½ mile buffer around every stop within the PTBA. In 2025, an estimated 80% of the urban PTBA population, 376,505 people, resided within one-half mile of a bus stop. It should be noted that because of the 2020 Census reflecting the continued growth of the region, the area considered urbanized by the Census was enlarged.

Figure 2 – Half Mile Buffer from Bus Stop



Staff also analyzed the percentage of the population that lives within a half-mile walking distance of a bus stop. For this analysis, the STA sidewalk network defined the pedestrian network. Therefore, this analysis includes all sidewalk features and walkways as well as any road, parking lot, or driveway that might be used for pedestrians to access the network. or recognize the ability of pedestrians to utilize routes (through parking lots, etc.) that are not available to motor vehicles. Using this analysis method, an estimated 70% of the urban PTBA population, 329,733 people, reside within one-half network mile walk distance of a bus stop.

Figure 3 – Half Mile Walkability from Bus Stop



At the end of 2025, Spokane Transit had 1,676 bus stops in service. All transit centers and park & ride lots offer passenger shelters in addition to 154 other bus stops throughout the system where ridership activity and other considerations warrant passenger shelters. Spokane Transit operates 14 park & ride locations within the service area. Eight are owned by Spokane Transit while the remaining six are made possible by lease or cooperative agreement. Approximately 60% of passenger boardings in 2025 occurred at a stop or facility where a bus shelter is provided to customers.

Section I: Route Performance

Route Performance Overview

In December 2009, the Spokane Transit Board of Directors adopted the Fixed-Route Service Design Guidelines to guide the planning, implementation, and monitoring of fixed-route transit service to guide Spokane Transit staff through the 2010/2011 service reductions. These guidelines and standards were ultimately merged into the Fixed Route element and Annex I Fixed-Route Performance Standards contained in *Connect Spokane: A Comprehensive Plan for Public Transportation* adopted by the Board of Directors in July of 2010.

An essential part of the required performance monitoring is to evaluate operating data for the prior year of service. This section uses operating data from 2025. As a snapshot of the system and individual routes, this report is an essential tool for evaluating and planning improvements in transit service.

Routes are rated annually against three performance standards: Ridership, Comparable Energy Consumption, and Fares. Each of these standards has a benchmark score which is calculated annually. A route which meets a performance standard's benchmark in either or both previous two years is considered to meet that performance standard. (In other words, a single year of substandard performance is not considered a failure in this report.)

The Appendix shows a table comparing 2025 with 2024 and summarizes whether each route passed or was unable to meet a particular benchmark. Furthermore, it is noted under the Consecutive Year Analysis section whether a route did not meet a performance measure for consecutive years.

Route Performance Standards

As stated in *Connect Spokane*, any route that falls below the minimum standard for any one of the three performance standards for two consecutive years will be considered to have Area of Improvements. The Consecutive Year Analysis section contains a list of routes with unmet benchmarks. New service will be evaluated following its development period, typically 18 to 24 months. A partial year of operation (e.g., if a route begins operating in May or September) will not be counted against a route's benchmarks with these standards. This applies to routes 7, 93, and 722 which began service in September 2025 (full 24 months in September 2027).

As stated previously, the performance standards measure the success of the fixed-route service based upon the three performance standards. Routes are compared against annual benchmark

scores set for routes similar in-service type and/or vehicle types. The service types and performance standards used are explained below.

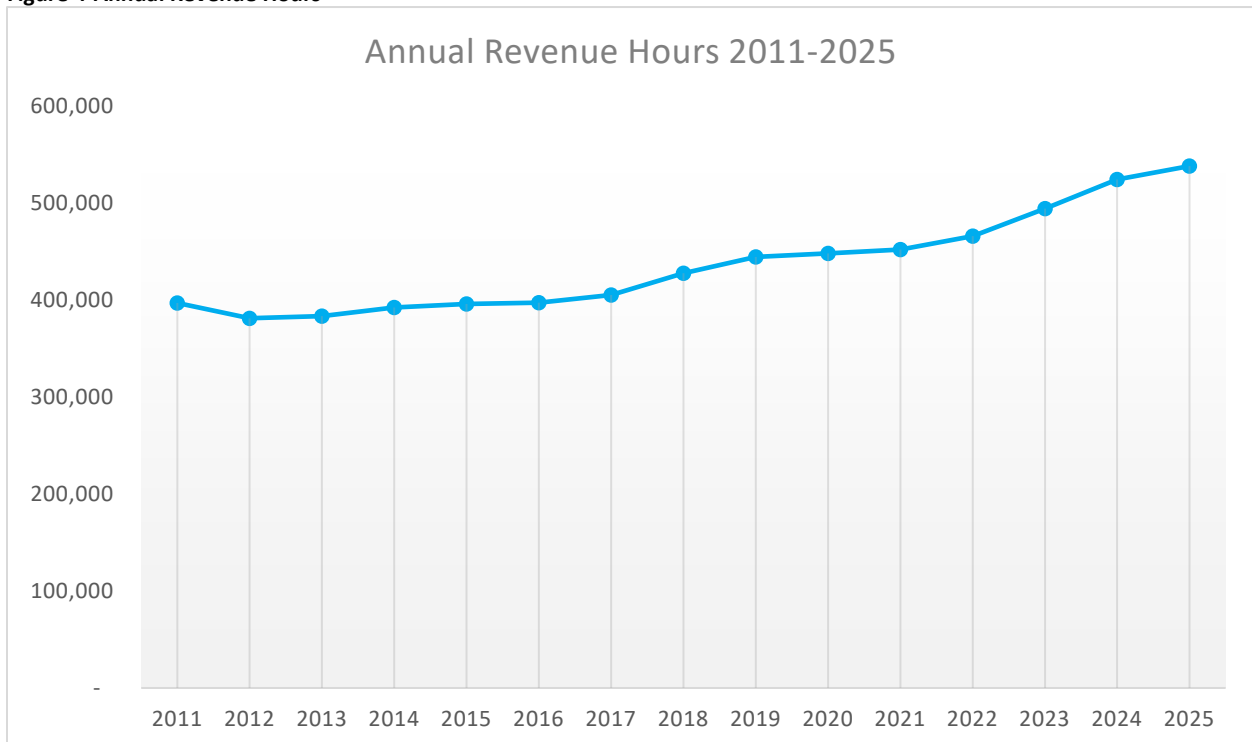
Performance Standard I: Ridership

Ridership is a critical metric for evaluating the system’s effectiveness to serve people and the places to which they travel. STA may desire to serve a particular facility, location, or community, but the route may still struggle to meaningfully attract ridership. In such cases, it is important to identify why the route is not performing well and what steps can be taken to remediate the route. See Consecutive Year Analysis section for a remediation plan for routes with unmet benchmarks.

One of the best indicators of potential performance is a route’s relation to the Central Business District (CBD). A route which serves the CBD has more connectivity than other routes. Consequently, it must meet higher expectations due to the downtown Plaza’s finite number of bus bays and overall capacity. Accordingly, use of the Plaza’s capacity should be focused on routes with a higher level of effectiveness in terms of ridership.

The metric used for ridership is Boardings per Revenue Hour. Revenue hours represent the hours the bus is in service. Boardings per Revenue Hour are calculated by dividing the annual boardings of a route by the annual revenue hours of that same route. The chart below shows the 15-year comparison of total annual revenue hours (2011-2025) for fixed-route service.

Figure 4-Annual Revenue Hours



Ridership Benchmark Service Types and Standards

In 2022, *Connect Spokane* was updated. Included were new major service classes and descriptions of such. Those new service classes are High Performance Transit (HPT), Regular, and Targeted. Regular service is the basic level of service STA provides. HPT and Regular service classes are generalized services that are designed to serve the greatest number of people within the region's geographic area and STA's financial capacity. The Targeted service class is a specialized service focused on attracting and accommodating targeted audiences, such as peak demand travelers to employment and education centers, as well as special shuttles that may operate intermittently or bridge service gaps either temporarily or geographically

Ridership benchmarks for these updated service classes will be calculated as follows going forward:

- **High Performance Transit Service Standard:** Due to higher expectations of performance of the High Performance Transit network over the performance of the Regular route network, it is thought that the HPT class of routes in their aggregated totality are to be greater than the average performance of regular service. For this reason, and since the benchmark of Regular service is based on the route's relationship with the CBD, the benchmark of HPT service is equal to the average Boardings per Revenue Hour for all regular routes which intersect the CBD. The value the benchmark is compared against is the average of Boardings per Revenue Hour weighted by hours of service.
- **Regular Service Standard:** The Regular service class comprises the majority of STA's service and is general-purpose service. It is intended to be sufficient to meet general demand that exists in an area served while still being robust enough to meet many purposes throughout each day. It is further expected that demand on CBD-intersecting routes will be higher due to the greater amount of routes intersecting. For routes traveling into the CBD, the performance standard is one-half the standard deviation below the average Boardings per Revenue Hour of the regular routes traveling into the CBD. For all other routes not serving the CBD, the standard is one-half the CBD-intersecting number.
- **Targeted Service Standard:** These routes are tailored to serve a specific commute market or destination on a limited basis, typically with limited or express stop patterns. Due to different behaviors of the Targeted routes, three different sub-groupings of benchmarks are calculated.
 - **Primary Peak:** Such routes typically operate one way in a given peak period. The performance standard is equal to the average Boardings per Revenue Hour of the Regular routes intersecting the CBD.
 - **Secondary Peak:** Routes which operate as a function of what would otherwise be out-of-service time on a route (previously considered "Commuter Peak – Subordinate"). The standard is one-third the Primary Peak benchmark.

- Two-Way Peak: Routes which provide trips in both directions during operation, offering trips both with high-demand peak travel, and out-of-direction peak travel. The performance standard is two-thirds of the Primary Peak benchmark.

Table 1 – 2025 vs. 2024 BPRH Ridership Benchmarks

Service Type	Group	2025 Benchmark	2024 Benchmark
HPT	N/A	18.51	18.32
Regular	CBD	15.68	15.11
	Non-CBD	7.84	7.56
Targeted	Primary Peak	18.51	18.32
	Secondary Peak	6.17	6.11
	Two-Way Peak	12.34	12.21

Performance Standard 2: Equivalent Energy Consumption

There is great potential in the use of mass transit over the personal automobile to conserve energy and lessen human impact on the environment. Typically, energy consumption is shown by the number of single-occupancy vehicle (SOV) trips avoided using mass transit, but this measure does not consider that a transit bus is much heavier than a personal vehicle and consumes more energy per vehicle mile.

The Equivalent Energy Consumption standard relates to the duration of a passenger’s ride time on a vehicle. As stated in *Connect Spokane*, a bus route should at minimum perform equally to the private automobile in terms of energy consumed per mile traveled for each passenger. The private automobile is improving in efficiency each year. For example, in 2000 the average automobile fuel economy for all passenger light vehicles (car, light truck, van, SUV, etc.) was 20 mpg and has since increased to 23.7 mpg in 2021 (the most recent data available). It should be noted that previous performance reports used MPG and passenger load data for passenger cars only. Going forward, bus data will be compared against data for all passenger light vehicles (car, light truck, van, SUV, etc.) as passenger car production shares make up less than 40% of new vehicles produced (compared to nearly 60% in 2000).

The energy consumption for each passenger mile of a route will vary by the typical vehicle size and vehicle type used for each route. Below is a table that shows typical vehicle types assigned to Basic and Commuter Routes and their required minimum average load factor. Basic Routes must meet an average load factor that results in the route being as energy efficient as a typical single occupancy vehicle (SOV). The benchmark for Commuter Routes is higher than that for Basic Routes and must be as energy efficient as the average-loaded private automobile.

STA has modified the above approach for the battery electric bus (BEB) benchmark. Annual kilowatt hours of service energy are converted into a comparable gallons-of-diesel-burned

equivalent. Calculations were made to determine the miles driven per kilowatt hour of energy used and the equivalent BTUs per mile were calculated from that.

Table 2 – 2025 Average Load Factor Benchmarks

Propulsion	Coach Size	Regular Routes	HPT and Targeted Routes
Diesel/ Hybrid	30'	5.31	8.87
	40'	4.37	7.30
	60'	7.00	11.69
Electric (BEB)	40'	1.38	2.30
	60'	2.15	3.39

The average passenger load (load factor) of a route is calculated by dividing the annual passenger miles of a route by the annual platform miles of a route. Passenger miles are the cumulative sum of the distances ridden by each passenger, while platform miles represent all miles the vehicle travels, both in-and out-of-service. STA may consider modifying the approach to this standard to better reflect transit’s environmental benefits and impacts.

Performance Standard 3: Fares

STA collects fares in the form of cash, passes and institutional pass programs which STA administers. Farebox recovery represents the revenue collected along a route as a percentage of the total cost of operating the route. Fares per passenger are not the same for every route. Two routes with the same ridership could have very different farebox recovery ratios based on fare media and operating costs.

The Fares performance standard uses a route’s farebox recovery ratio to show the relationship between fares collected versus the operating cost of a route. Farebox recovery ratio is calculated by dividing the annual fare revenue by the annual unallocated cost (the cost of the route and associated support). The benchmark which must be met or exceeded is equal to one-half the system-wide average (for revenue allocated to routes) farebox recovery ratio. The 2025 system average was 7.75% (a 13.83% decrease from 9% average recovery in 2024), creating a benchmark of 3.88%. The average system-wide fare calculated for this measure does not incorporate fare revenue, which cannot be confidently allocated to any route.

In 2022, the Move Ahead Washington transportation package was passed by the Washington State Legislature. In that package was a Transit Support Grant which provides approximately \$1.45 billion to state transit agencies that adopted a youth zero-fare policy. In the fall of 2022, Spokane Transit adopted a zero-fare youth policy and instituted routes (open to all passengers) that provide targeted service to area high schools. These routes (223 & 294) have a higher proportion of youth riders and as such do not perform as well at the farebox in relation to rides given and may struggle with these cash-fare benchmarks. It should also be noted that many

other routes in the system are heavily utilized by students (such as routes 4, 33, and 247) where there can be more free rides given than “paid” rides, especially at certain times of day. Due to this factor, the Fares benchmark may warrant reexamination in future years.

Summary of 2025 Route Performance

A route will be considered to have been unable to meet a performance standard if it has unmet benchmarks for two consecutive years. Further detailed analysis is contained in the coming section titled Consecutive Year Analysis. This includes a watch list of routes that may require corrective action in the future. As noted, it will be difficult for some routes to meet the Equivalent Energy Consumption Standard due to the short route length which produces very low average trip lengths which in-turn produces lower annual passenger miles. Furthermore, some routes have excess revenue hours because they take on more recovery/layover time for partner routes within the interline causing the partner routes to perform better (such as Route 21’s relationship with Route 9). It is important to take this into deliberate consideration when proposing potential service changes that would improve performance.

Fixed-Routes Meeting All Three Standards

Nineteen evaluated routes met all three standards in 2025. Those routes include the routes of the HPT network, which consist of routes 1, 4, 6 (plus its related 66 service), and 9. Regular Routes 22, 23, 25, 27, 28, 32, 33, 43, 45, 61, 94, and 97. Refer to the Appendix for a detailed breakdown of each of the three performance standards for all routes and for a table comparing 2025 with 2024 that summarizes whether each route passed or was unable to meet a particular benchmark for each year.

Consecutive Year Analysis

Standards imply accountability, comparison, and remediation in the event of unmet benchmarks. As stated earlier, any route that falls below the minimum standard for any one of the three performance standards for two consecutive years will be considered to have unmet benchmarks. A partial year of operation (e.g., if a route begins operating in May or September) will not be counted against a route’s benchmarks with these standards. For instance, Routes 31 and 65 did not operate for a full year in 2024 and will not be counted in the same way Routes 7, 93, and 722 will not be considered in 2025.

Improvement Watch List

The table below shows the current watch list of routes with unmet benchmarks for two consecutive years. The “X” indicates what standard the route was unable to meet. It should be noted that routes 31 and 65 missed consecutive years’ benchmarks (Energy and/or Fares) but did not operate for a full year in 2024 which precludes them from being on the list.

Table 3 – Consecutive Years “Standards Not Met” Improvement Watch List

Route	2025			2024			Two consecutive years with the following benchmark(s) not met
	Ridership	Energy	Fares	Ridership	Energy	Fares	
11	X	X	X	X	X	X	Ridership, Energy, Fares
12	X	X		X	X		Ridership, Energy
14	X	X			X		Energy
21		X			X		Energy
34		X			X	X	Energy
35		X			X		Energy
36		X	X		X	X	Energy, Fares
62	X	X	X	X	X	X	Ridership, Energy, Fares
63		X			X		Energy
68		X			X		Energy
95		X			X		Energy
96		X			X		Energy
98		X			X		Energy
124	X	X		X	X		Ridership, Energy
144		X		X	X		Energy
173	X	X		X	X		Ridership, Energy
190	X	X		X	X		Ridership, Energy
223			X			X	Fares
247		X	X		X		Energy
294			X			X	Fares
661		X	X		X		Energy
662	X			X			Ridership
664	X	X	X	X	X		Ridership, Energy
724		X		X	X		Energy
771	X	X		X	X		Ridership, Energy

Performance Improvement Concepts

The table below outlines the concepts for performance improvement related to each of the routes that did not meet one or more standard for consecutive years. Many of these routes have been on the list for several years. However, as discussed above, the recovery from the pandemic continues to impact the recovery of express routes.

Table 4 – Performance Improvement Concepts

Route	Standard Not Met	Improvement Concepts
11 Downtown/ North Bank Shuttle	Ridership, Energy, Fares	In May 2025, STA revised the route’s path in a counterclockwise loop using Washington and Monroe Streets, addressing stakeholder feedback and with the hopes to spur more ridership activity on the route. STA Continues to monitor and work with Downtown Spokane Partnership to pursue strategies to re-invigorate marketing to downtown businesses that could benefit from this service.
12 Southside Medical Shuttle	Ridership, Energy	The energy standard will be difficult to meet due to the short route length thereby producing very low average trip lengths which produces lower annual passenger miles. Continue to monitor.
14 South Adams/ Napa	Energy	Route was introduced in September 2023. Composed from two prior routes, Route 14 South Adams/Napa retains the ridership patterns of the shorter routes into downtown. Due to this, the energy standard will be difficult to meet as it produces very low average trip lengths which produces lower annual passenger miles. Continue to monitor.
21 West Broadway	Energy	The energy standard will be difficult to meet due to the short route length thereby producing very low average trip lengths which produces lower annual passenger miles. Continue to monitor. Consider modifying energy benchmark. Route is a candidate for future electrification.
34 Freya	Energy	Continue to monitor. Ridership decreased 4% from 2024.
35 Francis/ Market	Energy	Continue to monitor. Route has improved since its introduction in 2022.
36 North Central	Energy, Fares	Continue to monitor. Route has improved toward energy benchmark since its introduction in 2022. However, fare benchmark will be difficult to meet with the many free-fare youth riding the route.
62 Medical Lake	Ridership, Energy, Fares	Historically, this route has never performed well in the measured metrics. However, maintaining the only bus route to the City of Medical Lake and the State Hospitals despite low metrics has been the past guidance of the STA Board of Directors. A simplified route path and schedule was implemented in September 2025.
63 Airway Heights/West Plains	Energy	Route was modified to provide trips between Spokane International Airport and West Plains Transit Center in September 2024. Due to this shortened route, the energy standard may be difficult to meet. Continue to monitor performance.
68 Cheney Loop	Energy	Continue to monitor. Energy standard will be difficult to meet due to the short route length thereby producing very low average trip lengths which produces lower annual passenger miles. Passengers can only travel limited distances on this route.
95 Mid-Valley	Energy	Route has continued to improve since routing to serve Amazon on Garland Avenue. Continue to monitor. Consider modifying energy benchmark.
96 Pines/ Sullivan	Energy	Continue to monitor. Consider modifying energy benchmark.
98 Greenacres/ Liberty Lake	Energy	Continue to monitor. Consider modifying energy benchmark.

Route	Standard Not Met	Improvement Concepts
124 North Express	Ridership, Energy	Continue to monitor. Post-pandemic recovery continues on STA's express routes as they strive to recover riders. 2023 saw a 104% increase in Boardings Per Revenue Hour over 2022. However, 2025 continues the recent trend of flat ridership growth with less than 0.5% growth over 2024.
144 South Express	Energy	Continue to monitor. Post-pandemic recovery continues on STA's express routes as they strive to recover riders. Ridership on Route 144 saw a 12% gain in ridership from 2024 to 2025 and is no longer on the watch list for the ridership benchmark.
173 VTC Express	Ridership, Energy	Continue to monitor. Consider modifying energy benchmark. Ridership continues to decline slightly on the route since recovering from the pandemic.
190 Valley Express	Ridership, Energy	Continue to monitor. Post-pandemic recovery remains flat on this route.
223 Shadle/ Indian Trail	Fares	Route carries a high proportion of youth riders and will struggle with cash-fare benchmarks. Consider modification of Fares benchmark.
247 Lincoln Park/ Ferris	Energy	Continue to monitor. Energy Benchmarks are higher to meet on targeted routes.
294 East 8th	Fares	Route carries a high proportion of youth riders and will struggle with cash-fare benchmarks. Consider modification of fares benchmark.
661 EWU Express	Energy	Continue to monitor. In September 2025 route was altered to include only select morning outbound trips.
662 EWU North Express	Ridership	Continue to monitor. Route was within 1% of meeting benchmark in both 2024 and 2025.
664 EWU South Hill Express	Energy	Continue to monitor. This route's path in Cheney changed to operate on Simpson Parkway/Mike McKeehan Way in 2025. Based on its performance, this route may be considered for network optimization in 2026.
724 Liberty Lake Tech Express	Energy	Continue to monitor. Pandemic recovery continues to impact STA express routes.
771 Mirabeau Express	Ridership, Energy	Continue to monitor. Pandemic recovery continues to impact STA express routes.

Route Indicators

The tables below show various annual indicators related to 2025.

Table 5 - Route Indicator Definitions

Indicator	Description
Route Length	One-way distance of the dominant outbound pattern during the weekday peak period. Note that some routes have many different patterns used at different times of day or different days of the week.
Seated Capacity	The number of seats provided on the coach size and type typically used on the route.
Revenue Hours	The number of hours buses travel during scheduled trips for a given route. This time does not include out-of-service time.
Revenue Miles	The number of miles buses travel during scheduled trips for a given route. This does not include out-of-service miles.
Unallocated Cost	Expenses associated with fixed-route operations only. This includes the benefits and wages of coach operators, maintenance, and supervisors. This also includes fuel costs. This is calculated by multiplying the route revenue hours by the unallocated cost per hour (obtained from Finance). For the year 2025, the unallocated cost per hour was \$157.35.
Average Passenger Trip Length	The average distance ridden for an unlinked passenger trip computed as passenger miles traveled divided by unlinked passenger trips.
Passenger Boardings	A single passenger getting on a transit vehicle or continuing to a subsequent trip (i.e., ride-through).
Passenger Miles	The cumulative sum of the distances ridden by each passenger.
Fare Revenue	All income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc.

Table 6 – 2025 Service/Cost Indicators

Route	Route Name	One Way Route Length (Mi)	Typical Seated Capacity	Annual Revenue Hours	Annual Revenue Miles	Annual Unallocated Cost ^
1	City Line	5.51	37	45,995	2,047,201	\$7,237,449
4	Monroe/Regal	11.65	39	42,056	3,491,249	\$6,617,767
6	Cheney	20.44	62	24,481	5,118,884	\$3,852,249
*7	Valley/Airport	24.43	39	7,560	707,625	\$1,189,557
9	Sprague	8.15	39	24,198	3,435,342	\$3,807,589
11	Downtown/North Bank Shuttle	2.48	26	7,208	101,040	\$1,134,148
12	Southside Medical Shuttle	3.09	26	9,370	248,258	\$1,474,353
14	South Adams/Napa	4.42	39	9,342	259,805	\$1,470,002
20	SFCC	4.00	39	10,603	899,054	\$1,668,506
21	West Broadway	2.98	39	13,604	388,822	\$2,140,600
22	NW Blvd	5.19	39	8,476	509,721	\$1,333,747
23	Maple/Ash	9.09	39	12,906	1,248,604	\$2,030,788
25	Division	9.18	62	36,263	3,676,541	\$5,706,201
27	Crestline	9.95	39	20,009	1,790,591	\$3,148,483
28	Nevada	8.61	39	27,597	2,283,388	\$4,342,506

Route	Route Name	One Way Route Length (Mi)	Typical Seated Capacity	Annual Revenue Hours	Annual Revenue Miles	Annual Unallocated Cost ^
31	Minnehaha/Lidgerwood	11.33	39	14,801	729,343	\$2,329,033
32	Trent/Montgomery	8.38	32	10,930	1,049,948	\$1,719,852
33	Wellesley	9.78	39	27,497	2,194,233	\$4,326,839
34	Freya	5.05	39	9,491	420,911	\$1,493,526
35	Francis/Market	7.89	39	11,352	382,414	\$1,786,273
36	North Central	6.87	39	11,342	446,134	\$1,784,674
43	Lincoln/37th Ave	7.82	39	10,220	814,360	\$1,608,165
45	Perry District	4.22	39	8,708	521,559	\$1,370,220
!60	Airport	7.67	39	4,608	554,561	\$725,026
61	Highway 2/Fairchild	13.97	39	21,223	3,760,108	\$3,339,596
62	Medical Lake	16.74	39	7,888	535,114	\$1,241,197
63	Geiger/Airport	7.54	39	7,471	446,098	\$1,175,552
65	Airway Heights	7.44	39	7,187	373,951	\$1,130,862
66	EWU	18.3	62	6,741	1,350,863	\$1,060,770
!67	Swoop Loop	5.24	39	776	24,558	\$122,068
68	Cheney Loop	7.58	32	6,570	264,873	\$1,033,853
174	Mirabeau/Liberty Lake	18.9	39	9,806	1,414,761	\$1,542,960
*93	Molter Loop	1.94	39	720	2,818	\$113,364
94	East Central/Millwood	11.04	39	18,280	1,237,017	\$2,876,399
95	Mid-Valley	9.51	32	10,350	603,328	\$1,628,562
96	Pines/Sullivan	7.77	32	12,123	413,247	\$1,907,581
97	South Valley	9.75	32	12,101	1,056,153	\$1,904,087
98	Greenacres/Liberty Lake	8.2	32	11,548	710,043	\$1,817,157
124	North Express	8.9	39	4,052	318,152	\$637,595
144	South Express	7.02	39	4,261	233,295	\$670,531
!172	Liberty Lake Express	20.03	39	1,237	205,446	\$194,689
173	VTC Express	10.01	39	3,579	485,156	\$563,172
190	Valley Express	8.3	39	1,432	155,816	\$225,366
223	Shadle/Indian Trail	7.81	62	206	74,197	\$32,433
247	Lincoln Park/Ferris	6.71	39	1,503	68,747	\$236,467
294	East 8th	6.19	39	285	84,702	\$44,842
633	Geiger Shuttle	12.51	39	345	145,991	\$54,287
661	EWU Express	16.35	62	1,211	428,406	\$190,559
662	EWU North Express	25.23	62	314	132,916	\$49,378
663	EWU VTC Express	24.96	62	219	202,653	\$34,388
664	EWU South Hill Express	20.91	39	230	57,314	\$36,206
*722	Liberty Lake Express	19.44	39	703	69,538	\$110,687
724	Liberty Lake Tech Express	17.29	39	1,575	250,785	\$247,822
771	Mirabeau Express	10.19	39	1,172	119,902	\$184,353

^The annual unallocated cost of a route is based on revenue, not platform hours. For routes with a higher-than-average ratio of platform to revenue hours, actual costs will be higher

* Routes 7, 93, and 722 began service in September 2025

! Routes 60, 74, and 172 were discontinued in September 2025

Table 7 – 2025 Passenger/Fare Indicators

Route	Route Name	Average Passenger Trip Length	Annual Passenger Boarding	Annual Passenger Miles	Annual Fare Revenue
1	City Line	2.67	766,115	2,047,201	\$472,565
4	Monroe/Regal	3.15	1,107,345	3,491,249	\$746,101
6	Cheney	13.45	380,609	5,118,884	\$335,867
*7	Valley/Airport	8.46	83,605	707,625	\$61,604
9	Sprague	4.21	816,113	3,435,342	\$420,718
11	Downtown/North Bank Shuttle	2.45	41,223	101,040	\$33,465
12	Southside Medical Shuttle	1.92	129,309	248,258	\$81,939
14	South Adams/Napa	1.88	138,075	259,805	\$89,550
20	SFCC	5.67	158,661	899,054	\$113,288
21	West Broadway	1.81	214,767	388,822	\$232,014
22	NW Blvd	2.60	196,124	509,721	\$117,198
23	Maple/Ash	3.78	330,418	1,248,604	\$191,297
25	Division	3.90	942,535	3,676,541	\$658,376
27	Crestline	5.31	337,017	1,790,591	\$251,327
28	Nevada	3.77	604,926	2,283,388	\$396,959
31	Minnehaha/Lidgerwood	4.01	181,885	729,343	\$106,955
32	Trent/Montgomery	6.10	172,179	1,049,948	\$113,010
33	Wellesley	3.62	606,029	2,194,233	\$286,132
34	Freya	3.46	121,505	420,911	\$75,014
35	Francis/Market	2.48	154,327	382,414	\$87,161
36	North Central	3.36	132,765	446,134	\$52,483
43	Lincoln/37th Ave	4.17	195,225	814,360	\$125,435
45	Perry District	2.40	217,252	521,559	\$148,575
!60	Airport	5.69	97,482	554,561	\$71,947
61	Highway 2/Fairchild	7.50	501,111	3,760,108	\$336,433
62	Medical Lake	11.36	47,099	535,114	\$36,838
63	Geiger/Airport	4.02	110,968	446,098	\$93,946
65	Airway Heights	5.09	73,499	373,951	\$39,157
66	EWU	13.38	100,942	1,350,863	\$108,650
67	Swoop Loop	4.37	5,626	24,558	\$6,377
68	Cheney Loop	2.43	108,860	264,873	\$71,635
!74	Mirabeau/Liberty Lake	11.78	120,146	1,414,761	\$91,045
*93	Molter Loop	0.53	5,293	2,818	\$3,746
94	East Central/Millwood	4.10	301,514	1,237,017	\$207,752
95	Mid-Valley	5.21	115,908	603,328	\$80,147
96	Pines/Sullivan	3.09	133,886	413,247	\$101,163
97	South Valley	5.28	200,190	1,056,153	\$108,587
98	Greenacres/Liberty Lake	4.49	158,301	710,043	\$115,632
124	North Express	7.22	44,036	318,152	\$41,121
144	South Express	4.14	56,315	233,295	\$38,799
!172	Liberty Lake Express	17.18	11,955	205,446	\$16,783
173	VTC Express	11.72	41,401	485,156	\$34,748
190	Valley Express	9.50	16,395	155,816	\$10,883
223	Shadle/Indian Trail	2.99	24,786	74,197	\$279
247	Lincoln Park/Ferris	3.35	20,505	68,747	\$8,465

Route	Route Name	Average Passenger Trip Length	Annual Passenger Boarding	Annual Passenger Miles	Annual Fare Revenue
294	East 8th	3.28	25,817	84,702	\$964
342	Fairgrounds Shuttle	2.15	4,282	9,195	\$2,113
343	Bureau Fair Shuttle	0.91	662	604	\$177
633	Geiger Shuttle	11.13	13,115	145,991	\$9,724
661	EWU Express	18.62	23,005	428,406	\$4,500
662	EWU North Express	23.19	5,732	132,916	\$2,527
663	EWU VTC Express	30.03	6,748	202,653	\$2,867
664	EWU South Hill Express	24.23	2,365	57,314	\$1,283
*722	Liberty Lake Express	13.77	5,050	69,538	\$9,402
724	Liberty Lake Tech Express	20.60	12,172	250,785	\$11,387
771	Mirabeau Express	11.39	10,527	119,902	\$13,183

* Routes 7, 93, and 722 began service in September 2025

! Routes 60, 74, and 172 were discontinued in September 2025

Section II: Passenger Facilities Performance

Capital Passenger Facilities Improvements in 2025

Spokane Transit used local, state, and federal funds to add and improve existing bus stops, amenities, and to enhance the customer experience throughout the service area. To support recent service changes and to accommodate ridership demands at select bus stops, 26 existing stops were improved. The improvements include accessible boarding and alighting, signage, sidewalk connections, shelter pads, railings, and High-Performance Transit (HPT) amenities at select locations. Additionally, 7 new stops were constructed or implemented as part of planned service improvements. Below is a summary table of all stops constructed or improved with each associated improvement listed in detail below that:

Table 8 - Count of New/Existing Stops by Improvement Type

Description	New Stops	Existing Stops	Total
Stops improved or constructed in 2025	7	26	33
ADA boarding pad	7	10	17
Lighted passenger shelter(s) with seating	2	12	14
HPT markers with real time digital signage	1	6	7
Waste bin(s)	1	18	19
Leaning rail	1	16	17
Related pedestrian enhancements	1	1	2
Area lighting	2	5	7
Separated bike lane enhancement	1	0	1

Table 9 - 2025 Stop Improvements – Detailed List of Each Stop Investment

Stop ID	Stop Name	Status	Action(s)
3792	Lincoln @ 2nd	Existing	ADA Curb Extension, Curb Ramps
4806- 4810	West Plains Transit Center Bays 1-5	Existing	Additional Bay and Shelter, Sawtooth Bays
4741- 4745	Mirabeau Transit Center Bays 3-7	Existing	Benches, Awning, Waste Bins
4659	Mission @ Barker	Existing	Bus Stop Platform Improvements, Leaning Rail
4661	Mission @ Barker	Existing	Bus Stop Platform Improvements, Leaning Rail, Railing
4296	Indiana @ 15915 E	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bin
4297	Indiana @ 15812 E	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bin
4838	Sprague @ Haven	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bins
2867	Sprague @ Custer	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bins
2878	Appleway @ Park	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bins
2885	Appleway @ Dartmouth	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bins
2859	Sprague @ Haven	Existing	Bus Stop Platform Improvements, Leaning Rail, Waste Bins
4396	Liberty Lake Park & Ride Bay 3	Existing	Bus Stop Platform Improvements, Lighting, Leaning Rail, Marker, Waste Bin
4837	Indiana @ Hanson Center	Existing	Bus Stop Platform Improvements, Shelter, Bench, Leaning Rail
2798	Indiana @ Hanson Center Eastbound	Existing	Bus Stop Platform Improvements, Shelter, Bench, Leaning Rail
4820	Sprague @ Thierman	Existing	Bus Stop Platform Improvements, Shelter, Bench, Leaning Rail, Waste Bin
4818	Sprague @ Freya	Existing	Bus Stop Platform Improvements, Shelter, Bench, Marker, Leaning Rail, Lighting, Waste Bin
4819	Sprague @ Havana	Existing	Bus Stop Platform Improvements, Shelter, Bench, Marker, Leaning Rail, Lighting, Waste Bin
4009	Indiana @ Pines	Existing	Bus Stop Platform Improvements, Shelter, Bench, Marker, Leaning Rail, Lighting, Waste Bin
3278	Whitworth College Shelter	Existing	Comfort Station, Shelter, Bench
4790	2nd @ Jefferson	Existing	Curb Extension
4419	Valley Transit Center Bay 9	Existing	Marker, Waste Bin
4594	Elm St. @ C St.	Existing	Shelter
2567	Hayford @ 9th Ave	Existing	Shelter, Bench
3700	Garland @ Cook	Existing	Shelter, Bench

Featured Investment

Mirabeau Transit Center Improvements

Mirabeau Park & Ride was upgraded to Mirabeau Transit Center featuring 7 bus bays, a new comfort station, an expanded central loading area with seating and awnings, and two additional bus stops on E Indiana Ave for better westbound timing. Stop amenities include 27 additional parking stalls (including 1 handicap stall), shelters, benches, lighting, real-time signage, a bike lane, and expanded platforms. Routes 7, 32, 97, and 771 serve the Mirabeau Transit Center. The official public opening occurred on May 14, 2025.

Figure 5 – Mirabeau Transit Center



West Plains Transit Center Improvements

West Plains Transit Center (WPTC) enhancements included construction of a fifth bus bay to ensure safer operations, improve the customer experience, and accommodate growing service needs. Curb heights were also adjusted for double-decker buses on Route 6, integrated into the fleet in September 2025. Routes 6, 62, 63, 65, 66, 633 serve the WPTC.

Figure 6 – Double-Decker Bus



Transit Centers and Major Stations Passenger Activity

Spokane Transit operates four transit centers:

- The Plaza
- Valley Transit Center
- West Plains Transit Center
- SCC Transit Center

In addition to the four transit centers, Spokane Transit operates ten off-street stations served by multiple routes and providing other passenger amenities, which might include park and ride lots and real time information. Some transit centers and stations are located on property leased by other public agencies, including Spokane Colleges and Washington State Department of Transportation.

The STA Plaza consolidates the boardings of the 35 CBD-serving routes into one centralized location in downtown Spokane. Most routes are scheduled to provide timed transfers with pulsed departure times every seven to eight minutes. Given that it a) is located in the most job-rich activity center of the region and b) that its location approximates with the geographic center of the transit system, the Plaza is the most served destination. Consequently, it witnesses the highest transit passenger activity in the Inland Northwest.

The tables below details each of these facilities with their annual passenger boarding activity, then average weekday, Saturday and Sunday boarding and alighting numbers. The tables are in ascending order by boardings (total and average weekday). Facilities marked with an asterisk (*) include passenger parking. It is important to note that while the Shuttle Park lot at Howard Street and Boone Avenue does offer public parking, it is \$40 per month and includes a bus pass for service only on routes 11, 27, and 28. Boarding and alighting information for the Shuttle Park facility in the table is only provided for the Route 11 bus stop directly adjacent to the parking lot at Howard Street and Boone Avenue.

Table 10 – Transit Center and Station 2025 Annualized Boardings

Transit Center or Station	2025 Total Boardings
STA Plaza	2,550,656
SCC Transit Center*	320,298
Valley Transit Center*	272,046
West Plains Transit Center*	170,484
South Hill Park and Ride*	108,164
Hastings Park & Ride*	81,130
SFCC Station	67,936
Liberty Lake Park & Ride*	55,493
K Street Station*	48,326
Jefferson Lot*	45,656
5 Mile Park & Ride*	42,957
Moran Station*	35,753
Mirabeau Transit Center*	35,443
Howard @ Boone (Arena City Ticket Lot)*	6,916

Table 11 – Transit Center and Station Average Boardings

Transit Center or Station	Weekday	Weekday	Saturday	Saturday	Sunday	Sunday
	On	Off	On	Off	On	Off
STA Plaza	8,243	7,603	4,831	4,453	3,334	3,022
SCC Transit Center*	1,059	1,027	531	529	381	375
Valley Transit Center*	882	873	514	531	346	368
West Plains Transit Center*	543	535	335	333	253	255
South Hill Park and Ride*	357	351	178	179	135	128
Hastings Park & Ride*	259	241	167	162	109	114
SFCC Station	238	222	78	75	60	56
Liberty Lake Park & Ride*	192	182	78	72	40	38
Jefferson Lot*	137	121	155	138	88	80
5 Mile Park & Ride*	140	128	74	68	59	54
K Street Station*	122	125	47	59	38	46
Mirabeau Transit Center*	168	136	31	25	20	17
Moran Station*	126	132	41	39	19	17
Howard @ Boone (Arena City Ticket Lot)*	24	16	11	12	5	5

Top Bus Stops for Boarding Activity – 2025

The following table indicates the top ten weekday boarding locations for bus stops in 2025 that are not associated with an off-street transit center or station, including park and ride lots. Beginning in 2023, boarding data is compiled from onboard Automatic Passenger Counters (APCs) instead of onboard route surveys. Stops at end of line layover locations are excluded since APCs count operator activity at the stop level and add operator boarding movements to the stops, producing anomalous averages. Average weekday boarding numbers are calculated from total rides at the stop over how many weekdays the stop was in-service. A full list of bus stop performance is included in the appendix.

Table 12 – Top 10 Bus Stops by Average Weekday Boardings (not associated with off-street transit center)

Rank	Stop Name	DIR	Avg 2025	Avg 2024	2025 Routes Served
1	Eagle Station Bay 2	IB	336	403	6-Cheney, 66-EWU
2	Mission @ Columbus	EB, WB	289	231	1-City Line
3	Northern Quest Casino	IB	203	198	61-Highway 2/Fairchild, 65-Airway Heights
4	Pacific @ Oak	EB, WB	152	111	1-City Line
5	Stevens @ 4th	OB, SB	149	106	4-Monroe/Regal, 144-South Express
6	Sprague @ Custer	IB	135	146	9-Sprague
7	Division @ Hoffman	IB	135	138	25-Division
8	Mission @ Regal	WB	134	78	1-City Line
9	Wellesley @ Ash	EB	123	97	33-Wellesley
10	Geiger @ Amazon	IB	120	102	63-Airport/Geiger, 633-Geiger Shuttle

IB = Inbound, EB = Eastbound, SB = Southbound, WB = Westbound, OB = Outbound

Stops Warranting Shelters

As part of the ongoing initiative to provide improvements to passenger facilities throughout the Fixed Route network, stops that warrant a shelter based on ridership activity are reported. The complete criteria for stops that qualify as candidates for shelter placement are found in *Connect Spokane*. The stops identified in the Table below meet the ridership criteria of “25 or more weekday average boardings” as candidates for a shelter funded by STA. Actual placement of a shelter at a stop is dependent on the successful navigation of several variables and stakeholder concurrence. Although every effort is made to place a shelter at a stop that meets the ridership threshold, there may be instances where shelter placement is not possible. Table 13 illustrates stops across the Fixed Route network that meet the ridership criteria of 25 or more weekday average boardings along with comments noting associated planned projects (with their attendant Capital Improvement Program (CIP) number). If no current plans exist, STA will continue efforts to design and place shelters at these stops as a part of future projects. Bus stops will be evaluated annually for shelter placement and published in this report.

Table 13 - 2025 Stops Warranting Shelters

Stop ID	Stop Name	DIR	2025 Average Boardings	Associated Project
2987	Sprague @ Custer	WB	135	<i>Additional coordination ongoing</i>
3126	Wellesley @ Ash	EB	123	CIP #1069 - HPT Route 3
4520	Dakota @ Jay	SB	117	CIP #899 - 2026 Shelter Installation
2072	Wellesley @ Belt	EB	113	CIP #1069 - HPT Route 3
2092	Wellesley @ Pittsburg	EB	94	CIP #1069 - HPT Route 3
3698	Garland @ Regal	WB	90	CIP #1057 - 2026 Service Change
2643	Sunset @ Rustle	EB	79	<i>Temporarily removed, additional monitoring</i>
1602	Stevens @ Sprague	SB	68	<i>Temporarily removed, additional monitoring</i>
1546	Hawthorne @ Division	EB	67	<i>Division BRT Realignment</i>
2040	Wellesley @ Pittsburg	WB	65	CIP #1069 - HPT Route 3
1578	Division @ Central	SB	65	CIP #956 - Division BRT
2060	Wellesley @ Belt	WB	65	CIP #1069 - HPT Route 3
3601	Nevada @ Magnesium	SB	63	CIP #899 - 2025 Shelter Installation
1575	Division @ Lyons	SB	63	<i>Division BRT Consolidation</i>
2383	Washington @ 6th	NB	62	CIP# 479 - Monroe-Regal Phase 3
3622	3rd @ Washington	EB	62	
1509	Division @ Spokane Falls Blvd	NB	61	<i>Division BRT Realignment</i>
2958	Sprague @ Pines	WB	61	CIP #989 - Route Segment Investments
1628	Nevada @ Wellesley	NB	59	CIP #899 - 2026 Shelter Installation
2088	Wellesley @ Nevada	EB	58	CIP #1069 - HPT Route 3
2993	Sprague @ Freya	WB	55	<i>Additional analysis required</i>
3620	Nevada @ Lyons	SB	54	CIP #899 - 2025 Shelter Installation

Stop ID	Stop Name	DIR	2025 Average Boardings	Associated Project
1154	Boone @ Maple	EB	53	
4634	Hamilton @ Mission	NB	52	CIP #899 - 2025 Shelter Installation
3257	5th @ Thor	WB	51	CIP #824 - Temporary Removal Restoration
3306	Monroe @ Summit Parkway	NB	49	CIP# 479 - Monroe-Regal Phase 3
1184	Pettit @ Augusta (WCCC)	WB	48	CIP #952 - Route 21 Phase 1
2400	Regal @ 37th	SB	48	CIP# 479 - Monroe-Regal Phase 3
3861	Sprague @ Browne	EB	48	CIP #956 - Division BRT
1272	Ash @ Maxwell	SB	48	CIP #989 - Route Segment Investments
1664	Hamilton @ Mission	SB	47	CIP #899 - 2025 Shelter Installation
1381	Francis @ Alberta	EB	47	CIP #899 - 2025 Shelter Installation
2989	Sprague @ Havana	WB	46	
2044	Wellesley @ Nevada	WB	46	CIP #1069 - HPT Route 3
4609	37th @ Regal	EB	45	
1653	Nevada @ Empire	SB	45	CIP #899 - 2025 Shelter Installation
3856	2nd @ Browne	WB	45	
1199	Broadway @ Oak	EB	44	
3400	Indiana @ Valley Mall (Black Angus)	WB	43	CIP #1020 - HPT Route 7
1587	Division @ Bridgeport	SB	43	CIP #956 - Division BRT
2078	Wellesley @ Monroe	EB	43	CIP #1069 - HPT Route 3
1366	Indian Trail @ Barnes	SB	42	CIP #899 - 2025 Shelter Installation
3781	Market @ Garland	EB	42	CIP #1069 - HPT Route 3
1134	Whistalks Way @ Elliot	WB	41	CIP #1069 - HPT Route 3
1197	Broadway @ Nettleton	EB	41	
1649	Nevada @ Wellesley	SB	41	CIP #899 - 2026 Shelter Installation
1595	Division @ Mission	SB	40	CIP #956 - Division BRT
1564	Hawthorne @ Newport Highway	EB	40	<i>Division BRT Realignment</i>
1285	Maple @ Wellesley	NB	39	<i>Planned for realignment in 2027</i>
4392	MLK @ Front	WB	39	CIP #899 - 2025 Shelter Installation
2038	Wellesley @ Crestline	WB	38	CIP #1069 - HPT Route 3
3619	Nevada @ Cozza	SB	38	CIP #899 - 2026 Shelter Installation
4468	Indiana @ Howard	WB	38	
3785	Wellesley @ Monroe	WB	38	CIP #1069 - HPT Route 3
2908	Sullivan @ Broadway	NB	37	CIP #899 - 2025 Shelter Installation
1662	Hamilton @ Illinois	SB	37	<i>Additional analysis required</i>
2037	Wellesley @ Haven	WB	37	CIP #1069 - HPT Route 3
2946	Sprague @ Sullivan	WB	37	CIP #989 - Route Segment Investments
3299	Rowan @ Driscoll	WB	37	CIP #899 - 2026 Shelter Installation
3004	Sprague @ Pride Prep	WB	37	
1874	Washington @ Sinto	SB	36	CIP #899 - 2026 Shelter Installation
1267	Ash @ Montgomery	SB	36	CIP #989 - Route Segment Investments

Stop ID	Stop Name	DIR	2025 Average Boardings	Associated Project
3855	2nd @ Cowley	WB	35	
4039	Wellesley @ Ash	WB	35	CIP #1069 - HPT Route 3
4635	2nd @ Monroe	WB	35	
3852	2nd @ Arthur	WB	35	
1831	Wellesley @ Lacey	WB	34	CIP #1069 - HPT Route 3
2034	Market @ Garland	WB	34	CIP #1069 - HPT Route 3
2062	Wellesley @ Alberta	WB	33	CIP #1069 - HPT Route 3
2190	3rd @ Cedar	EB	33	
4566	Garland @ Amazon Fulfillment	EB	33	CIP #949 - Route 95 Improvements
4119	57th @ Hailee	NB	33	CIP# 479 - Monroe-Regal Phase 3
4343	Geiger @ Amazon	EB	32	CIP #899 - 2026 Shelter Installation
1392	Ash @ Longfellow	SB	32	<i>Planned for realignment in 2027</i>
1198	Broadway @ Cannon	EB	32	
4507	Crestline @ Wellesley	NB	31	CIP #989 - Route Segment Investments
2905	Sullivan @ Sprague	NB	31	CIP #899 - 2026 Shelter Installation
4132	Argonne @ Trent	NB	31	CIP # 1059 - 2028 Service Change
2116	Thor @ Hartson	SB	30	
4273	Mansfield @ Cherry	WB	30	CIP #899 - 2026 Shelter Installation
2543	Northern Quest Casino	WB	30	
1584	Division @ Longfellow	SB	30	<i>Division BRT Consolidation</i>
3888	Newark @ Richard Allen Ct	WB	30	Cooperative Project - Safe Streets for Spokane
3841	5th @ Stone	WB	30	CIP #899 - 2026 Shelter Installation
4712	12th @ Hayford	EB	29	CIP #1056 - 2025 Service Chance
2354	29th @ Regal	NB	29	Cooperative Project - Safe Routes to School
4736	Market @ Euclid	NB	29	CIP #1069 - HPT Route 3
4636	2nd @ Maple	WB	29	
4530	Crestline @ Wellesley	SB	29	CIP #989 - Route Segment Investments
1391	Ash @ Wellesley	SB	29	<i>Planned for realignment in 2027</i>
4077	Nevada @ Hoerner (Winco)	SB	28	CIP #899 - 2026 Shelter Installation
1096	Driscoll @ Hoffman	EB	28	Cooperative Project - Driscoll Sidewalk
1399	Ash @ Northwest Blvd.	SB	27	CIP #989 - Route Segment Investments
1201	Broadway @ Cedar	EB	27	
4457	Sprague @ Pine	EB	27	<i>Additional analysis required</i>
3743	Montgomery @ Argonne	EB	27	CIP #989 - Route Segment Investments
2725	6th Street @ Elm	NB	27	<i>Planned for realignment in 2026</i>
2542	Hayford @ Hwy 2 (Walmart)	NB	26	CIP #1056 - 2025 Service Chance
4528	Crestline @ Queen	SB	26	CIP #989 - Route Segment Investments
2073	Wellesley @ Cannon	EB	26	CIP #1069 - HPT Route 3
1283	Maple @ Longfellow	NB	26	<i>Planned for realignment in 2027</i>
1846	Crestline @ North Foothills	WB	26	CIP #989 - Route Segment Investments

Stop ID	Stop Name	DIR	2025 Average Boardings	Associated Project
3396	Sullivan @ 4th	NB	26	CIP #899 - 2026 Shelter Installation
3433	32nd @ Pines (U High)	WB	26	
3623	3rd & Pine	EB	26	
4268	Mansfield @ Cherry	EB	26	CIP #899 - 2026 Shelter Installation
1269	Ash @ Indiana	SB	26	CIP #989 - Route Segment Investments
2342	29th @ Grand	SB	25	CIP# 479 - Monroe-Regal Phase 3
3090	Mission @ Dakota	WB	25	CIP #899 - 2026 Shelter Installation
2878	Appleway @ Park	OB	25	
1842	Crestline @ Providence	WB	25	
4387	Greene @ Carlisle	NB	25	CIP #1069 - HPT Route 3
4586	Pittsburg @ 4th	NB	25	CIP #899 - 2026 Shelter Installation
1417	Monroe @ Wellesley	NB	25	<i>Additional analysis required</i>
3853	2nd @ Hatch	WB	25	
4206	Wall @ 4th	EB	25	

Park and Ride Utilization Data

Spokane Transit collects park and ride utilization data with routine surveys conducted by Spokane Transit Security personnel. Counts performed by security staff are conducted multiple times each weekday with a minimum of one count during the peak period when utilization of the lot is typically highest (exception: counts may or may not be conducted daily at outlying lots such as K Street Station in Cheney depending on staff availability). The charts that follow indicate the 85th percentile data related to park and ride counts. The COVID-19 pandemic may have established habits that continue to impact park and ride usage. Employers offer employees more flexible work schedules than were offered pre-Pandemic, including remote or hybrid employment options. Additionally, universities and colleges continue to offer remote learning options for a variety of courses. This approach impacts many aspects of the post-COVID workforce including rider routines and transit commute patterns. However, in 2025, companies started to require employees to return to work and as such park and ride locations are seeing increased use.

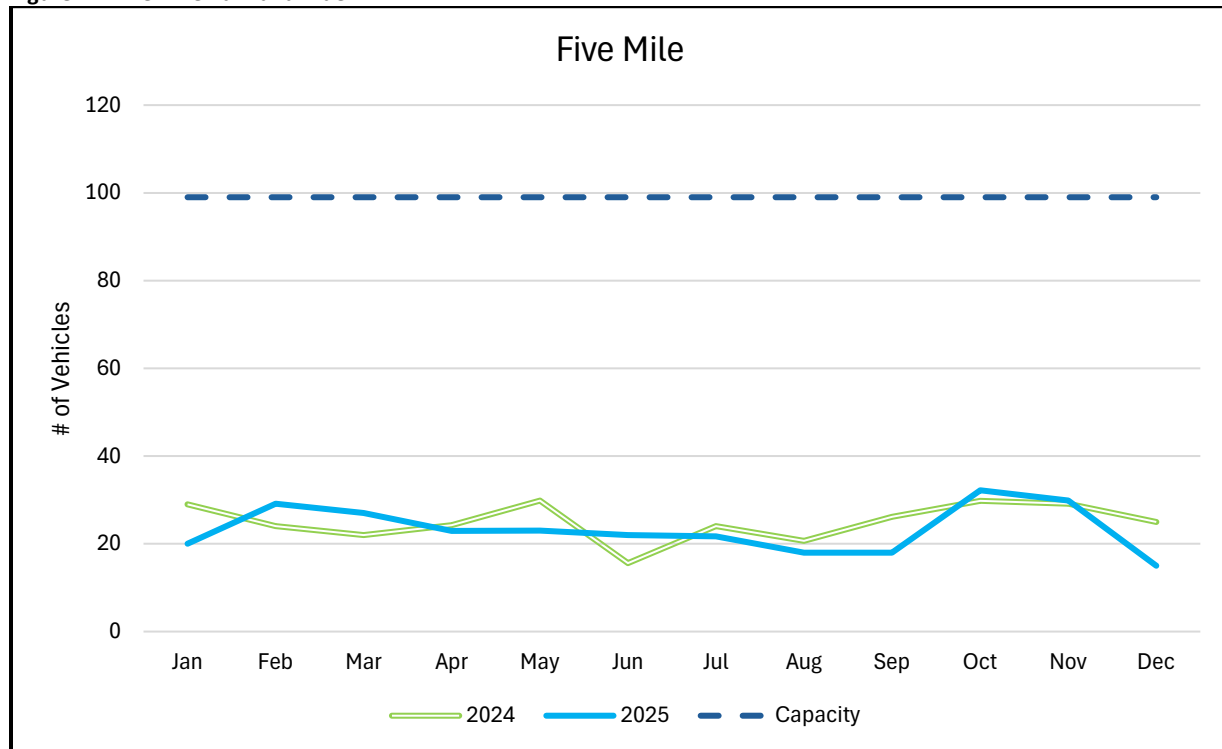
Owned/Leased Facilities

Five Mile Park and Ride

City	Location	Available Parking Spaces
Spokane	Ash Street and Five Mile Road	99

Five Mile Park and Ride is served by Routes 4 Monroe/Regal and 662 EWU North Express. Route 4 offers 15-minute frequency during the weekday with 30-minute frequency on nights and weekends. Route 662 provides two morning departures, 60 minutes apart, to Cheney/EWU when EWU is in session. Five Mile Park and Ride averaged 140 boardings per average weekday in 2025.

Figure 7 – Five Mile Park and Ride

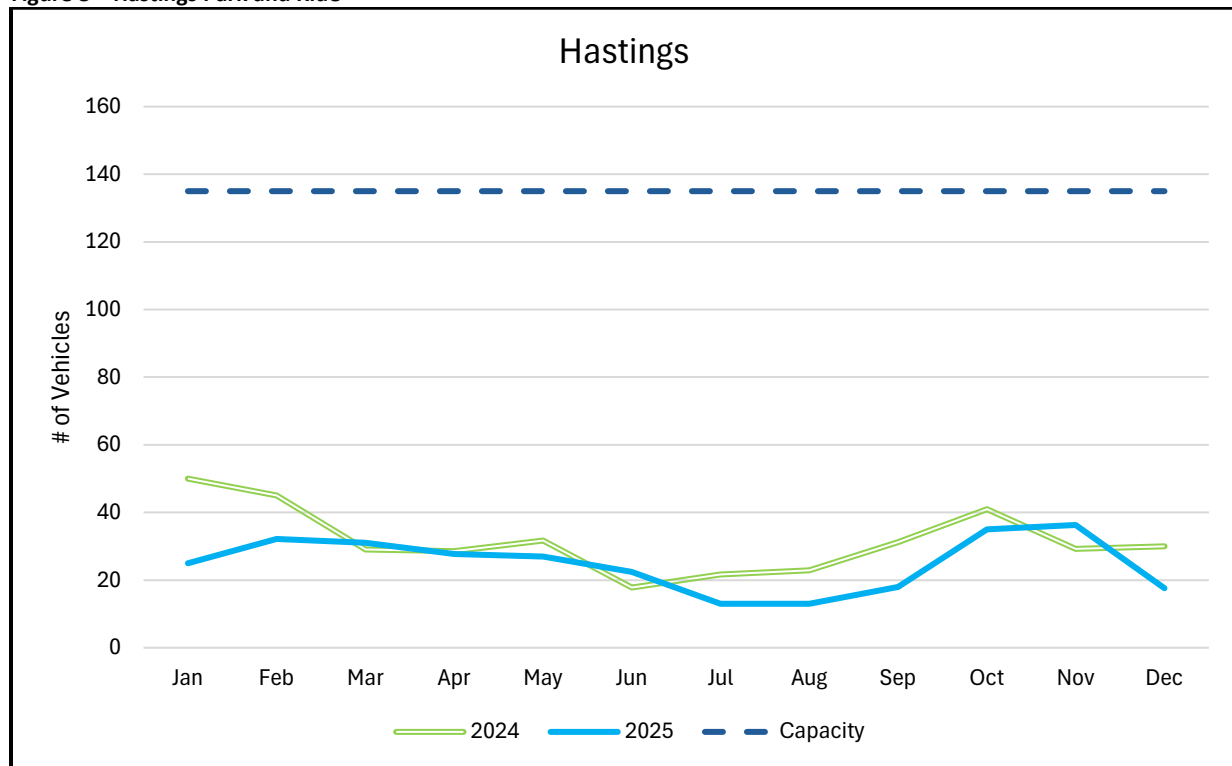


Hastings Park and Ride

City	Location	Available Parking Spaces
Spokane	Hastings Road and Mayfair Road	135

Hastings Park and Ride is served by Routes 25 Division, 124 North Express, and 662 EWU North Express which has two morning departures when EWU is in session. Route 25 provides a 30-minute frequency in the early morning, evening, and weekends. Route 25 provides a 15-minute peak day frequency with a 60-minute frequency for late nights. Route 124 operates on weekdays at peaks only. There were 360 boardings per average weekday in 2025. The lot is owned by WSDOT.

Figure 8 – Hastings Park and Ride

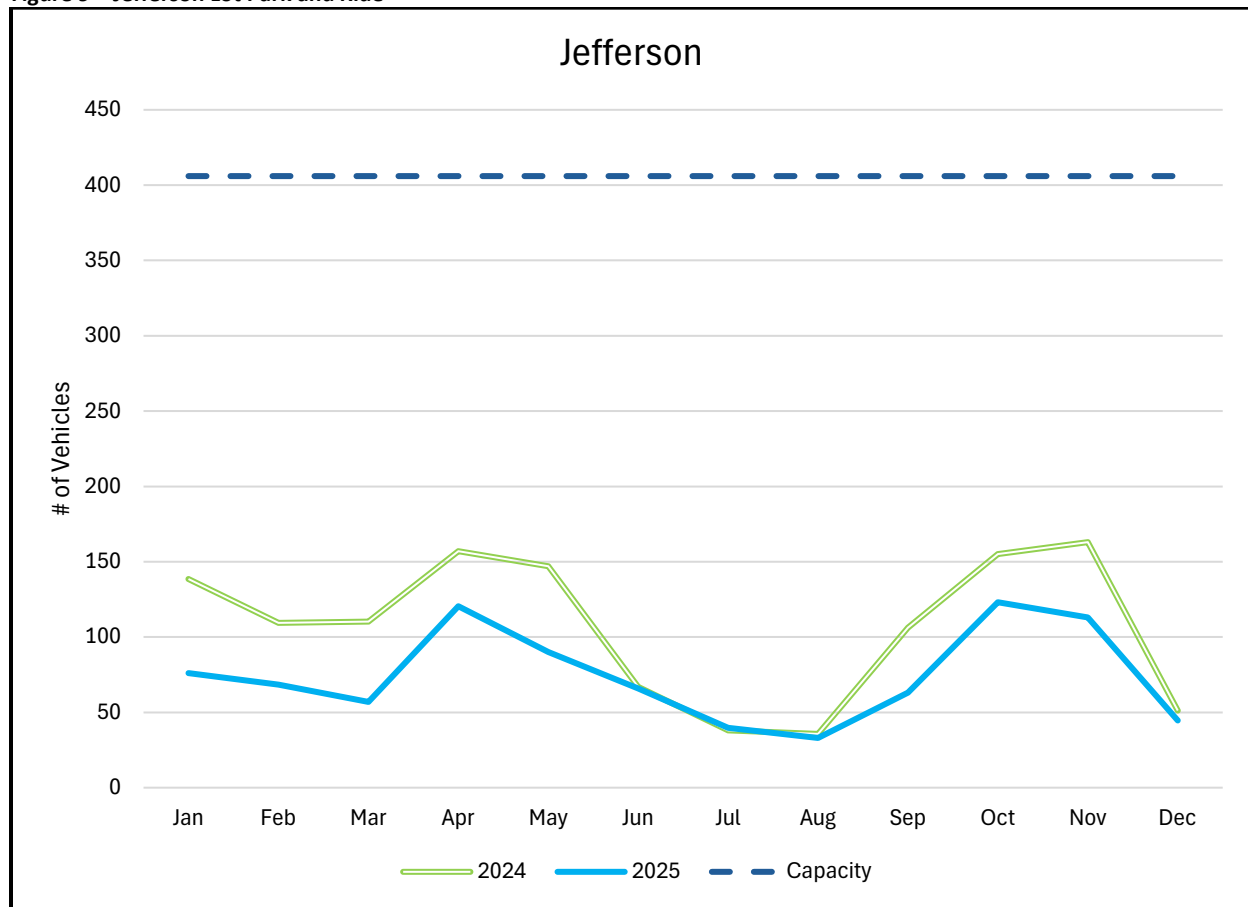


Jefferson Lot

City	Location	Available Parking Spaces
Spokane	Jefferson Street between 3 rd and 4 th Avenues	406

The Jefferson Lot is served by Routes 6 Cheney, 66 EWU, 633 Geiger Shuttle (select trips), 661 EWU Express and 664 EWU South Hill Express. Routes 6 and 66 connect downtown Spokane and Cheney/EWU via the Jefferson Lot and the West Plains Transit Center at a 30-minute frequency. Route 661 provides five weekday express trips from the Jefferson Lot Park and Ride to EWU when EWU is in session and several late morning/afternoon return trips from Eastern Washington University to downtown Spokane. Route 664 provides two weekday express trips from the South Hill Park and Ride to Eastern Washington University. On average, there were 169 boardings per average weekday in 2025. The lot itself is owned by WSDOT.

Figure 9 – Jefferson Lot Park and Ride

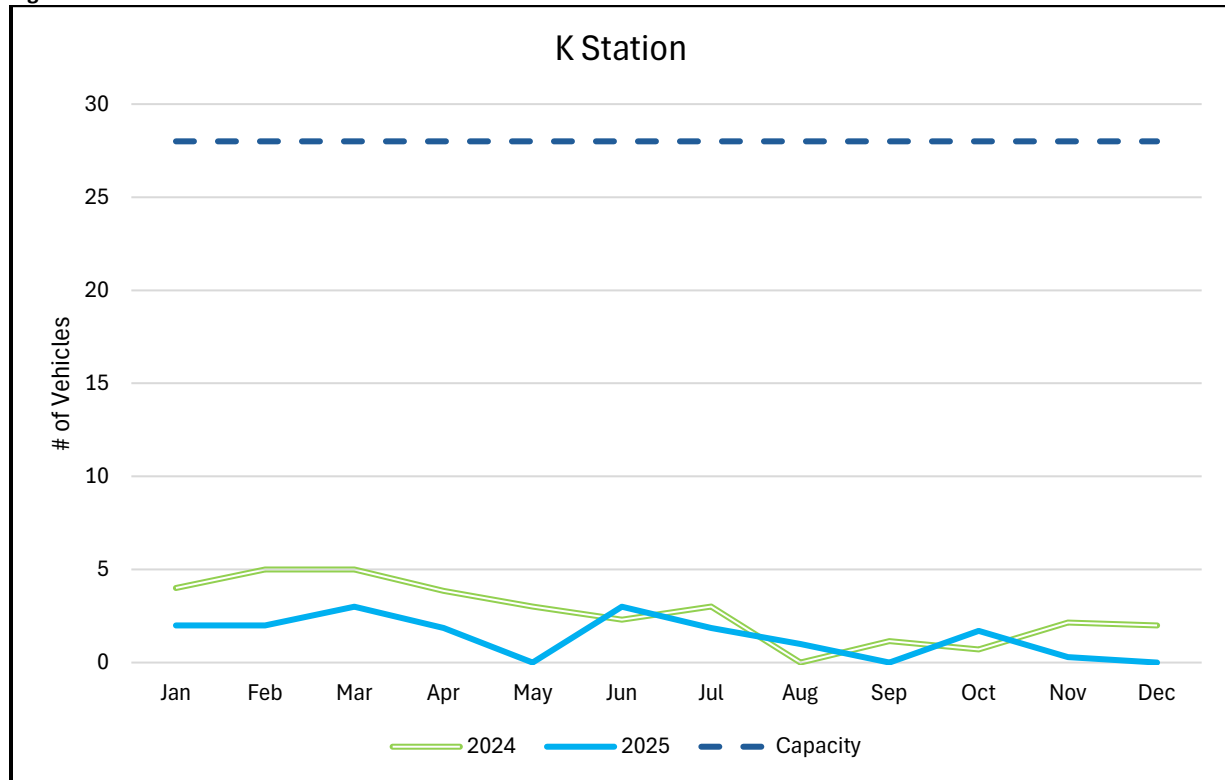


K Street Station

City	Location	Available Parking Spaces
Cheney	K Street and 1 st Avenue	28

K Street station is served by Routes 6 Cheney, 67 Swoop Loop, and 68 Cheney Loop. Route 6 serves K Street Station on improved 30-minute service. Routes 67 and 68 provide service every 30 minutes on EWU school days with Route 68 operating every day throughout the year. There were 138 boardings per average weekday in 2025.

Figure 10 – K Street Station

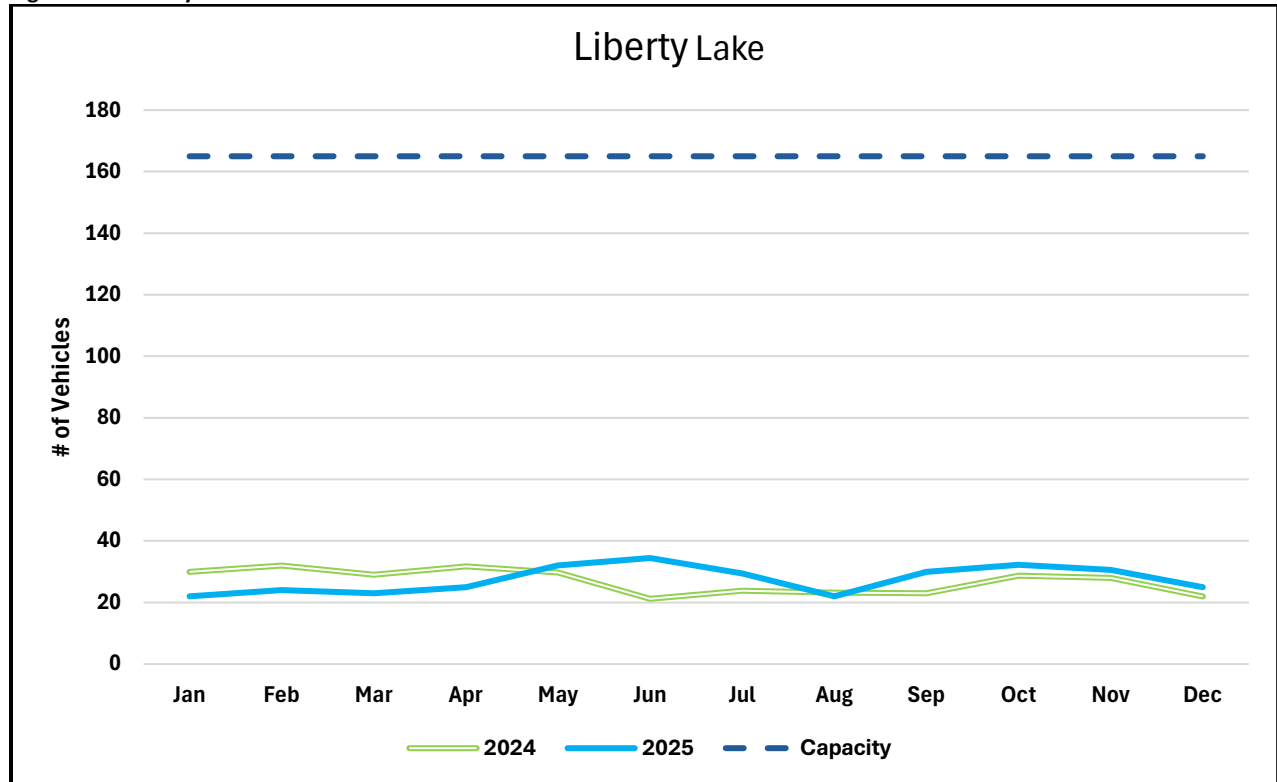


Liberty Lake Park and Ride

City	Location	Available Parking Spaces
Liberty Lake	E Mission Avenue and Meadowwood Lane	165

Liberty Lake Park and Ride is served by Routes 7 Valley/Airport, 93 Molter Loop, 98 Greenacres/Liberty Lake, and 722 Liberty Lake Express. HPT Route 7 (superseded previously operating Route 74 Mirabeau/Liberty Lake and Route 60 Airport) began service in September 2025 and provides a 30-minute weekday peak frequency with hourly night and weekend service between the Liberty Lake Park and Ride and Spokane International Airport. Route 93 Molter Loop provides 30-minute peak frequency with hourly service on nights and Saturday. Route 98 Greenacres/Liberty Lake provides 30-minute peak frequency and hourly service on nights and weekends between Liberty Lake Park and Ride and the Valley Transit Center via Sprague Avenue. In September 2025, Route 722 Liberty Lake Express was implemented as an optimization of Route 172 providing service from downtown Spokane to Liberty Lake Park and Ride. Route 722 Liberty Lake Express provides a 30-minute service with four morning trips to downtown Spokane and five evening return trips. In September 2025, Route 724 Liberty Lake Tech Express route was adjusted and no longer serves Liberty Lake Park and Ride. There were 192 boardings per average weekday in 2025.

Figure 11 – Liberty Lake Park and Ride



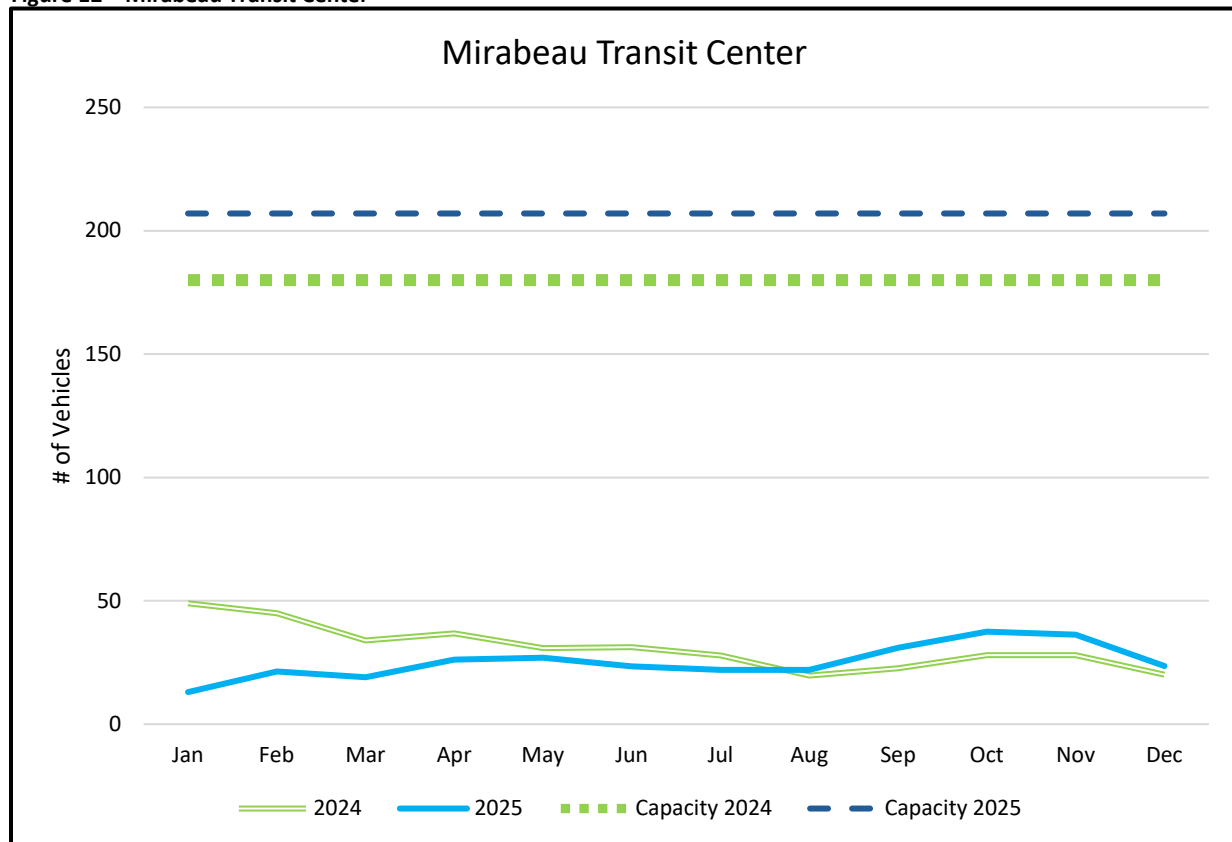
Mirabeau Transit Center

City	Location	Available Parking Spaces
Spokane Valley	13209 E. Indiana Avenue	207 (180 in 2024)

The Mirabeau Transit Center was improved in 2025. Key improvements included increasing bus bays, a new HPT platform, increasing parking stalls, improving ADA site accessibility, operations support building (operator breakroom and restrooms, utility room, and facilities storage room), new passenger shelter with platform cover and seating, infrastructure security cameras, and real-time monitors.

The Mirabeau Transit Center is served by High Performing Transit (HPT) Route 7 Airport/Liberty Lake (it supersedes Route 74 and Route 60), Route 32 Trent/Montgomery, Route 97 South Valley, and Route 771 Mirabeau Express. These routes provide customers with various trip options to include direct service to Spokane International Airport, downtown Spokane, Greenacres, and Liberty Lake via HPT 7. Direct service to Spokane Community College via Route 32, access to the Sullivan corridor, two high schools and the Valley Transit Center via Route 97, and direct service to downtown Spokane via Route 771. On average, there were 146 boardings per weekday in 2025.

Figure 12 – Mirabeau Transit Center

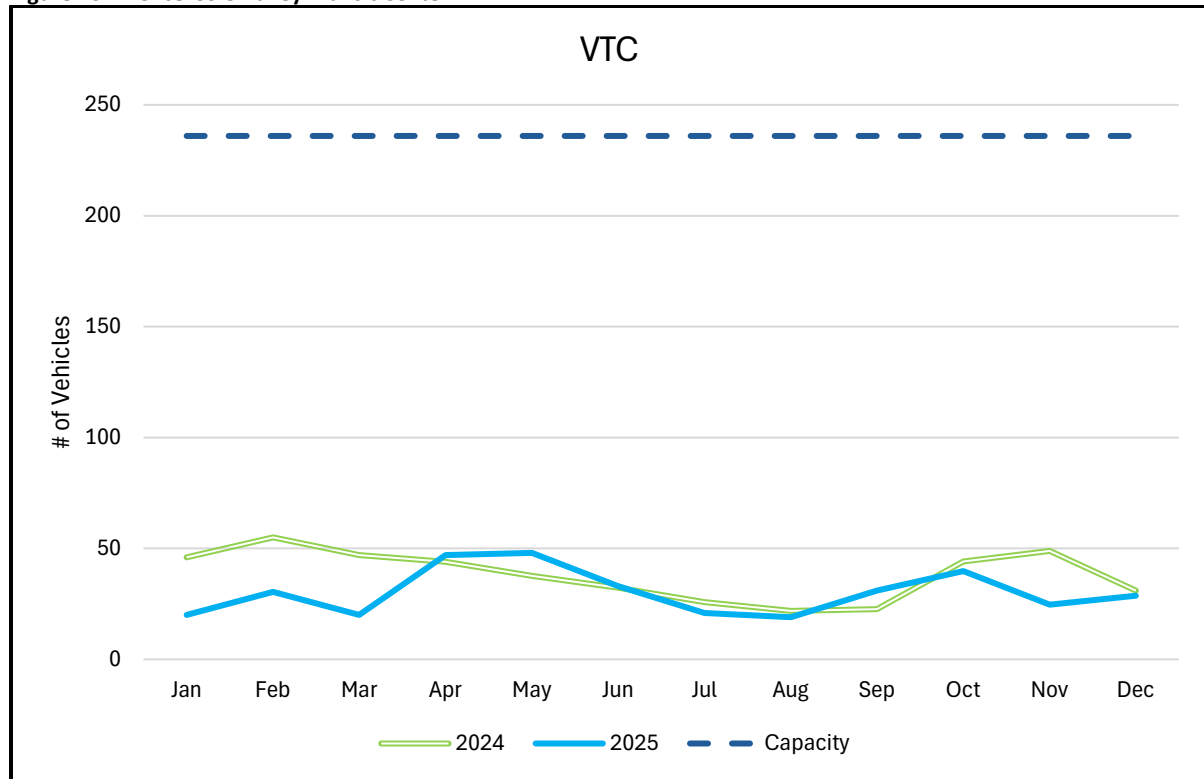


Pence-Cole Valley Transit Center (VTC)

City	Location	Available Parking Spaces
Spokane Valley	4 th Avenue and University Road	236

The VTC is served by Routes 9 Sprague, 95 Mid-Valley, 96 Pines/Sullivan, 97 South Valley, 98 Liberty Lake via Sprague, 173 VTC Express, 190 Valley Express, and 663 EWU VTC Express. Route 9 offers a 15-minute peak frequency. Routes 95, 96, 97, and 98 all offer 30-minute peak frequency. Route 9 provides 30-minute frequency on nights and weekends, while Routes 95, 96, 97, and 98 offer hourly service. Route 173 offers a 30-minute peak frequency in the mornings and 45-minute frequency in the afternoons and evenings with no weekend service. Route 190 offers three 30-minute peak morning routes to the Plaza with hourly service in the afternoon to VTC. Route 663, introduced in September 2025, provides direct service to EWU with two morning weekday trips. The VTC continues to be a key location within the Spokane Transit system with 885 boardings per average weekday in 2025.

Figure 13 – Pence-Cole Valley Transit Center

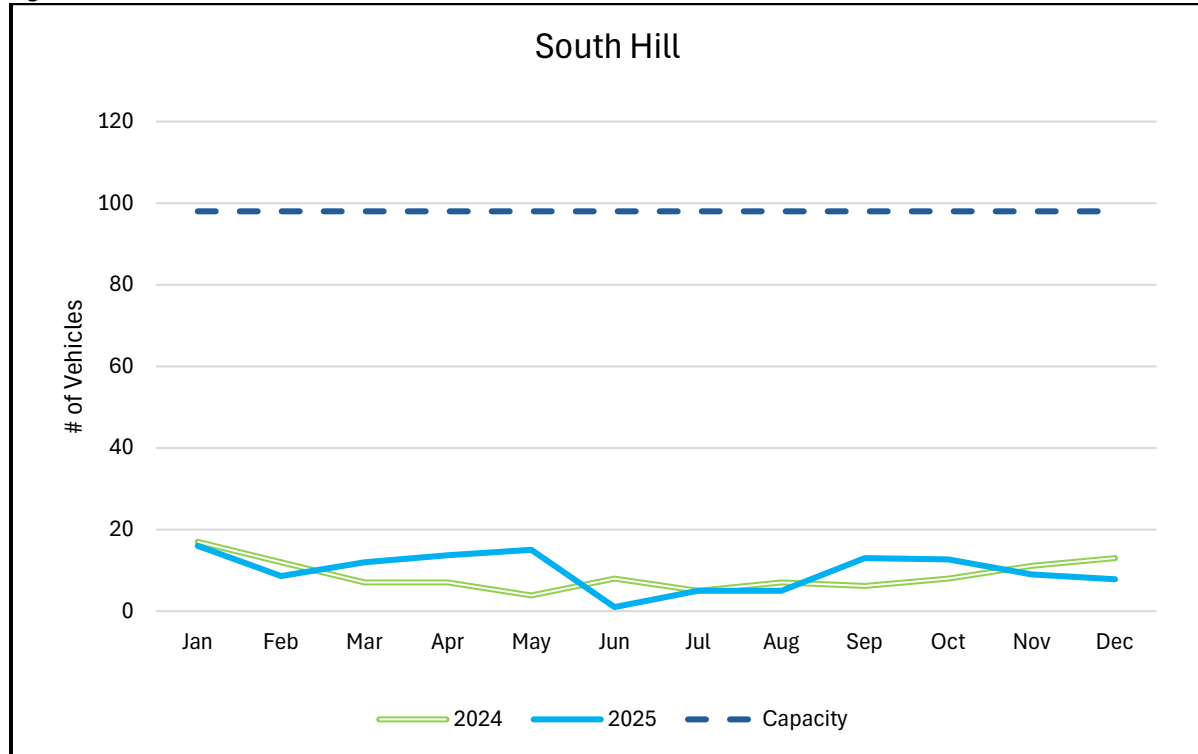


South Hill Park and Ride

City	Location	Available Parking Spaces
Spokane	31 st Avenue and Southeast Boulevard	98

The South Hill Park and Ride is served by Routes 4 Monroe-Regal , 34 Freya, 43 Lincoln/37th Avenue, 45 Perry District, 247 Lincoln Park/Ferris and 664 EWU South Hill Express. Routes 34, 43, and 45 offer 30-minute peak frequency, and Route 4 offers 15-minute peak frequency. Route 247 provides weekday peak-only service with five morning outbound-only trips from downtown and seven inbound-only trips in the PM peak from South Hill. Route 664 departs South Hill twice each EWU school day in the morning. Route 4 operates with 30-minute frequency on nights and weekends. There were 359 boardings per average weekday in 2025.

Figure 14 – South Hill Park and Ride

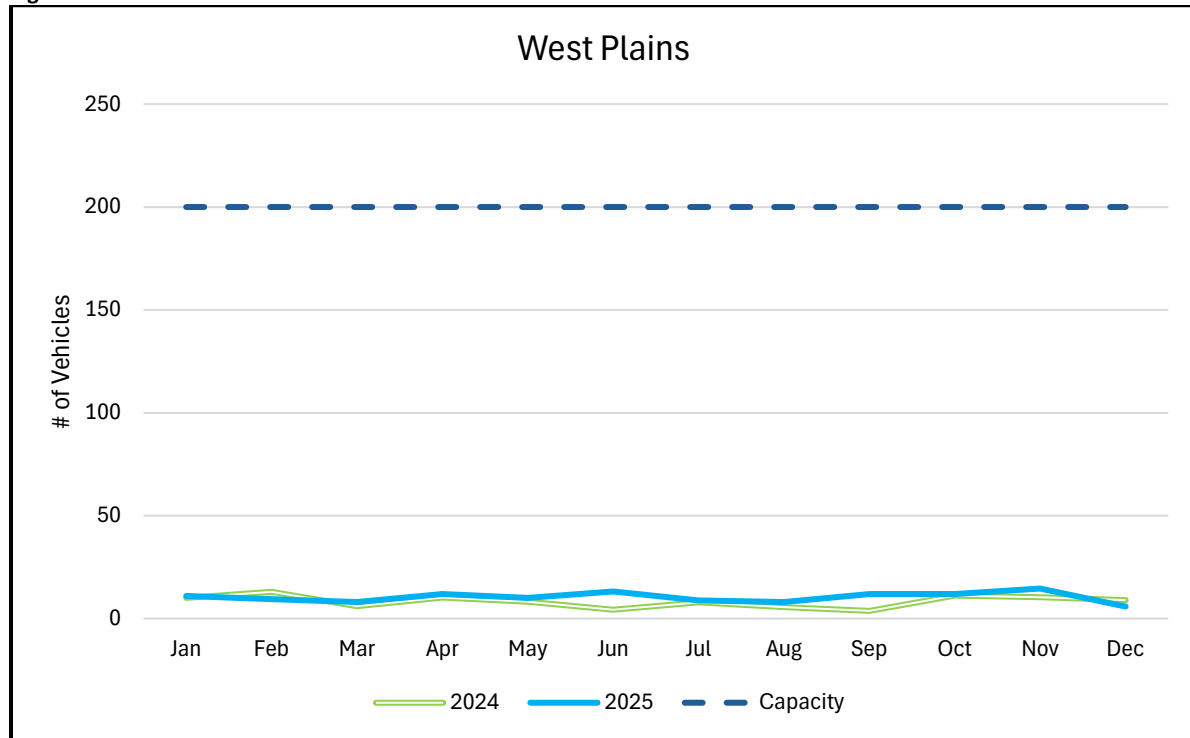


West Plains Transit Center

City	Location	Available Parking Spaces
Spokane	10810 Westbow Road	200

The West Plains Transit Center is served by routes 6 Cheney, 62 Medical Lake, 63 Geiger/Airport, 65 Hayford, 66 EWU, and the 633 Geiger Shuttle on weekends. This transit center serves as the main western connection hub between the communities of Spokane, Cheney, Four Lakes, Medical Lake, Airway Heights and the unincorporated areas of the West Plains. The West Plains Transit Center opened in September 2018. The lot has ample capacity with space for up to 200 vehicles. There were 504 boardings per average weekday in 2025, making it one of STA’s busiest passenger facilities outside of the City of Spokane.

Figure 15 – West Plains Transit Center

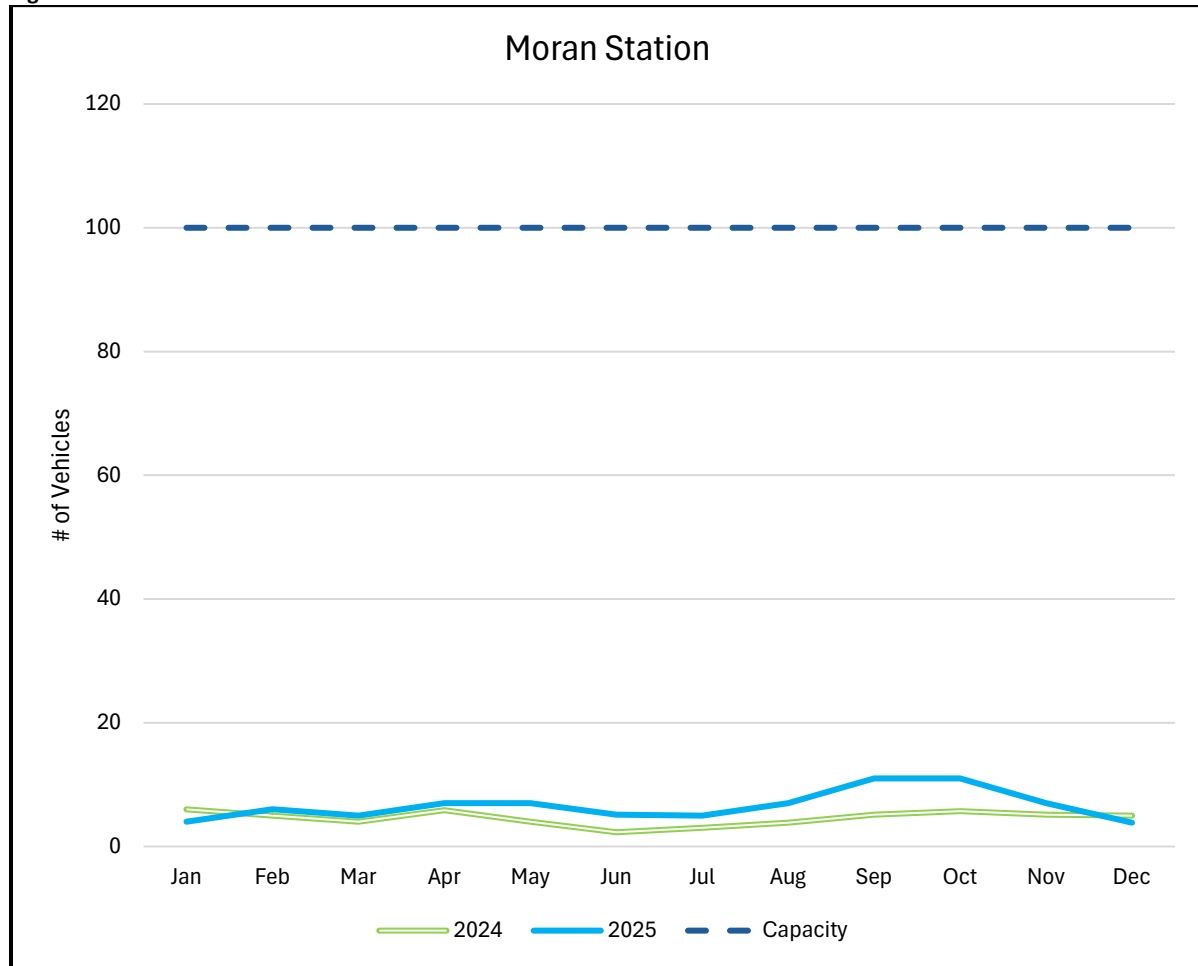


Moran Station

City	Location	Available Parking Spaces
Spokane	5625 S. Palouse Highway	100

Moran Station (opened in March 2020) is served by Routes 4 Monroe-Regal and 144 South Express. Route 4 Monroe-Regal provides 15-minute service on weekdays and 30-minute service on weekends to north Spokane via downtown Spokane. Route 144 South Express provides a 15-minute service to downtown Spokane during weekday peak commute times. There were 127 boardings per average weekday in 2025.

Figure 16 – Moran Station



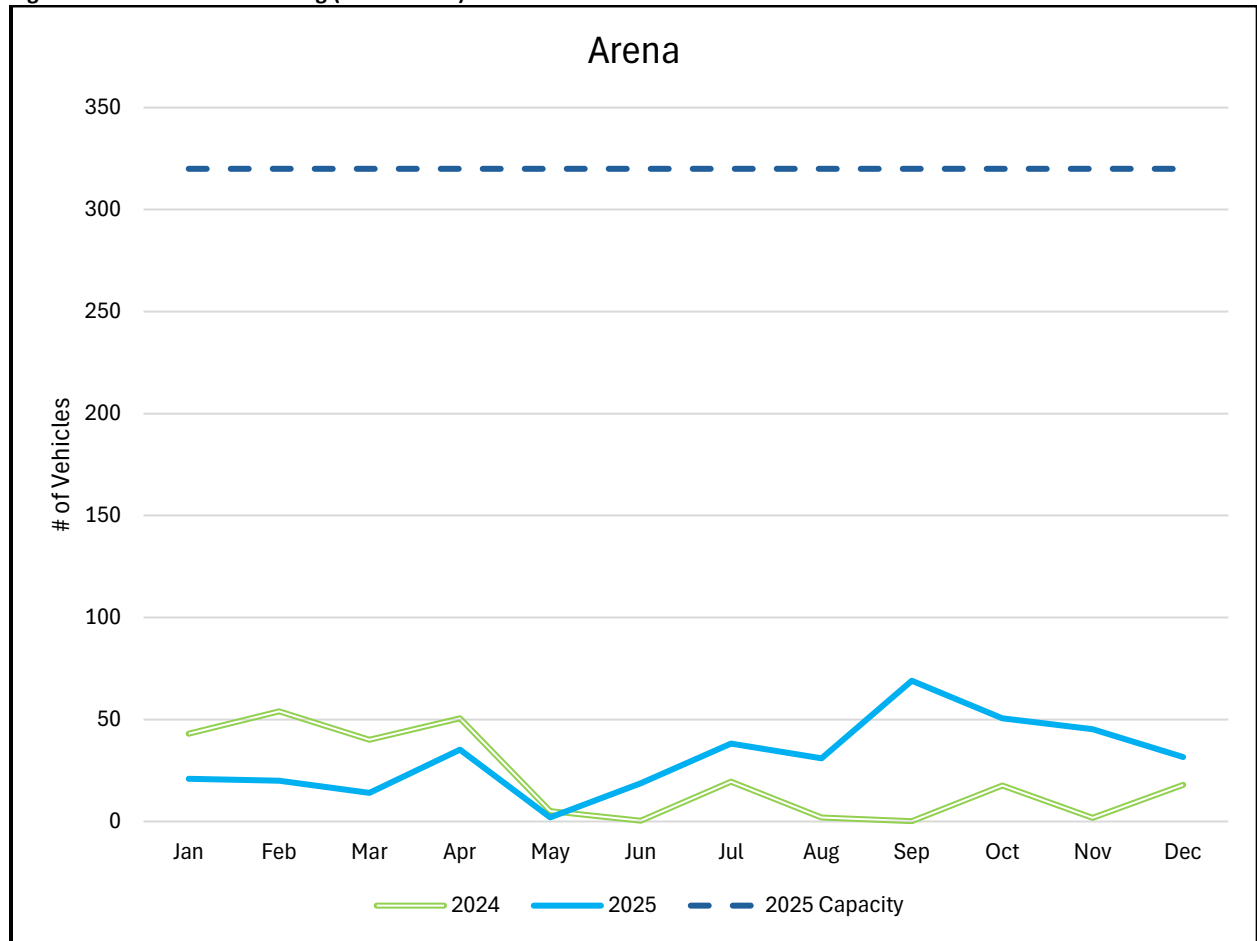
Cooperative Facilities

Arena Lot

City	Location	Available Parking Spaces
Spokane	W Boone Avenue and Howard Street	320

The Arena Lot is served by the Route 11 Plaza/Arena shuttle which provides ten-minute peak frequency on weekdays, twenty-minute frequency on Saturdays, and twenty-minute frequency on Sunday afternoons and evenings. Customers who choose to park at the Arena Lot can purchase a monthly Shuttle Park pass for \$40.00. The monthly pass provides unlimited travel on shuttle vehicles. There were 23 boardings per average weekday in 2025.

Figure 17 – Shuttle Park Parking (“Arena Lot”): Boone Avenue and Howard Street

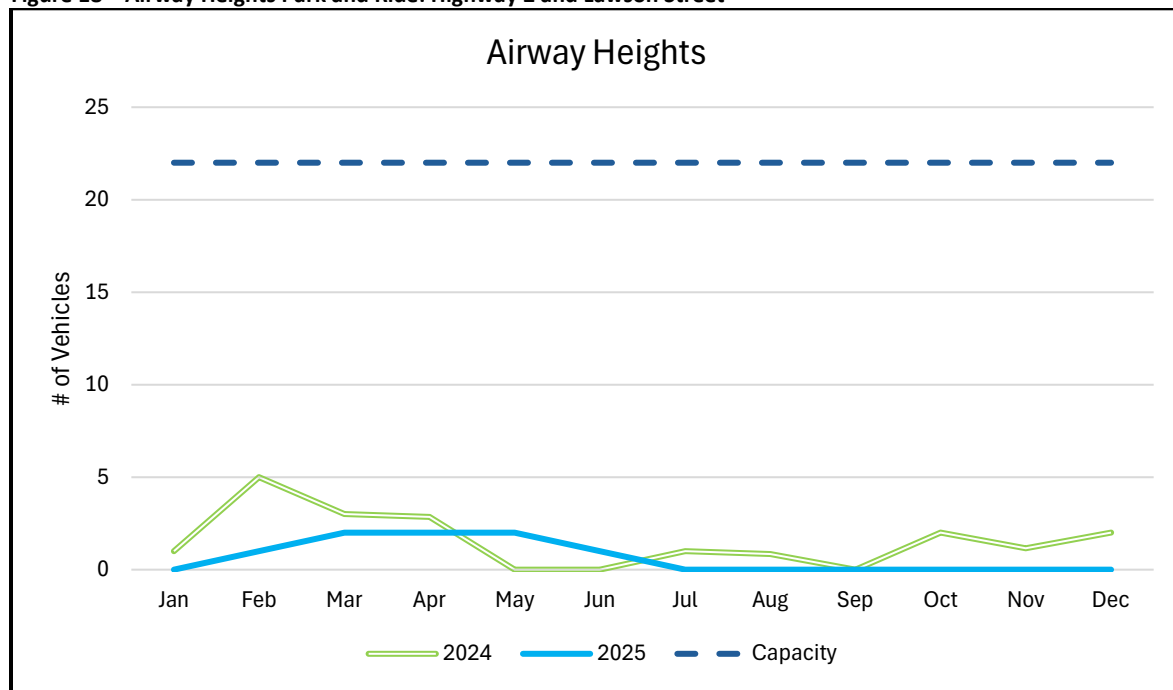


Airway Heights Park and Ride

City	Location	Available Parking Spaces
Airway Heights	SR 2	22

Airway Heights Park and Ride is served by Route 61 providing 30-minute peak frequency on weekdays and hourly service on nights and weekends via Browne’s Addition and Highway 2. Using the Spokane Tribal Casino transfer stop, riders have access to Route 65 Airway Heights that provides a 30-minute frequency between Airway Heights and the West Plains Transit Center (WPTC) on weekdays. The evening and weekend service is at 60-minute frequency. There were 34 boardings per average weekday in 2025.

Figure 18 – Airway Heights Park and Ride: Highway 2 and Lawson Street

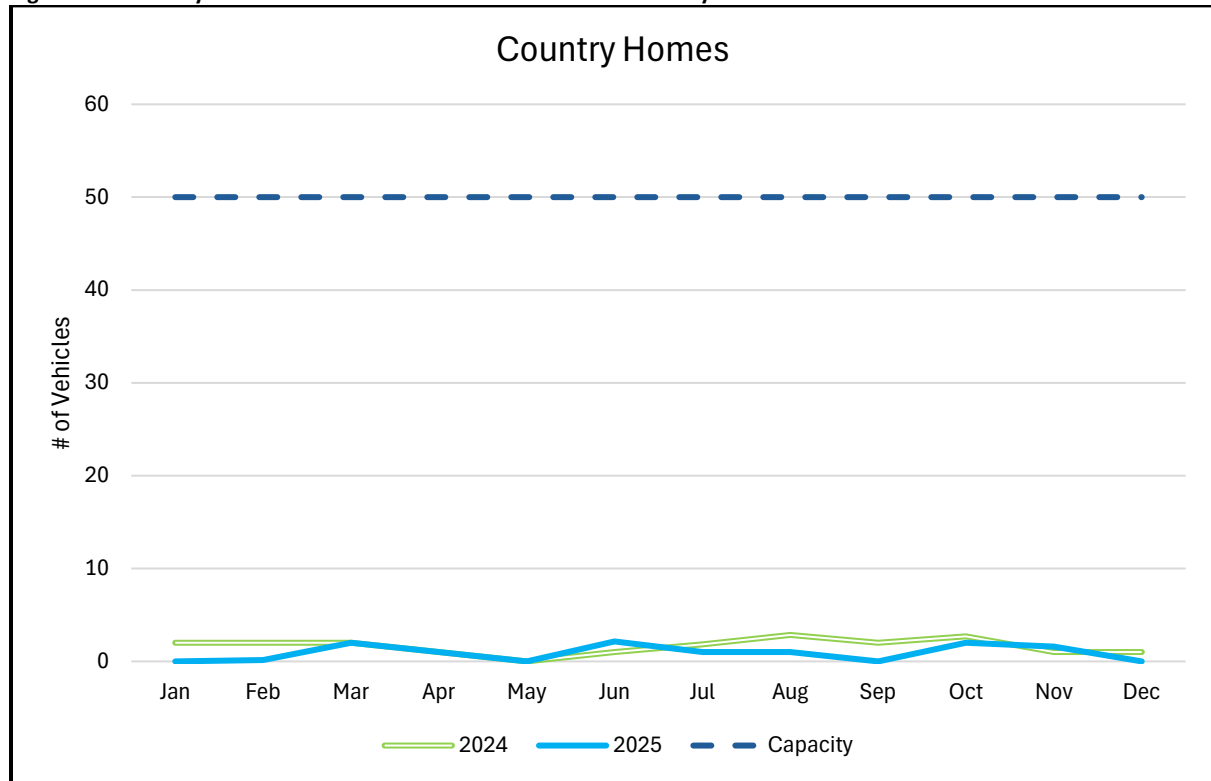


Country Homes Park and Ride

City	Location	Available Parking Spaces
Spokane	Wall Street and Country Homes Boulevard	50

In cooperation with the Country Homes Christian Church, Spokane Transit offers 50 parking spaces to customers of the Route 124 North Express. There were 3 boardings per average weekday in 2025. In 2019, Spokane County constructed a marked, signalized crosswalk which allows for safer pedestrian access to and from the bus stop; however, ridership continues to decline at this location.

Figure 19 – Country Homes Park and Ride: Wall Street and Shasta Way

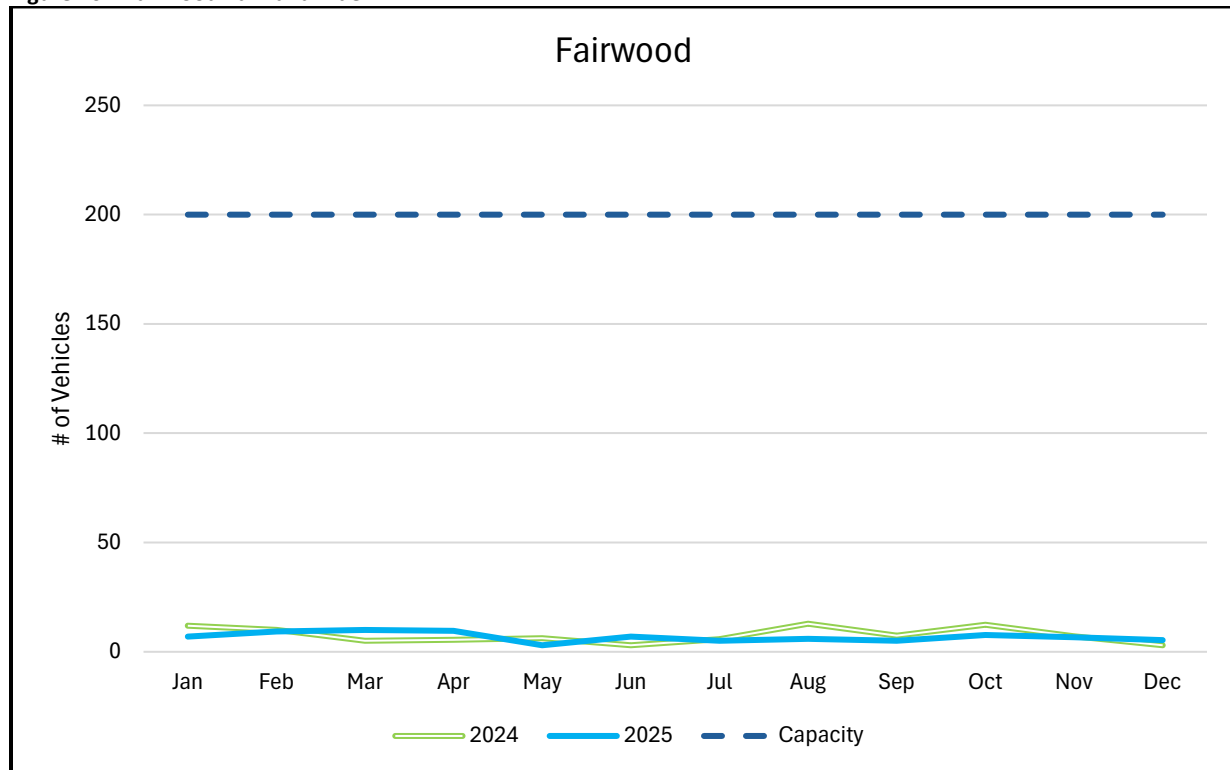


Fairwood Park and Ride

City	Location	Available Parking Spaces
Spokane	511 W. Hastings Road	200

The Fairwood Lot is served by Route 124 North Express on weekday peaks only. Parking at the Fairwood Lot is made possible via a lease agreement with the Calvary Chapel church and serves as an overflow lot for the Hastings Park and Ride. The lot has ample capacity with space for up to 200 vehicles. There were 18 boardings per average weekday in 2025.

Figure 20 – Fairwood Park and Ride



Bike Lockers

Spokane Transit provides bike lockers at certain park and ride lots for customers who wish to ride their bike as well as access the fixed-route system. All Spokane Transit buses have the capability of holding three bicycles on racks mounted on the front of the bus.

Bike lockers are available for \$5.00 per month with a minimum rental of three months required. A \$25.00 refundable key deposit is required. The table below shows the locker availability as of October 2025.

Table 14 – Bike Locker Locations

Location	Total Bike Lockers Available	Total Bike Lockers Rented
Hastings Park & Ride	6	1
Liberty Lake Park & Ride	16	5
South Hill Park & Ride	6	1
Valley Transit Center	12	4

Section III: Universal Transit Access Pass (UTAP)

This section is intended to make available the going rates for services provided under the Universal Transit Access Pass (UTAP) Program effective July 1, 2026.

According to Spokane Transit’s Tariff Policy, UTAP is an annual program made available on a contractual basis in which all members of an organization have unlimited access to STA services. The organization pays a fee that allows all identified members of their organization to use STA services for the contracted time period. Eligible participants must be identifiable by an identification card that is readable by STA fare collection equipment. The number of these programs is dependent on the capacity of STA’s fare collection equipment.

The contract price is based on each unlinked trip taken by members of the program. The charge for each unlinked trip is calculated based on an established rate for each route in STA’s system. A rate sheet for each route is published annually and included in the annual contract update.

The participating organization is billed monthly for the previous month’s trips. However, to allow participating organizations to budget, contracts will also include a “not to exceed” total price for an annual contract. The “not to exceed” fee will be calculated by STA prior to each contract period. Actual monthly ridership may result in the cost of the contract to be lower than the “not to exceed” fee.

UTAP Rates Calculation

Overall, the UTAP direct utility rates are based on the direct expenses required to provide a typical unlinked passenger trip by each route, applying direct operating expenses to the seated capacity of buses in service. This cost per seat mile calculated for each route is applied to the average passenger trip length to arrive at the expenses directly utilized by a passenger. Additionally, a base rate is applied uniformly to all routes that considers the expenses incurred in directly administering fixed-route operations, including dispatching, road supervisors and scheduling. The base utility rate calculation for 2025 data is shown below.

$$\text{Base Utility Rate (B)} = \frac{\text{Base Expenses}}{\text{Passengers}} = \frac{\$6,803.431}{10,433,702} = \frac{\$0.65}{\text{passenger}}$$

There are several steps and many variables that are used to generate each route’s direct utility rate. The first step is to determine direct expenses for each route by applied uniform direct costs per revenue hour and revenue mile commensurate on actual revenue hours and revenue miles operated in a year. The common inputs for this variable are shown below using 2025 NTD

reported annual data. Route-specific revenue hours and revenue miles data for 2025 can be found in Section I of this report.

$$\text{Direct Cost per Revenue Hour (R)} = \frac{\text{Direct Operating Expenses}}{\text{Revenue Hours}} = \frac{\$53,199,703}{538,010} = \frac{\$98.88}{\text{revenue hour}}$$

$$\text{Direct Cost per Revenue Mile (M)} = \frac{\text{Direct Maintenance Expenses}}{\text{Revenue Miles}} = \frac{\$24,655,158}{7,403,636} = \frac{\$3.33}{\text{mile}}$$

$$\text{Direct Route Expenses (D}_n\text{)} = \text{R} \times \text{Route Revenue Hours} + \text{M} \times \text{Route Revenue Miles}$$

Next, route expenses are applied to the seat miles provided by each route based upon the total revenue miles traveled for each route multiplied by the seated capacity of the typical coach size and type used on a route. Route-specific seated capacity for 2025 can be found in Section I of this report.

$$\text{Route Seat Miles (S}_n\text{)} = \text{Route Revenue Miles} \times \text{Route Seated Capacity}$$

$$\text{Route Direct Cost per Seat Mile (C}_n\text{)} = \frac{\text{D}_n}{\text{S}_n}$$

Finally, the direct utility rate is determined by multiplying the direct cost per seat-mile by the average passenger trip length calculated for that route. Average passenger trip length by route for 2025 is found in Section I of this report.

$$\text{Route Direct Utility Rate (U}_n\text{)} = \text{C}_n \times \text{Route Average Passenger Trip Length}$$

The base utility rate (*B*) is then subtracted from the cost of an adult single ride fare (\$2.00) to calculate a not-to-exceed rate. Based on 2025 data, the direct utility rates for Routes 6, 7, 11, 12, 20, 27, 32, 61, 62, 66, 95, 97, 124, 173, 190, 633, 661, 662, 663, 664, 722, 724 and 771 were capped at \$1.35 in accordance with this methodology. It should be noted that Paratransit trips taken in the UTAP program are charged the full rate of an adult single rider fare (\$2.00). Direct Utility Rates fluctuate based on changes in measured passenger patterns, while the Base Utility Rate is influenced by aggregated ridership demand.

UTAP Rates Schedule

Based on the preceding variables and data for calendar year 2025, the UTAP direct utility rates effective July 1, 2026, are published below.

Table 15 – UTAP Direct Utility Rates - Effective July 1, 2026

Route	Route Name	Direct Utility Rate
1	City Line	\$1.09
4	Monroe/Regal	\$1.03
6	Cheney	\$1.35
7	Valley/Airport	\$1.35
9	Sprague	\$1.18
11	Downtown/North Bank Shuttle	\$1.35
12	Southside Medical Shuttle	\$1.35
14	South Adams/Napa	\$0.69
20	SFCC	\$1.35
21	West Broadway	\$0.69
22	Northwest Boulevard	\$0.78
23	Maple/Ash	\$1.03
25	Division	\$0.81
27	Crestline	\$1.35
28	Nevada	\$1.16
31	Minnehaha/Lidgerwood	\$1.12
32	Trent/Montgomery	\$1.35
33	Wellesley	\$0.99
34	Freya	\$1.14
35	Francis/Market	\$0.69
36	North Central	\$1.04
43	Lincoln/37th Avenue	\$1.10
45	Perry District	\$0.76
61	Highway 2/Fairchild	\$1.35
62	Medical Lake	\$1.35
63	Geiger/Airport	\$0.92

Route	Route Name	Direct Utility Rate
65	Airway Heights	\$1.22
66	Cheney/EWU	\$1.35
67	Swoop Loop	\$1.35
68	Cheney Loop	\$0.77
93	Molter Loop	\$0.26
94	East Central/Millwood	\$1.22
95	Mid-Valley	\$1.35
96	Pines/Sullivan	\$1.12
97	South Valley	\$1.35
98	Greenacres/Liberty Lake	\$1.35
124	North Express	\$1.35
144	South Express	\$1.11
173	VTC Express	\$1.35
190	Valley Express	\$1.35
223	Shadle/Indian Trail	\$0.51
247	Lincoln Heights/Ferris	\$0.93
294	East 8th	\$0.94
633	Geiger Shuttle	\$1.35
661	EWU Express	\$1.35
662	EWU North Express	\$1.35
663	EWU VTC Express	\$1.35
664	EWU South Hill Express	\$1.35
722	Liberty Lake Express	\$1.35
724	Liberty Lake Tech Express	\$1.35
771	Mirabeau Express	\$1.35

Appendix

Performance Results

2025 Route Performance Results Tables

Table A1 – HPT Route Performance Results

Route	Route Name	CBD Access	Typical Size (ft)	Ridership: 2025 Bench	Ridership: 2024 Bench	Ridership: 2025 BPRH	Ridership: 2024 BPRH	Energy: 2025 Bench	Energy: 2024 Bench	2025 Load Factor Energy:	2024 Load Factor Energy:	2025 Fare Ratio 3.88% Bench	2024 Fare Ratio 4.5% Bench
1	City Line	Y	60					3.4	3.6	5.0	4.3	6.5%	7.9%
4	Monroe/Regal	Y	40					2.3	2.3	7.3	6.8	11.3%	12.7%
6	Cheney	Y	40	18.5	18.3	21.6	23.0	7.3	7.6	9.7	8.8	8.7%	9.1%
7	Valley/Airport	Y	40					7.3	7.6	4.9	---	5.2%	---
9	Sprague	Y	40					7.3	7.6	10.4	10.5	11.0%	13.4%
66	EWU	Y	40					7.3	7.6	7.8	7.3	10.2%	10.6%

Y: Route serves downtown Spokane

N: Route does not serve downtown Spokane

Table A2 – Regular Route Performance Results

Route	Route Name	CBD Access	Typical Size (ft)	Ridership: 2025 Bench	Ridership: 2024 Bench	Ridership: 2025 BPRH	Ridership: 2024 BPRH	Energy: 2025 Bench	Energy: 2024 Bench	2025 Load Factor Energy:	2024 Load Factor Energy:	2025 Fare Ratio 3.88% Bench	2024 Fare Ratio 4.5% Bench
11	Downtown/Northbank Shuttle	Y	30	15.7	15.1	5.7	5.3	5.3	5.5	1.9	1.2	3.0%	4.0%
12	Southside Medical Shuttle	Y	30	15.7	15.1	13.8	13.9	5.3	5.5	4.0	3.3	5.6%	6.0%
14	South Adams/Napa	Y	40	15.7	15.1	14.8	15.3	4.4	4.6	3.0	2.8	6.1%	7.1%
20	SFCC	Y	40	15.7	15.1	15.0	15.4	4.4	4.6	6.5	6.1	6.8%	8.0%
21	West Broadway	Y	40	15.7	15.1	15.8	15.9	4.4	4.6	3.2	2.4	10.8%	12.1%
22	Northwest Boulevard	Y	40	15.7	15.1	23.1	24.7	4.4	4.6	5.1	4.7	8.8%	9.8%
23	Maple/Ash	Y	40	15.7	15.1	25.6	27.0	4.4	4.6	6.7	6.5	9.4%	10.8%
25	Division	Y	60	15.7	15.1	26.0	26.6	7.0	6.7	8.9	8.7	11.5%	13.3%
27	Crestline	Y	40	15.7	15.1	16.8	18.1	4.4	4.6	6.6	6.5	8.0%	9.5%
28	Nevada	Y	40	15.7	15.1	21.9	22.8	4.4	4.6	6.8	7.1	9.1%	10.8%
31	Minnehaha/Lidgerwood	N	40	7.8	7.6	12.3	10.9	4.4	4.6	3.5	3.1	4.6%	4.8%
32	Trent/Montgomery	N	40	7.8	7.6	15.8	17.3	4.4	4.6	6.2	6.1	6.6%	8.3%
33	Wellesley	N	40	7.8	7.6	22.0	22.4	4.4	4.6	5.5	5.2	6.6%	7.7%
34	Freya	N	40	7.8	7.6	12.8	11.8	4.4	4.6	3.8	3.5	5.0%	4.0%
35	Francis/Market	N	40	7.8	7.6	13.6	13.4	4.4	4.6	2.4	2.2	4.9%	5.6%
36	North Central	N	40	7.8	7.6	11.7	12.8	4.4	4.6	3.3	3.2	2.9%	4.1%
43	Lincoln/37th Avenue	Y	40	15.7	15.1	19.1	19.3	4.4	4.6	5.5	5.0	7.8%	8.7%
45	Perry District	Y	40	15.7	15.1	24.9	25.8	4.4	4.6	5.0	5.1	10.8%	12.0%
60	Airport	Y	40	15.7	15.1	21.2	13.7	4.4	4.6	5.3	4.1	9.9%	7.9%
61	Highway 2/Fairchild	Y	40	15.7	15.1	23.6	25.7	4.4	4.6	9.9	9.5	10.1%	12.1%

62	Medical Lake	N	40	7.8	7.6	6.0	6.3	4.4	4.6	2.9	2.7	3.0%	3.4%
63	Geiger/Airport	N	40	7.8	7.6	14.9	13.5	4.4	4.6	3.0	2.9	8.0%	6.5%
65	Airway Heights	N	40	7.8	7.6	10.2	9.2	4.4	4.6	2.9	2.5	3.5%	3.7%
67	Swoop Loop	N	40	7.8	7.6	7.3	7.6	4.4	4.6	2.4	1.5	5.2%	5.3%
68	Cheney Loop	N	40	7.8	7.6	16.6	14.7	4.4	4.6	2.3	1.7	6.9%	7.0%
74	Mirabeau/Liberty Lake	Y	40	15.7	15.1	12.3	10.3	4.4	4.6	6.3	4.7	5.9%	6.1%
93	Molter Loop	N	40	7.8	7.6	7.3	--	4.4	4.6	0.5	---	3.3%	---
94	East Central/Millwood	Y	40	15.7	15.1	16.5	17.0	4.4	4.6	5.3	5.1	7.2%	8.4%
95	Mid-Valley	N	40	7.8	7.6	11.2	11.6	4.4	4.6	3.2	2.9	4.9%	5.9%
96	Pines/Sullivan	N	40	7.8	7.6	11.0	11.3	4.4	4.6	2.6	2.5	5.3%	6.3%
97	South Valley	N	40	7.8	7.6	16.5	15.5	4.4	4.6	5.3	4.9	5.7%	6.5%
98	Greenacres/Liberty Lake	N	40	7.8	7.6	13.7	14.0	4.4	4.6	3.7	3.8	6.4%	7.6%

Y: Route serves downtown Spokane

N: Route does not serve downtown Spokane

Table A3 – Targeted Route Performance Results

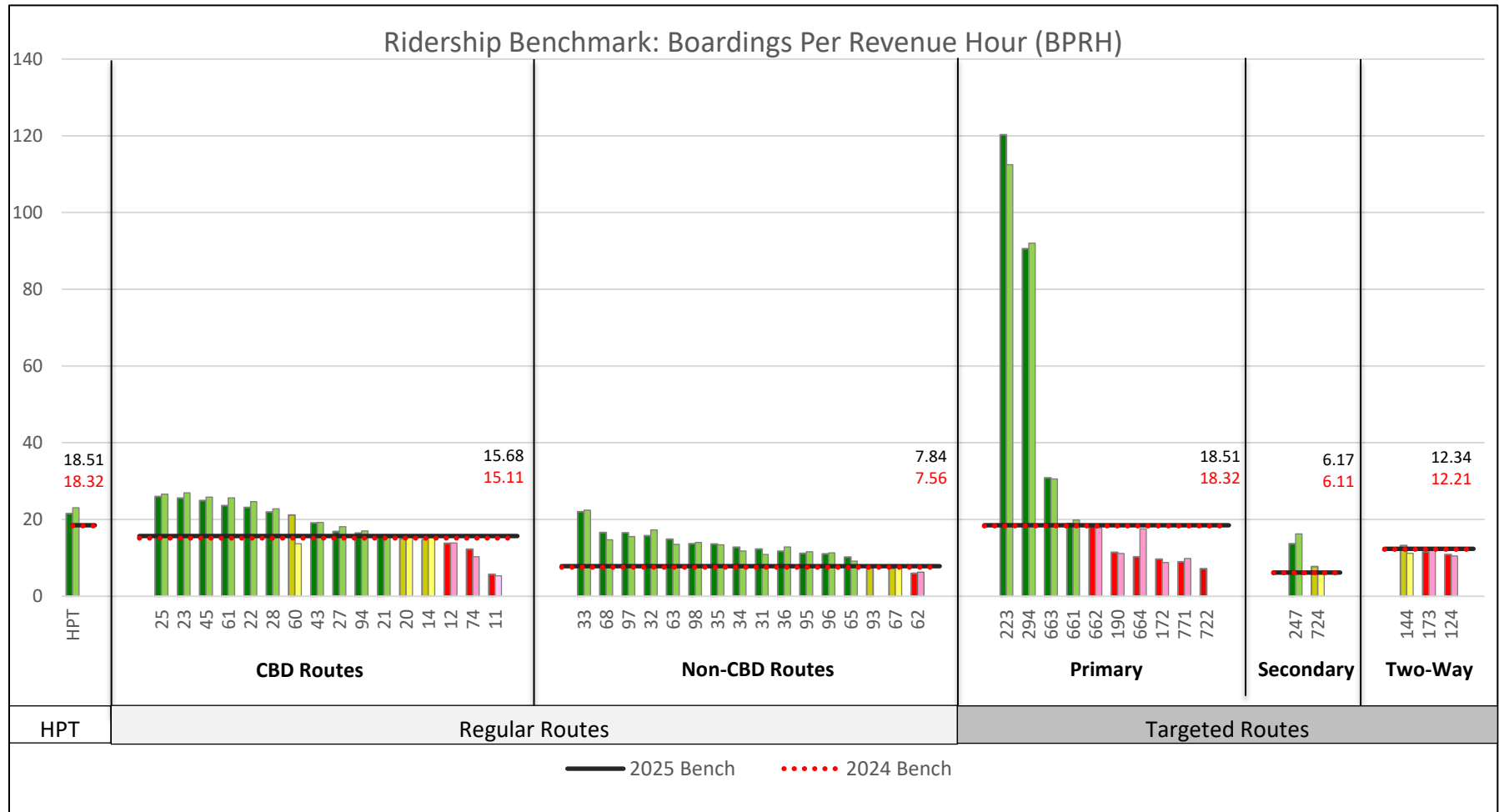
Route	Route Name	Access Sub-Group	Typical Size (ft)	Ridership: 2025 Bench	Ridership: 2024 Bench	Ridership: 2025 BPRH	Ridership: 2024 BPRH	Energy: 2025 Bench	Energy: 2024 Bench	2025 Load Factor Energy	2024 Load Factor Energy	2025 Fare Ratio 3.88% Bench	2024 Fare Ratio 4.5% Bench
124	North Express	2W	40	12.3	12.2	10.9	10.5	7.3	7.6	3.7	3.2	6.4%	6.9%
144	South Express	2W	40	12.3	12.2	13.2	11.2	7.3	7.6	2.8	2.5	5.8%	6.3%
172	Liberty Lake Express	1st	40	18.5	18.3	9.7	8.8	7.3	7.6	5.5	5.5	8.6%	7.6%
173	VTC Express	2W	40	12.3	12.2	11.6	12.1	7.3	7.6	6.0	4.8	6.2%	7.9%
190	Valley Express	1st	40	18.5	18.3	11.4	11.1	7.3	7.6	4.4	4.3	4.8%	5.1%
223	Shadle/Indian Trail	1st	60	18.5	18.3	120.3	112.5	3.4	3.6	12.2	12.0	0.9%	1.8%
247	Lincoln Heights/Ferris	2nd	40	6.2	6.1	13.6	16.2	7.3	7.6	2.7	2.7	3.6%	4.6%
294	East 8th	1st	40	18.5	18.3	90.6	92.0	2.3	2.3	6.4	5.7	2.1%	1.8%
633	Geiger Shuttle	1st	40	18.5	18.3	38.0	24.2	4.4	4.6	14.3	4.1	17.9%	14.0%
661	EWU Express	1st	40	18.5	18.3	19.0	19.8	7.3	7.6	7.1	6.5	2.4%	19.3%
662	EWU North Express	1st	40	18.5	18.3	18.3	17.8	7.3	7.6	8.9	9.1	5.1%	11.7%
663	EWU VTC Express	1st	60	18.5	18.3	30.9	30.6	11.7	11.2	12.4	10.3	8.3%	32.6%
664	EWU South Hill Express	1st	40	18.5	18.3	10.3	17.6	7.3	7.6	4.1	5.5	3.5%	19.1%
722	Liberty Lake Express	1st	40	18.5	18.3	7.2	--	7.3	7.6	4.9	---	8.5%	---
724	Liberty Lake Tech Express	2nd	40	6.2	6.1	7.7	5.8	7.3	7.6	3.9	3.3	4.6%	4.2%
771	Mirabeau Express	1st	40	18.5	18.3	9.0	9.8	7.3	7.6	2.4	2.4	7.2%	8.0%

1st: Primary Peak – Routes operate one-way in a given peak period

2nd: Secondary Peak – Routes operate as a function of what would otherwise be out-of-service time

2W: Two-Way Peak – Provide trips in both directions during peak operations

2025 vs. 2024 Ridership: Boardings Per Revenue Hour Chart



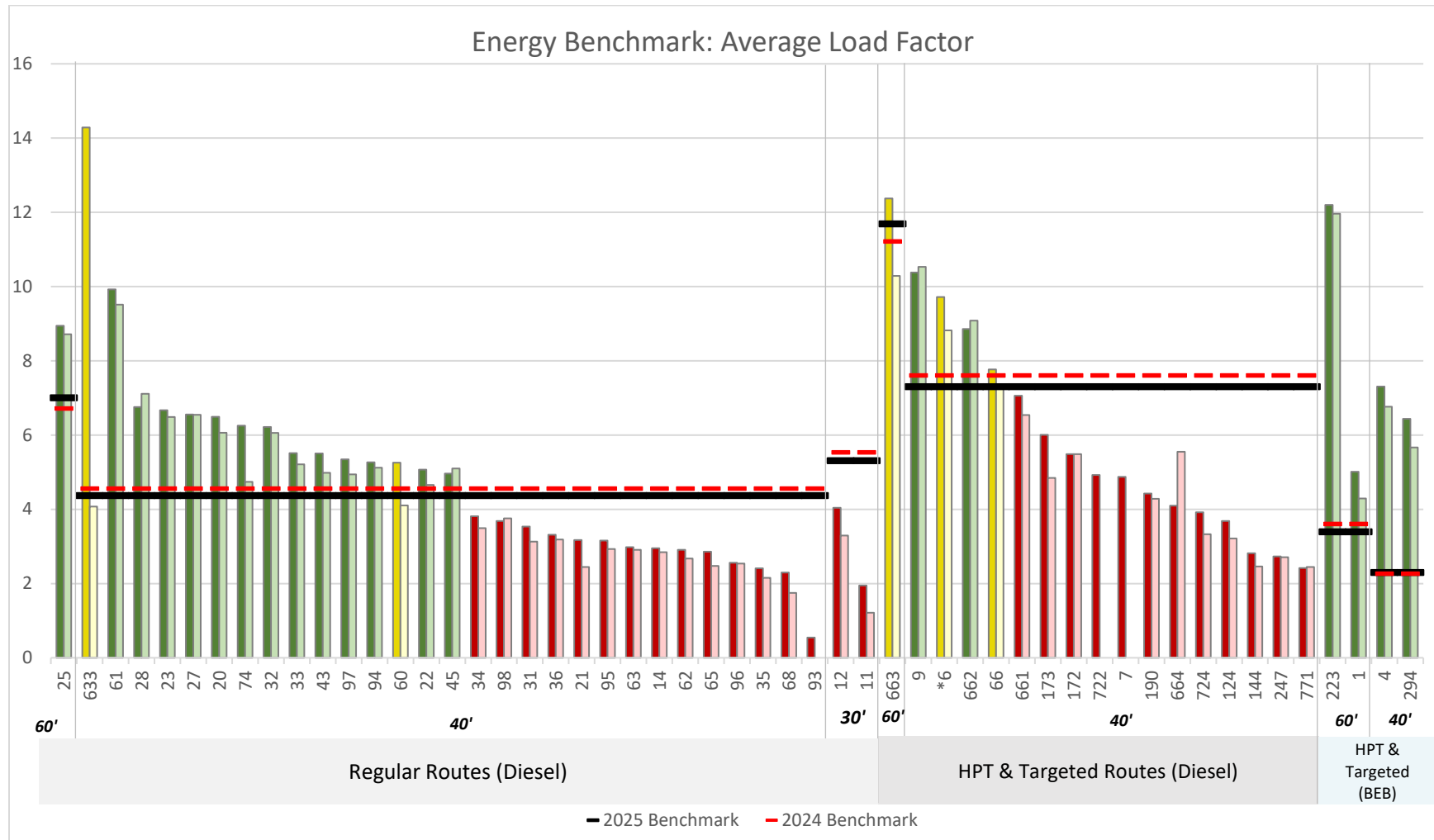
Green shaded routes: Met standard in 2025 & 2024

Yellow shaded routes: Met standard in one of two years

Red shaded routes: Missed standard both years

Note: 2025 is the darker shaded column (left); 2024 is the lighter shaded column (right) - Routes 93 & 722 did not operate in 2024

2025 vs. 2024 Energy: Average Load Factor Chart



Green shaded routes: Met standard in 2025 & 2024

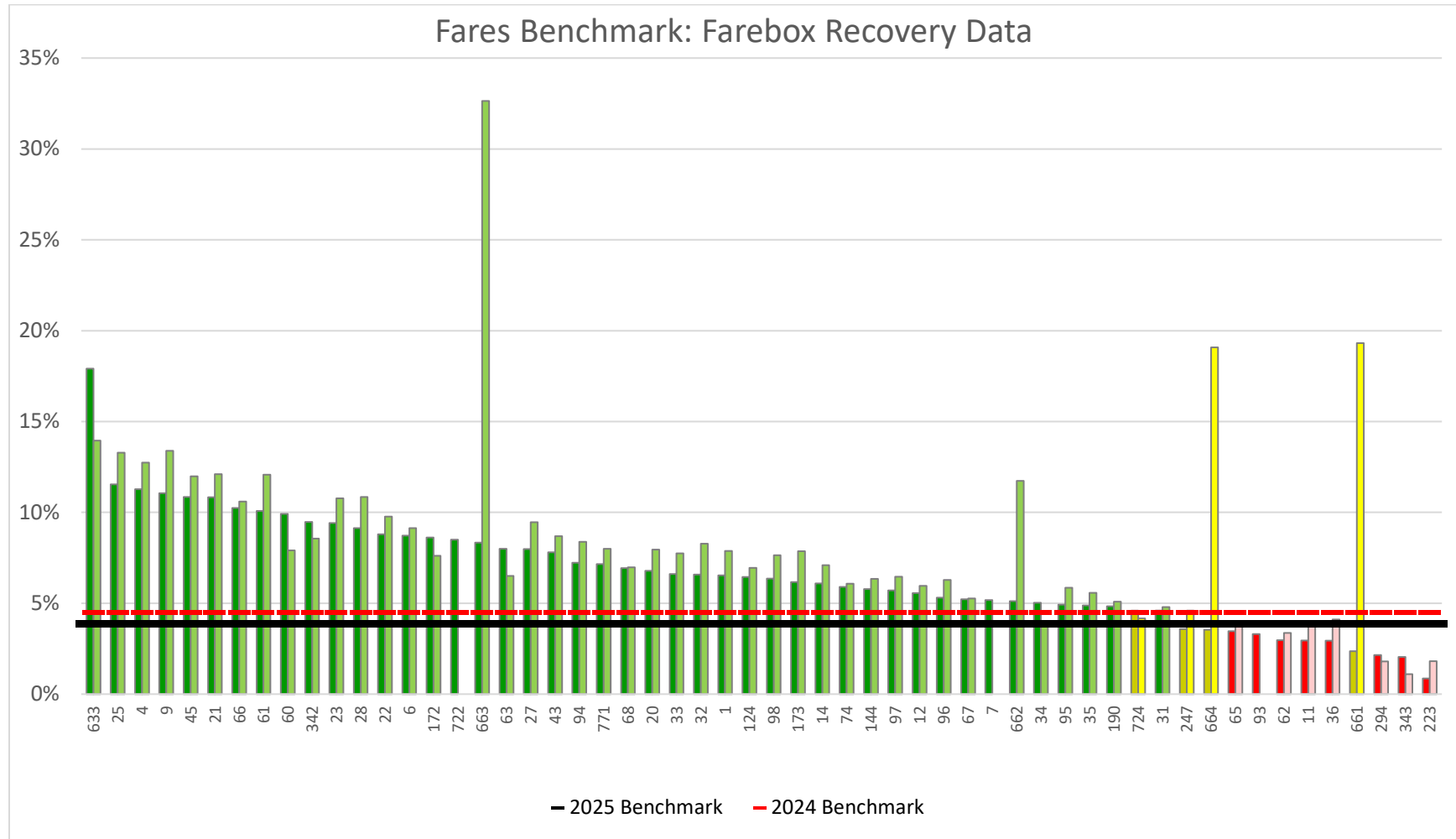
Yellow shaded routes: Met standard in one of two years

Red shaded routes: Missed standard both years

Note: 2025 is the darker shaded column (left); 2024 is the lighter shaded column (right) - Routes 7, 93, and 722 did not operate in 2024

*Routes marked with an asterisk changed classification/bus size from 2024's report; thus, those routes had different benchmarks in 2024

2025 vs. 2024 Energy: Average Load Factor Chart



Green shaded routes: Met standard in 2025 & 2024

Yellow shaded routes: Met standard in one of two years

Red shaded routes: Missed standard both years

Note: 2025 is the darker shaded column (left); 2024 is the lighter shaded column (right) - Routes 7, 93, and 722 did not operate in 2024

2025 Total Annual Boardings Comparison to 2024

Route	Route Name	Total 2024	Total 2023	Change	% Change
1	City Line	766,115	756,321	9,794	1.3%
4	Monroe/Regal	1,107,345	1,055,653	51,692	4.9%
6	Cheney	380,609	358,374	22,235	6.2%
!7	Valley/Airport	83,605	---	---	---
9	Sprague	816,113	836,257	(20,144)	-2.4%
11	Downtown/Northbank Shuttle	41,223	34,675	6,548	18.9%
12	Southside Medical Shuttle	129,309	124,985	4,324	3.5%
14	South Adams/Napa	138,075	137,128	947	0.7%
20	SFCC	158,661	153,766	4,895	3.2%
21	West Broadway	214,767	210,709	4,058	1.9%
22	Northwest Boulevard	196,124	197,204	(1,080)	-0.5%
23	Maple/Ash	330,418	327,844	2,574	0.8%
25	Division	942,535	916,504	26,031	2.8%
27	Crestline	337,017	315,764	21,253	6.7%
28	Nevada	604,926	392,987	211,939	53.9%
*31	Minnehaha/Lidgerwood	181,885	46,811	135,074	288.6%
32	Trent/Montgomery	172,179	193,801	(21,622)	-11.2%
33	Wellesley	606,029	586,479	19,550	3.3%
34	Freja	121,505	126,722	(5,217)	-4.1%
35	Francis/Market	154,327	143,831	10,496	7.3%
36	North Central	132,765	142,054	(9,289)	-6.5%
43	Lincoln/37th Avenue	195,225	189,233	5,992	3.2%
45	Perry District	217,252	211,040	6,212	2.9%
*60	Airport	97,482	119,499	(22,017)	-18.4%
61	Highway 2/Fairchild	501,111	508,735	(7,624)	-1.5%
62	Medical Lake	47,099	47,062	37	0.1%
63	Geiger/Airport	110,968	86,788	24,180	27.9%
*65	Airway Heights	73,499	16,026	57,473	358.6%
66	EWU	100,942	89,067	11,875	13.3%
67	Swoop Loop	5,626	8,858	(3,232)	-36.5%
68	Cheney Loop	108,860	91,641	17,219	18.8%
*74	Mirabeau/Liberty Lake	120,146	141,775	(21,629)	-15.3%
!93	Molter Loop	5,293	---	---	---
94	East Central/Millwood	301,514	274,567	26,947	9.8%
95	Mid-Valley	115,908	105,742	10,166	9.6%
96	Pines/Sullivan	133,886	129,194	4,692	3.6%
97	South Valley	200,190	178,693	21,497	12.0%
98	Greenacres/Liberty Lake	158,301	159,199	(898)	-0.6%
124	North Express	44,036	43,915	121	0.3%
144	South Express	56,315	50,371	5,944	11.8%
*172	Liberty Lake Express	11,955	14,782	(2,827)	-19.1%
173	VTC Express	41,401	41,912	(511)	-1.2%
190	Valley Express	16,395	17,352	(957)	-5.5%
223	Shadle/Indian Trail	24,786	21,354	3,432	16.1%
247	Lincoln Heights/Ferris	20,505	22,570	(2,065)	-9.1%
294	East 8th	25,817	22,961	2,856	12.4%

Route	Route Name	Total 2024	Total 2023	Change	% Change
342	Fairgrounds Shuttle	4,282	3,511	771	22.0%
343	Bureau Fair Shuttle	662	277	385	139.0%
633	Geiger Shuttle	13,115	34,074	(20,959)	-61.5%
661	EWU Express	23,005	34,337	(11,332)	-33.0%
662	EWU North Express	5,732	5,828	(96)	-1.6%
663	EWU VTC Express	6,748	6,419	329	5.1%
664	EWU South Hill Express	2,365	3,918	(1,553)	-39.6%
!722	Liberty Lake Express	5,050	---	---	---
724	Liberty Lake Tech Express	12,172	10,918	1,254	11.5%
771	Mirabeau Express	10,527	9,630	897	9.3%
^Total Annual Ridership		10,433,702	10,166,876	266,826	2.6%

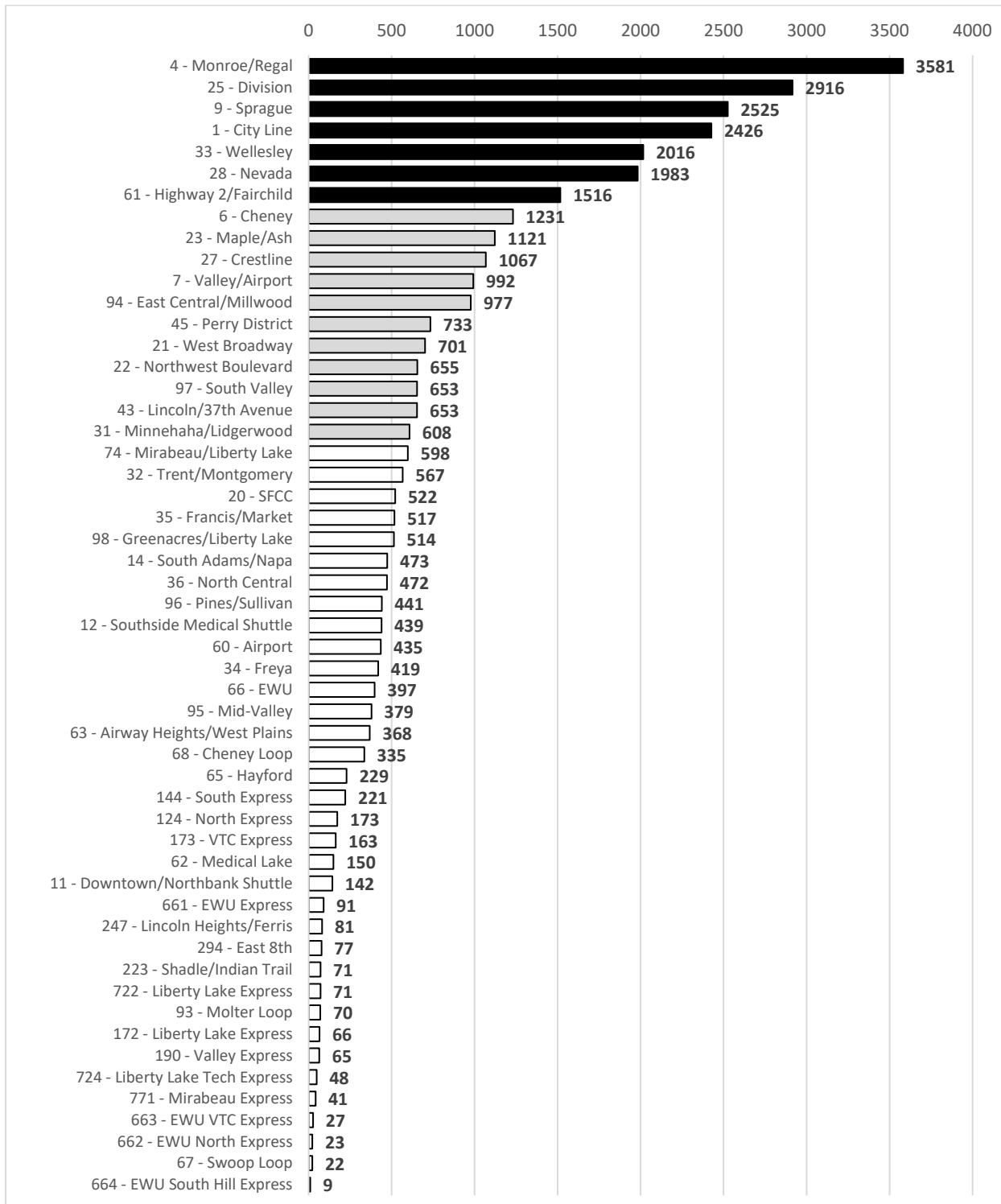
^Total annual ridership here does not include ridership from special events that cannot be attributed to specific routes.

*Did not operate a full year in 2024

!New Route-Did not operate a full year in 2025

#Route discontinued in 2025

2025 Average Weekday Boarding



Black shaded solid bars represent 50% of boardings (Routes 1, 4, 9, 25, 28, 33 & 61)

Black plus gray shaded bars represent 75% of boardings (the above routes, plus Routes 6, 7, 21, 22, 23, 27, 31, 43, 45 & 94)

2025 Route Profile Sheets

Included for each route on the following pages are a table of route indicator statistics—including ridership information, a copy of the published map, and an hour-by-hour chart of ridership information. On the reverse page boarding and alighting data by stop order are presented.

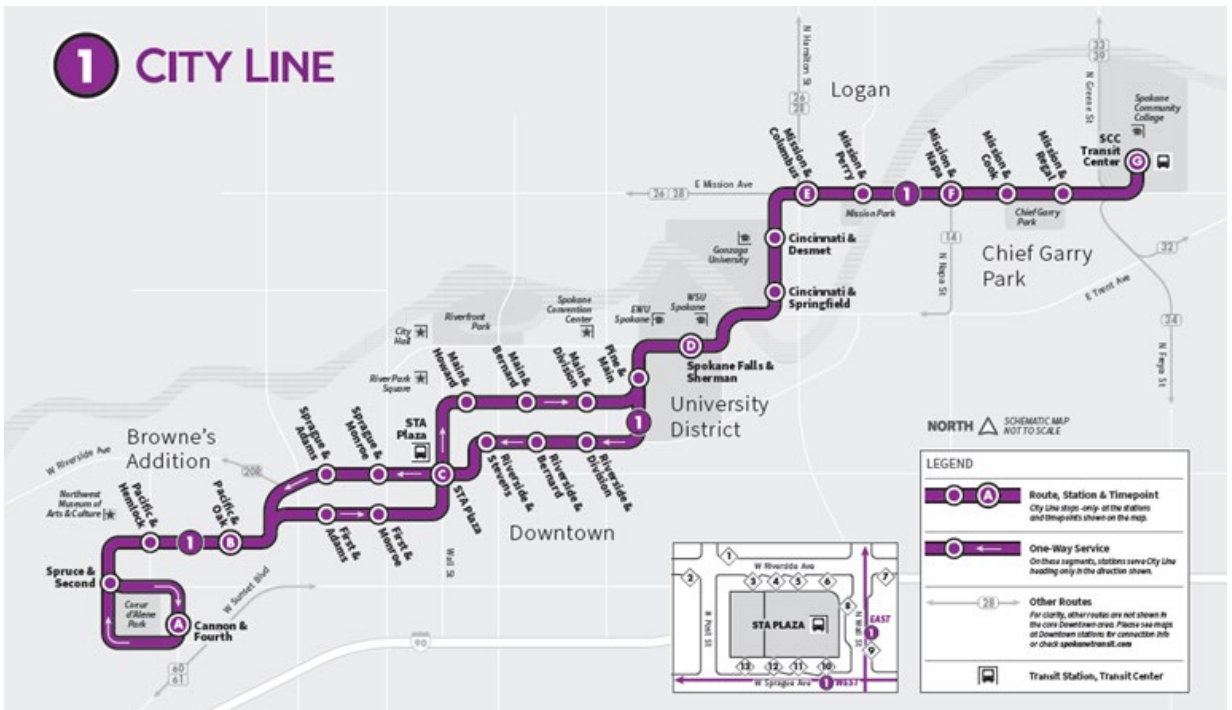
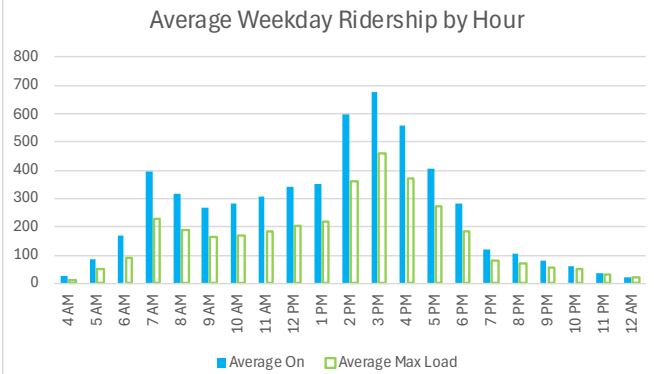
All ridership data is based on automatic passenger counter (APC) data at all coach doors. It is important to note that the ridership statistics given in the route indicator table and hourly chart are calculated from the count of passengers from a monthly extraction of a route-based ridership report and summed over the year. Whereas the boarding and alighting data by stop are calculated from a stop-based report wherein the ridership is attributed by route. The difference being the route-based report counts total boardings on a line regardless of stop. The stop-based report provides an average of passengers boarding a line at a stop by service change period. Those averages are then annualized by service change period to arrive at an average number of passengers for the year.

For the reason of the two differing reports used above, average ridership data by route will likely not match the total average ridership by stop. Some other factors that may skew the ridership by stop data are end of line locations where all operator and passenger activity is counted by the coach's APCs on layover (such as operator boarding or alighting during breaks or passenger boarding to ask questions— essentially any time a person passes the passenger counter).

Additionally, since whole numbers are used, idiosyncratic rounding behavior can arise when annualizing numbers slightly less than one-half. For instance, if a stop averaged 0.49 passengers over a service change period, 0.49 would be rounded down to zero and calculated as zero when multiplied by the number of days in each service change period. Yet 0.49 multiplied by 71 (the number of weekdays in the September 2025 service change) equals 34.79, pointing to the fact that the number of riders at a stop may not be fully counted when annualized.

Route 1: City Line

2025 Route Indicators	
One Way Route Length (Miles)	5.51
Typical Vehicle Length (Feet)	60
Typical Seat Capacity	37
Annual Revenue Hours	45,995
Annual Unallocated Cost	\$7,237,449.46
Total Ridership	766,115
Boardings Per Revenue Hour	16.66
Average Weekday Ridership	2,426.5
Annual Fare Revenue	\$472,565.24

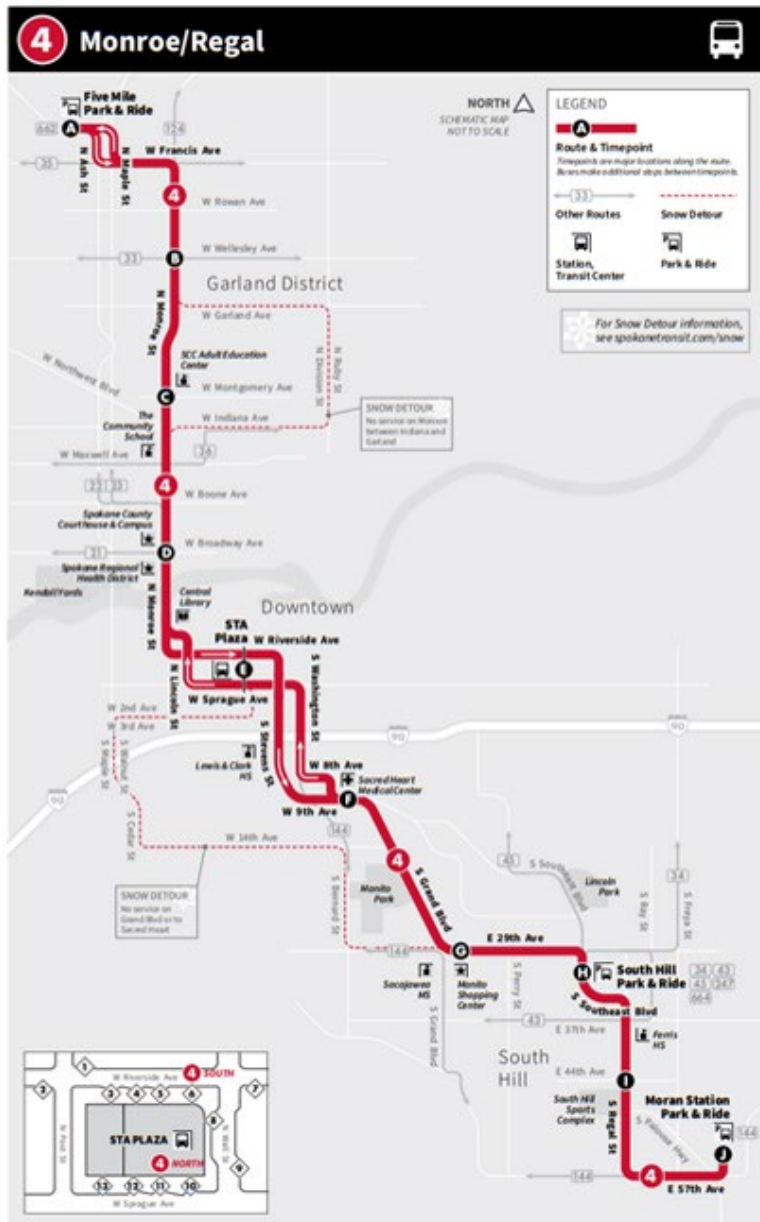
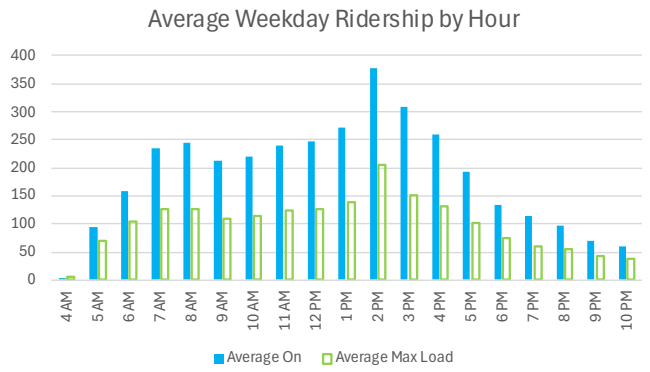


Route 1: City Line

Eastbound to SCC	Average Weekday		Westbound to Browne's Addition	Average Weekday	
	On	Off		On	Off
Cannon @ 4 th	42	0	SCC City Line Departure	344	2
Spruce @ 2 nd	62	3	Mission @ Regal	100	7
Pacific @ Hemlock (MAC Museum)	51	3	Mission @ Cook	61	14
Pacific @ Oak	138	4	Mission @ Napa	80	29
1st @ Adams	56	12	Mission @ Perry	37	11
1st @ Monroe	40	24	Mission @ Columbus	109	96
Plaza Bay 9	570	314	Cincinnati @ Desmet	81	25
Main @ Howard	60	16	Cincinnati @ Springfield	43	11
Main @ Bernard	35	35	Spokane Falls @ Sherman	28	21
Main @ Division	38	29	Pine @ Main	7	13
Pine @ Main	13	10	Riverside @ Division	18	42
Spokane Falls @ Sherman	25	31	Riverside @ Bernard	27	29
Cincinnati @ Springfield	15	56	Riverside @ Stevens	10	54
Cincinnati @ Desmet	32	95	Plaza Bay 10	232	435
Mission @ Columbus	139	146	Sprague @ Monroe	18	33
Mission @ Perry	20	44	Sprague @ Adams St	8	37
Mission @ Napa	44	129	Pacific @ Oak	9	110
Mission @ Cook	16	84	Pacific @ Hemlock (MAC Museum)	7	52
Mission @ Regal	7	119	2nd @ Spruce	12	38
SCC City Line Arrival	6	428	Cannon @ 4th	0	43
	1,412	1,585		1,233	1,102

Route 4: Monroe/Regal

2025 Route Indicators	
One Way Route Length (Miles)	11.65
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	42,056
Annual Unallocated Cost	\$6,617,767.43
Total Ridership	1,107,345
Boardings Per Revenue Hour	26.33
Average Weekday Ridership	3,581.1
Annual Fare Revenue	\$746,100.98

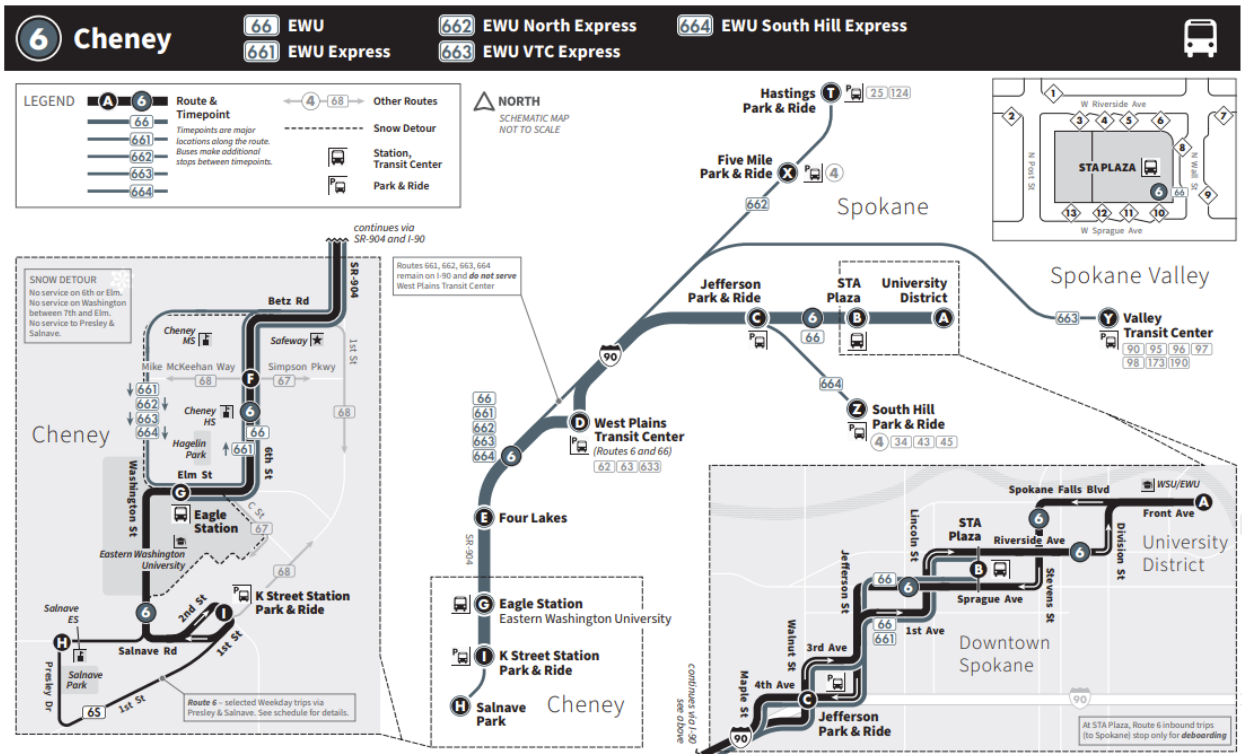
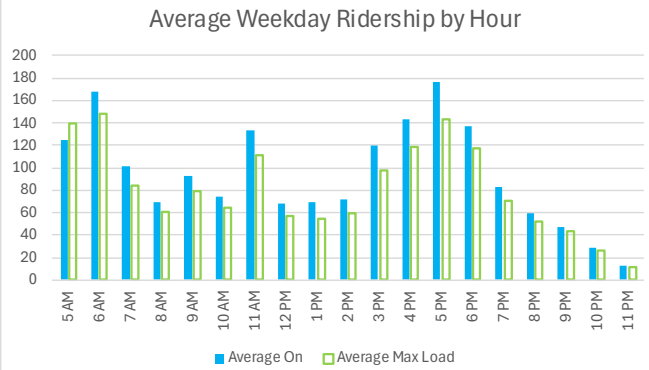


Route 4: Monroe/Regal

Northbound to Five Mile Park & Ride	Average Weekday		Southbound to Moran Station	Average Weekday	
	On	Off		On	Off
Moran Station P&R Bay 2	104	0	5 Mile Park & Ride	131	0
57th @ Freya	6	0	Francis @ Cedar	5	0
57th @ Hailee	33	1	Francis @ Monroe	60	3
57th @ Regal	70	2	Monroe @ Columbia	15	1
Regal @ 53rd	101	4	Monroe @ Rowan	13	2
Regal @ Palouse Hwy	65	10	Monroe @ Queen	11	2
Regal @ 44th	58	7	Monroe @ Wellesley	75	18
Regal @ Thurston	5	2	Monroe @ Longfellow	11	3
Regal @ 37th	77	44	Monroe @ Garland	68	12
Southeast Blvd @ Regal	17	9	Monroe @ Alice	53	15
South Hill Park & Ride Bay 1	87	69	Monroe @ Grace	45	10
29th @ Stone	56	12	Monroe @ Montgomery	115	25
29th @ Martin	3	1	Monroe @ Nora	75	26
29th @ Pittsburg	14	3	Monroe @ Maxwell	84	41
29th @ Pinecrest	22	10	Monroe @ Gardner	49	36
29th @ Arthur	13	4	Monroe @ Broadway	36	31
29th @ Hatch	68	29	Monroe @ Summit	16	13
Grand @ 25th	18	6	Riverside @ Monroe	4	41
Grand @ 21st	12	5	Plaza Bay 6	520	409
Grand @ 18th	27	10	Plaza Bay 2	0	19
Grand @ 14th Avenue	22	8	Stevens @ Sprague	36	5
Grand @ 12th	17	10	Stevens @ 4th	79	41
McClellan @ 8th	81	32	Stevens @ 6th	19	41
Washington @ 6th	62	26	9th @ McClellan	27	109
Washington @ 4th	27	62	Grand @ 14th	13	45
Sprague @ Stevens	3	42	Grand @ 18th	11	29
Plaza Bay 11	487	500	Grand @ 21st	4	12
Monroe @ Summit Parkway	19	17	Grand @ 25th	6	20
Monroe @ Broadway	33	45	29th @ Grand	25	69
Monroe @ Boone	29	59	29th @ Garfield (Manito Center)	7	11
Monroe @ Maxwell	44	74	29th @ Arthur	2	9
Monroe @ Indiana	36	87	29th @ Perry	7	24
Monroe @ Carlisle	24	101	29th @ Pittsburg	3	15
Monroe @ Grace	9	41	29th @ Martin	1	8
Monroe @ Alice	18	52	29th @ Southeast Blvd.	10	74
Monroe @ Garland	12	81	South Hill Park & Ride Bay 2	70	82
Monroe @ Longfellow	4	19	Southeast Blvd @ Regal	8	17
Monroe @ Wellesley	14	69	Regal @ 37th	48	59
Monroe @ Queen	2	10	Regal @ Thurston	3	7
Monroe @ Rowan	2	18	Regal @ 44th	4	49
Monroe @ Columbia	1	16	Regal @ Palouse Hwy	8	73
Francis @ Monroe	2	64	Regal @ 53rd	2	74
Francis @ Cedar	1	14	Regal @ 55th	0	28
5 Mile Park & Ride	0	128	57th @ Regal	2	52
			57th @ Hailee	0	31
			57th @ Freya	0	4
			Moran Station	0	111
	1,805	1,801		1,780	1,803

Route 6: Cheney

2025 Route Indicators	
One Way Route Length (Miles)	20.44
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	62
Annual Revenue Hours	24,481
Annual Unallocated Cost	\$3,852,249.45
Total Ridership	380,609
Boardings Per Revenue Hour	15.55
Average Weekday Ridership	1,231.2
Annual Fare Revenue	\$335,867.22



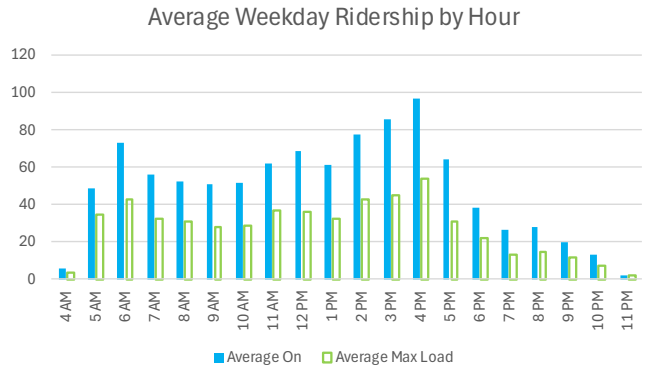
Route 6: Cheney

Outbound to Cheney	Average Weekday	
	On	Off
Front @ 624 E	38	0
Spokane Falls @ Sherman	25	0
Stevens @ Main	3	1
Stevens @ Sprague	2	0
Plaza Bay 10	276	16
Sprague @ Monroe	8	1
Leave @ Jefferson Lot	67	11
West Plains Transit Center	83	93
SR 904 @ 1st (Four Lakes)	4	5
Betz @ Al Ogdon Way	19	62
6th @ Betz	3	13
6th @ McKeehan Way	3	9
6th @ Golden Hills Drive	1	4
6th @ Cheney High School	7	31
6th @ Oak	0	10
6th @ Elm	1	19
Elm @ 7th	1	26
Eagle Station Bay 3	4	132
Washington @ Elm (EWU)	1	6
Washington @ 7th	1	12
Washington @ 3rd	0	20
Salnave @ Lincoln	0	1
Salnave @ Hattie	0	1
Presley @ Gregory	0	1
Presley @ Holladay	0	1
Presley @ 1st	0	0
1st @ W 800	0	2
1st @ Washington	0	0
K Street Station	0	83
	544	559

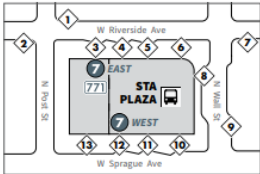
Inbound to Downtown Spokane	Average Weekday	
	On	Off
K Street Station	107	0
1st @ Washington	0	0
1st @ Buena Vista	1	0
1st @ W 800	3	1
Presley @ 1st	0	0
Presley @ Holladay	2	0
Salnave @ Presley	2	1
Salnave @ Hattie	1	0
Salnave @ Lincoln	0	0
Washington @ 3rd	22	0
Washington @ 7th	14	1
Washington @ Elm (EWU)	4	1
Eagle Station Bay 2	192	5
Elm @ 7th	15	0
6th @ Elm	19	0
6th @ Oak	9	0
6th @ Cheney High School	27	13
6th @ Golden Hills Drive	5	1
6th @ Simpson Parkway Drive	6	1
6th @ Betz	10	2
Betz Rd @ Al Ogdon Way	4	3
Betz @ SR 904 (turnout)	52	19
Betz @ SR 904 (turnout)	52	19
SR 904 @ 1st (Four Lakes)	7	4
West Plains TC Bay 2	85	60
Walnut @ 5th (Jefferson Lot)	12	62
3rd @ Cedar	8	21
Lincoln @ Sprague	1	32
Plaza Bay 3	0	2
Plaza Bay 6	0	15
Plaza Bay 7	7	328
Riverside @ Bernard	0	6
Spokane Falls @ Sherman	1	25
Front @ 624 E	0	34
	668	654

Route 7: Valley/Airport

2025 Route Indicators	
One Way Route Length (Miles)	24.43
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	7,560
Annual Unallocated Cost	\$1,189,557.45
Total Ridership	83,605
Boardings Per Revenue Hour	11.06
Average Weekday Ridership	992
Annual Fare Revenue	\$61,604.14

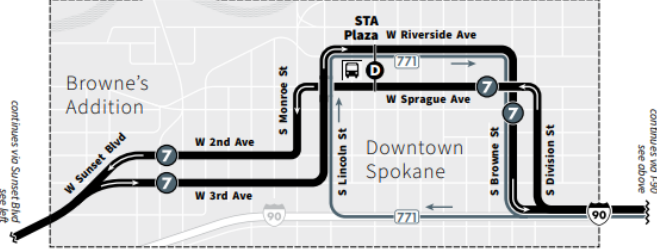
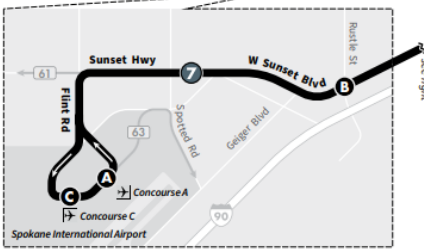
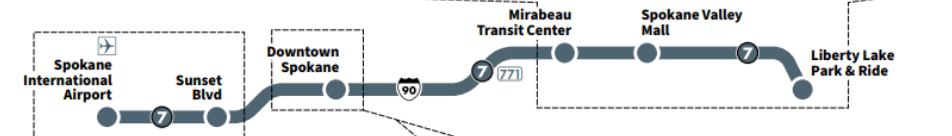
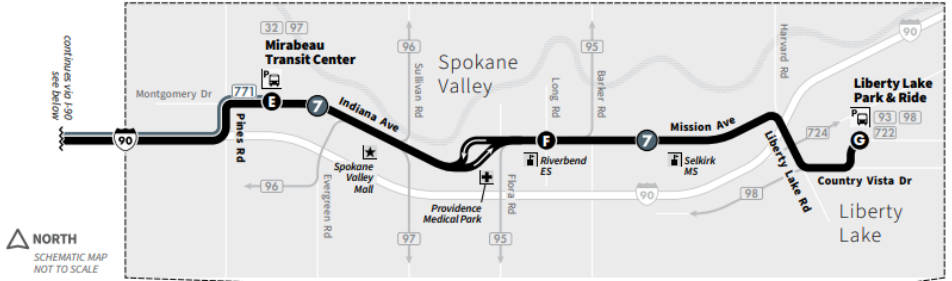


7 Valley/Airport 771 Mirabeau Express



LEGEND

- Route & Timepoint**
Timepoints are major locations along the route. Buses make additional stops between timepoints.
- Other Routes**
- Station, Transit Center**
- Park & Ride**

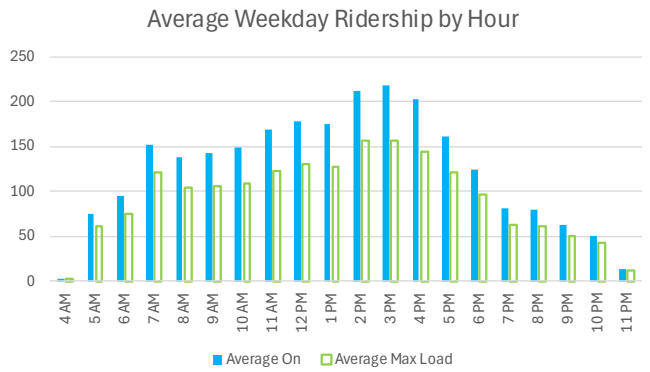


Route 7: Valley/Airport

Eastbound to Liberty Lake	Average Weekday		Westbound To Spokane Airport	Average Weekday	
	On	Off		On	Off
Spokane International Airport Concourse C	17	0	Liberty Lake Park & Ride Bay 3	97	0
Leave Spokane International Airport Concourse A	25	2	Country Vista @ Lib Lk Rd	1	0
Flint @ Granite	0	0	Lib Lk Rd @ Country Vista (McDonalds)	2	0
Flint @ Hilton	1	1	Mission @ Bitterroot	4	1
Hwy 2 @ Flint (Triumph)	6	2	Mission @ Kramer	0	0
Sunset @ Windsor	4	2	Mission @ Harvest	2	2
Sunset @ Lewis	6	1	Mission @ Holl	2	0
Sunset @ Rustle	26	3	Mission @ Grady	5	1
Sunset @ Government Wy	12	4	Mission @ Barker	9	2
Sunset @ Lindeke	4	2	Mission @ Long	9	1
Sunset @ Cannon	7	10	Mission @ Arc	4	2
3rd @ Maple	9	5	Mission @ Riverhouse	7	1
3rd @ Cedar	6	3	Indiana @ Desmet Ct	15	1
3rd @ Jefferson	4	3	Indiana @ 15915 E Indiana	8	1
Lincoln @ 2nd	5	9	Indiana @ Hanson Center	13	5
Lincoln @ Sprague	1	4	Indiana @ Valley Mall (Best Buy)	4	3
Plaza Bay 3	184	136	Indiana @ Valley Mall (Black Angus)	14	7
Plaza Bay 3	12	0	Indiana @ Evergreen	13	3
Riverside @ Washington	14	2	Mirabeau Transit Center Bay 2	73	16
I90 @ Division EB	0	0	Indiana @ Pines	35	8
I90 @ Argonne EB	0	0	I90 @ Argonne WB	0	0
Indiana @ 12410 E (Sounds on Wheel)	6	39	I90 @ Division WB	0	0
Mirabeau Transit Center Bay 6	22	62	Sprague @ Browne	7	21
Indiana @ Evergreen	7	24	Sprague @ Bernard	2	4
Indiana @ Valley Mall	3	13	Sprague @ Stevens	1	11
Indiana @ Valley Mall (Olive Garden)	2	5	Plaza Bay 12	205	194
Indiana @ Hanson Center	3	8	Monroe @ 1st	2	2
Eastbound			2nd @ Monroe	10	9
Indiana @ 15812 E Indiana	1	9	2nd @ Jefferson	2	8
Indiana @ Desmet Ct	2	15	2nd @ Maple	9	12
Indiana @ Bella Tess	1	6	Sunset @ Cannon	14	9
Mission @ Arc	1	2	Sunset @ Lindeke	7	13
Mission @ Long	1	7	Sunset @ Government Way	2	5
Mission @ Barker	2	9	Sunset @ Rustle	5	34
Mission @ Grady	1	5	Sunset @ Lewis	1	8
Mission @ Holl	0	2	Sunset @ Windsor	1	2
Mission @ Harvest	1	2	Flint @ Hilton	3	8
Mission @ Kramer	0	1	Flint @ Granite	0	2
Mission @ Bitterroot	0	5	Airport Dr @ Flint	0	4
Liberty Lake Rd @ Appleway (Pita Pit)	0	8	Spokane International Airport Concourse C	0	30
Country Vista @ Liberty Lake Rd	0	2		588	430
Liberty Lake Park & Ride Bay 3	0	84			
	396	497			

Route 9: Sprague

2025 Route Indicators	
One Way Route Length (Miles)	8.15
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	24,198
Annual Unallocated Cost	\$3,807,589.30
Total Ridership	816,113
Boardings Per Revenue Hour	33.73
Average Weekday Ridership	2,525.2
Annual Fare Revenue	\$420,718.42

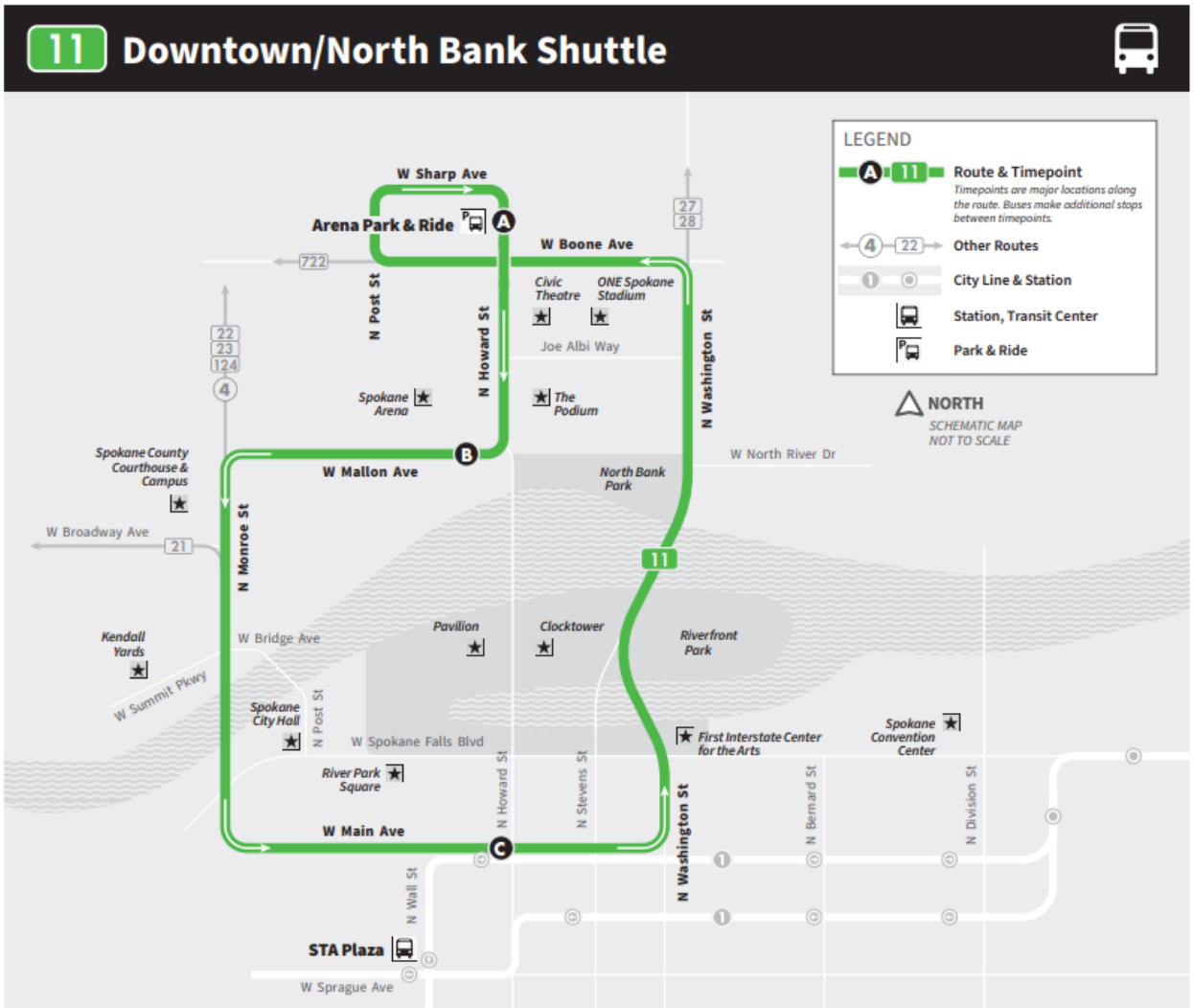
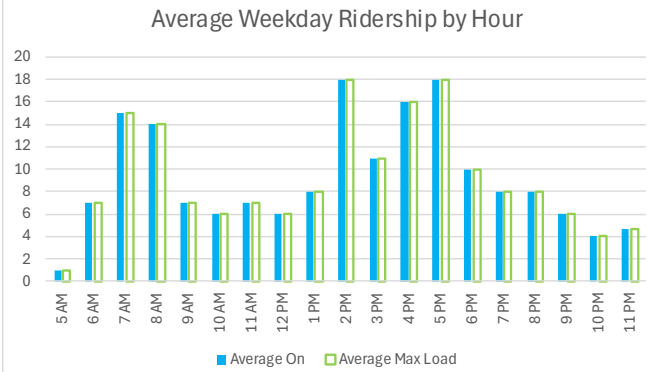


Route 9: Sprague

Outbound to Valley Transit Center	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 6	866	0	Valley Transit Center Bay 9	292	0
Riverside @ Washington	21	5	Sprague @ University	36	3
Sprague @ Browne	48	37	Sprague @ Felts	16	9
Sprague @ Division	29	18	Sprague @ Walnut	6	4
Sprague @ Pine	27	14	Sprague @ Farr (Winco)	98	46
Sprague @ Sherman	24	26	Sprague @ Mullan	21	11
Sprague @ Pride Prep	12	37	Sprague @ 8722 E	2	1
Sprague @ Ivory	8	9	Sprague @ Bessie	1	1
Sprague @ Helena	32	68	Sprague @ Vista	9	5
Sprague @ Napa	16	48	Sprague @ Park	20	25
Sprague @ Stone	13	36	Sprague @ Coleman	8	4
Sprague @ Lacey	6	14	Sprague @ Thierman	28	14
Sprague @ Haven	6	19	Sprague @ Fancher	16	9
Sprague @ Freya	41	68	Sprague @ Howe	12	5
Sprague @ Rebecca	9	12	Sprague @ Light Entrance to Costco	30	22
Sprague @ Havana	17	49	Sprague @ Custer	135	24
Sprague @ Custer	23	137	Sprague @ Havana	46	15
Sprague @ Carnahan	21	33	Sprague @ Julia	15	7
Sprague @ Howe	5	20	Sprague @ Freya	55	44
Sprague @ Fancher	6	11	Sprague @ Greene	13	4
Appleway @ Theirman	17	32	Sprague @ Haven	11	4
Appleway @ Coleman	4	8	Sprague @ Lacey	8	4
Appleway @ Park	25	16	Sprague @ Altamont	36	15
Appleway @ Vista	4	8	Sprague @ Napa	61	15
Appleway @ Sargent	1	2	Sprague @ Helena	65	31
Appleway @ Dishman	1	4	Sprague @ Ivory	13	6
Appleway @ Dishman Mica	8	16	Sprague @ Pride Prep	36	12
Appleway @ Farr (Winco)	47	108	Sprague @ Sherman	20	26
Appleway @ Dartmouth	1	12	Sprague @ Pine	22	59
Valley Transit Center Bay 6	0	13	Sprague @ Browne	18	47
Valley Transit Center Bay 8	0	133	Sprague @ Bernard	4	23
Valley Transit Center Bay 10	0	134	Sprague @ Stevens	3	55
	1,335	1,147	Plaza Bay 13	0	732
				1,155	1,284

Route 11: Downtown/North Bank Shuttle

2025 Route Indicators	
One Way Route Length (Miles)	2.48
Typical Vehicle Length (Feet)	30
Typical Seat Capacity	26
Annual Revenue Hours	7,208
Annual Unallocated Cost	\$1,134,147.55
Total Ridership	41,223
Boardings Per Revenue Hour	5.72
Average Weekday Ridership	142.4
Annual Fare Revenue	\$33,464.62

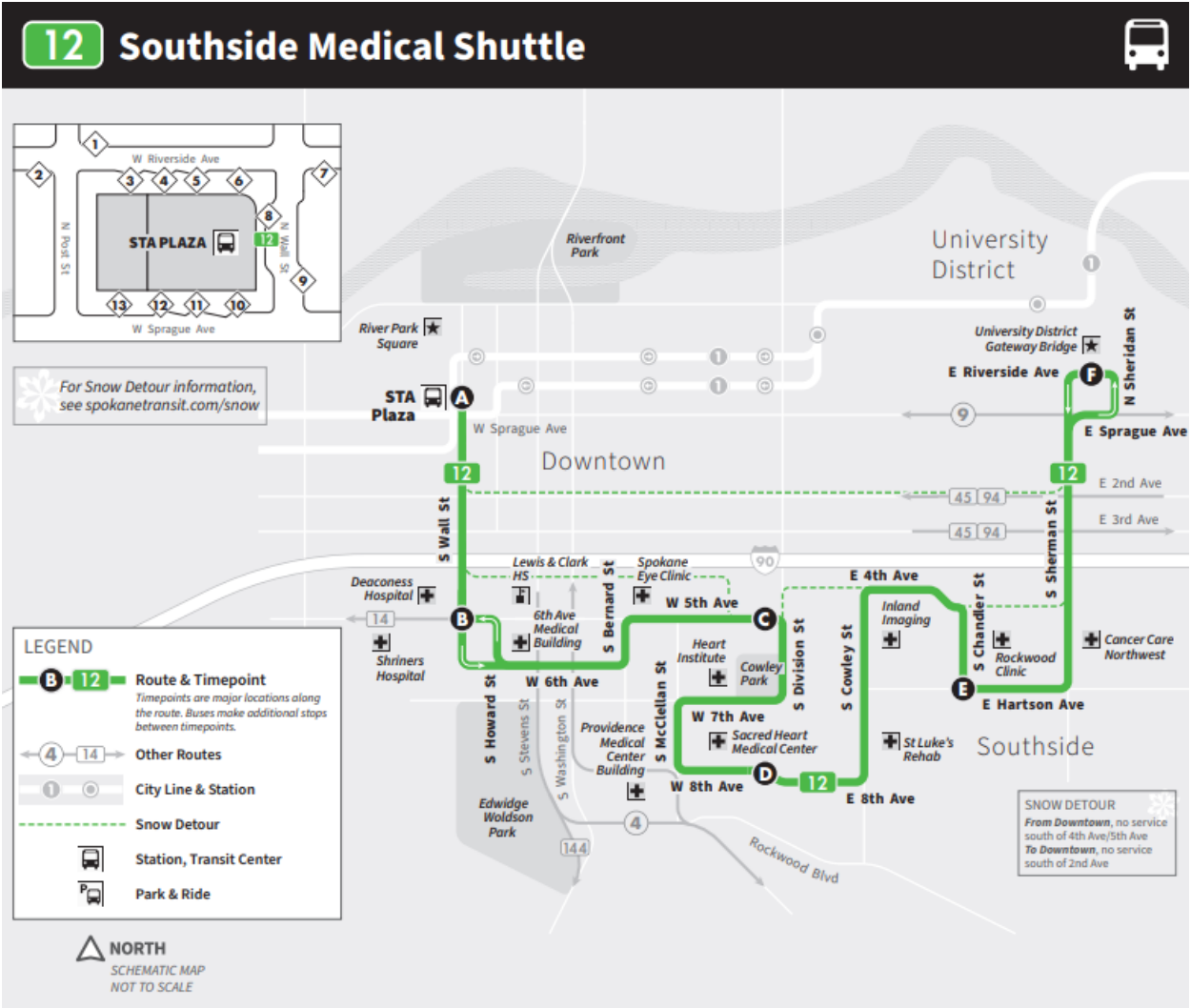
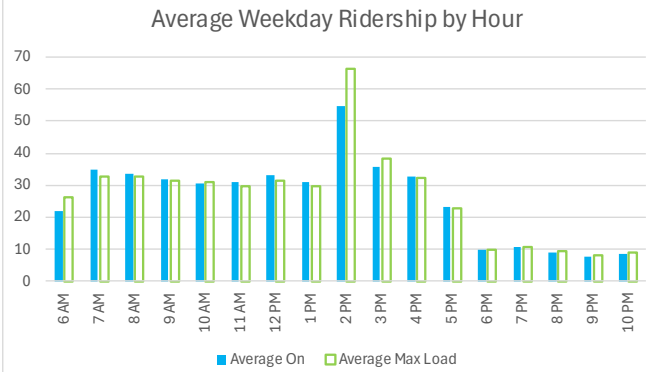


Route 11: Downtown/North Bank Shuttle

Loop to Downtown/Northbank	Average Weekday	
	On	Off
Arena Bay 2 (Howard @ Boone)	91	66
Mallon @ Howard (South Arena)	1	0
Monroe @ Broadway	8	2
Monroe @ Summit	3	1
Main @ Howard	32	59
Washington @ Spokane Falls Blvd	1	1
Washington @ North River Drive	0	1
Spokane Falls @ Howard	0	1
Wall @ Spokane Falls Blvd	2	7
	139	138

Route 12: Southside Medical Shuttle

2025 Route Indicators	
One Way Route Length (Miles)	3.09
Typical Vehicle Length (Feet)	30
Typical Seat Capacity	26
Annual Revenue Hours	9,370
Annual Unallocated Cost	\$1,474,353.00
Total Ridership	129,309
Boardings Per Revenue Hour	13.80
Average Weekday Ridership	439.2
Annual Fare Revenue	\$81,939.30

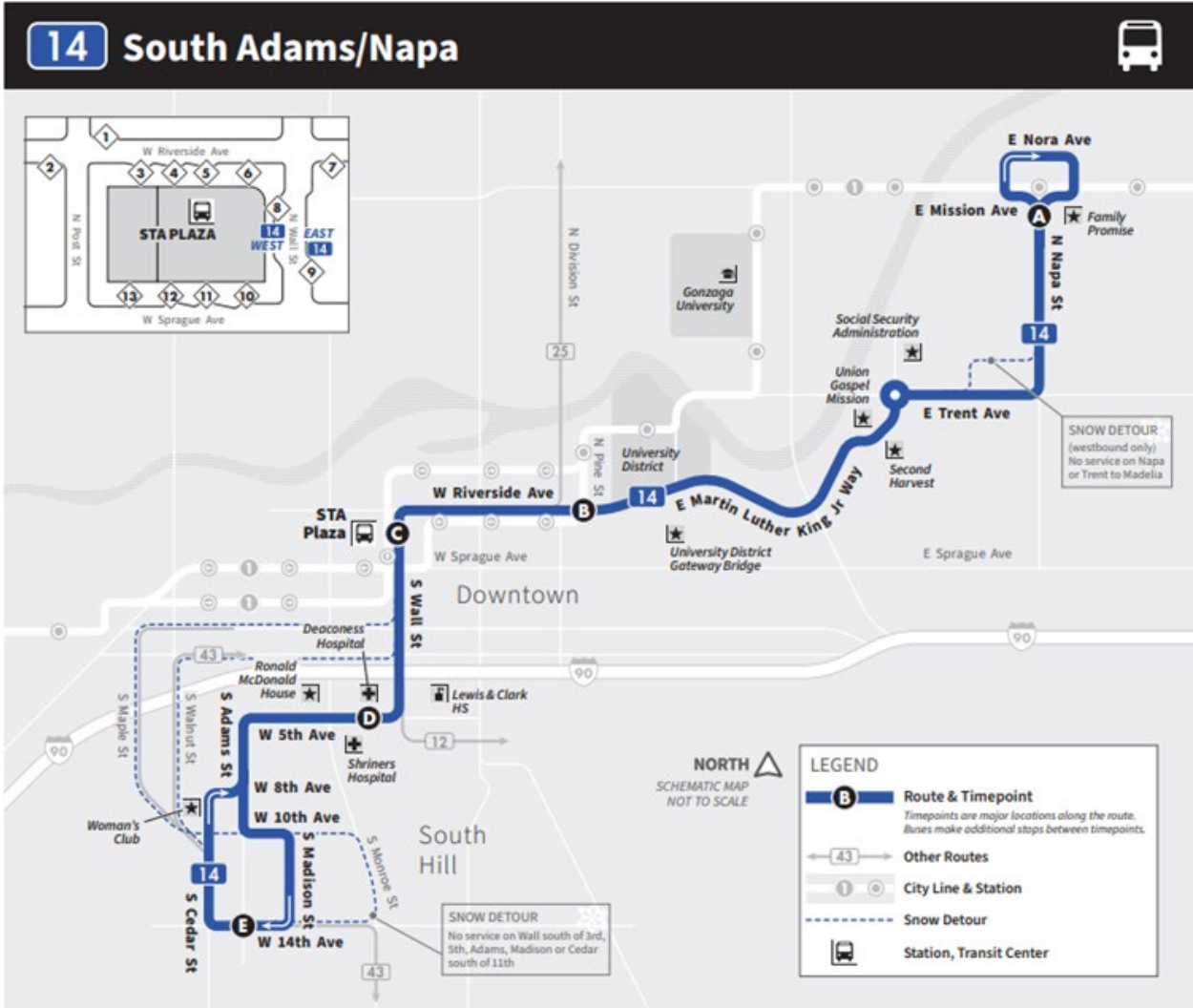
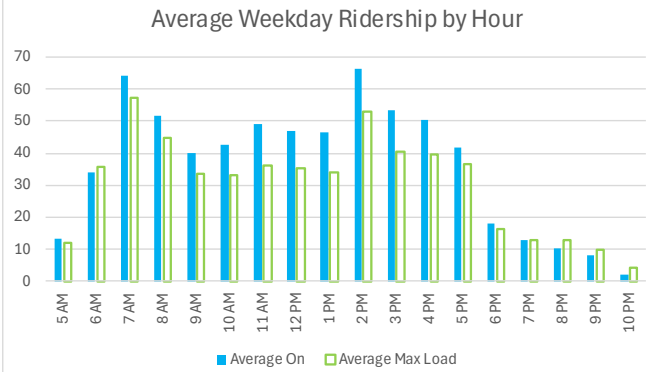


Route 12: Southside Medical Shuttle

Outbound to U District Pedestrian Bridge	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 8	182	0	UD Ped Bridge	44	0
Wall @ 2nd	4	3	Sherman @ 1st	2	0
Wall @ 4th	1	6	Sherman @ 2nd	2	0
Wall @ 5th	6	13	Hartson @ Sherman	17	3
6th @ Stevens	2	7	Chandler @ Hartson	24	2
6th @ Washington	1	4	Cowley @ 4th	10	2
6th @ Bernard	1	10	Cowley @ Hartson (St Lukes)	7	1
Bernard @ 5th	1	4	8th @ Cowley	0	0
5th @ McClellan	0	2	8th @ Cowley	12	1
5th @ Browne	0	3	Sacred Heart Medical Center	8	4
5th @ Division	1	21	8th @ McClellan	14	5
Division @ 6th Ave	0	4	7th @ Browne (Heart Institute)	5	0
7th @ Browne	1	6	Division @ 6th Ave	4	0
8th & McClellan	4	27	Division @ 5th	18	1
Sacred Heart Medical Center	2	6	5th @ Browne	1	0
8th @ Cowley	1	13	5th @ McClellan	2	0
8th @ Cowley	0	1	5th @ Bernard	3	1
Cowley @ Hartson (St Lukes)	2	13	Bernard @ 6th	5	0
4th @ Cowley	1	4	6th @ Washington	11	1
Chandler @ Hartson	1	11	6th @ Stevens	4	2
Hartson @ Sherman	2	17	5th @ Wall	10	3
Sherman @ 2nd	0	4	Wall @ 4th	16	6
Sprague @ Sherman	0	5	Wall @ 2nd	2	3
UD Ped Bridge	0	35	Wall @ 1st	0	16
	215	221	Plaza Bay 8	0	142
			Plaza Bay 9	0	15
			Plaza Bay 13	0	1
			223	209	

Route 14: South Adams/Napa

2025 Route Indicators	
One Way Route Length (Miles)	4.42
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	9,342
Annual Unallocated Cost	\$1,470,001.80
Total Ridership	138,075
Boardings Per Revenue Hour	14.78
Average Weekday Ridership	473.3
Annual Fare Revenue	\$89,550.31



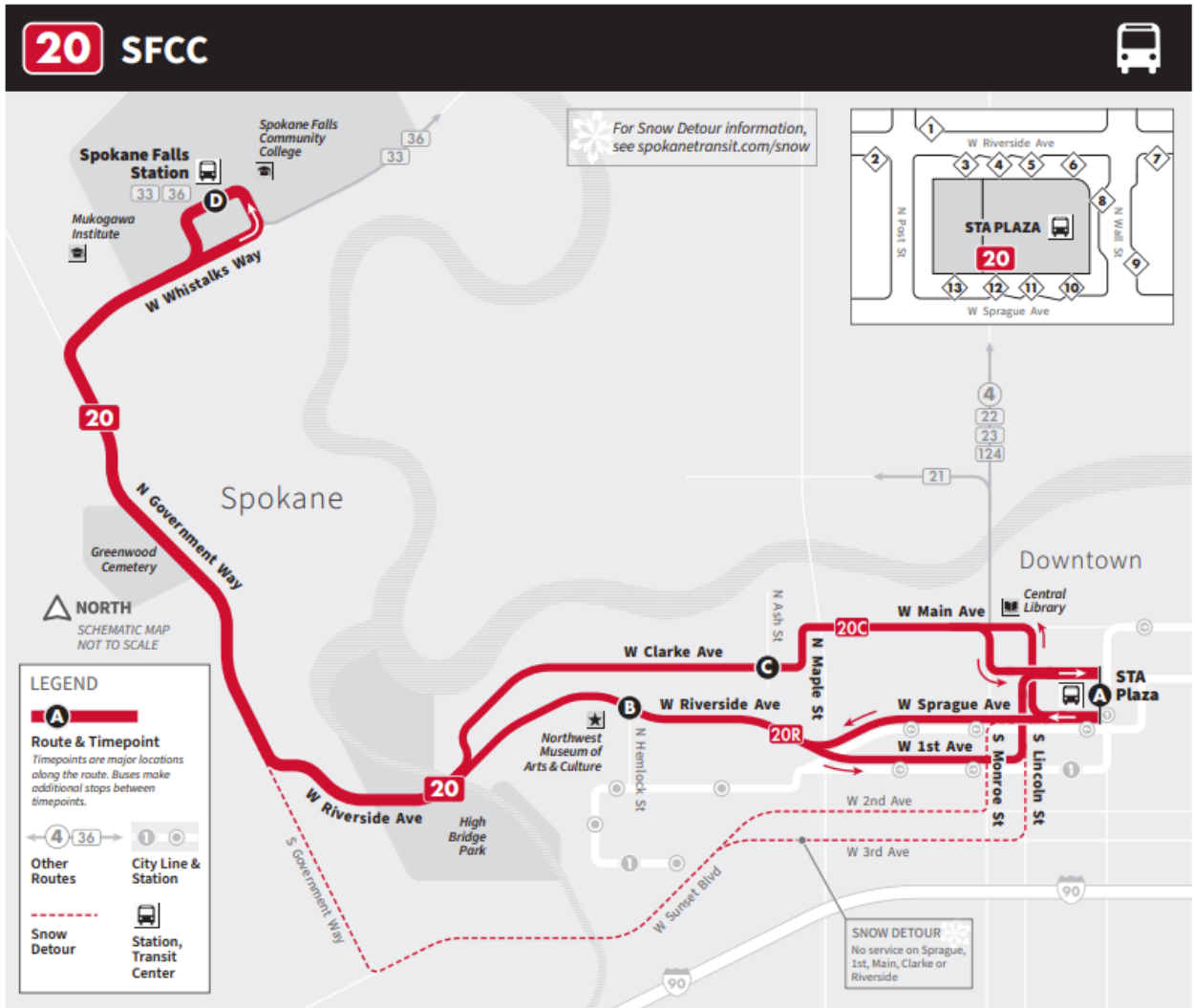
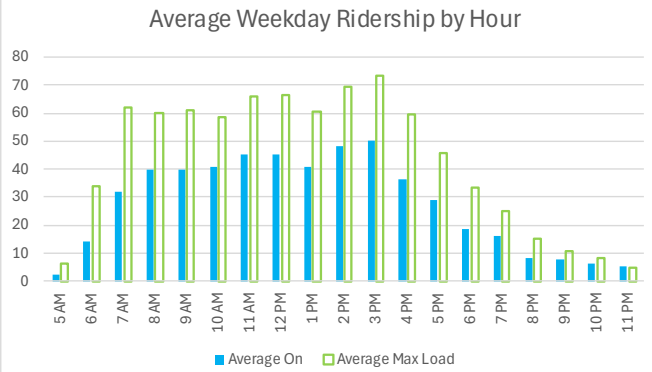
Route 14: South Adams/Napa

Eastbound Napa & Mission	Average Weekday	
	On	Off
14th @ Adams	5	0
Cedar @ 12th	2	1
Cedar @ 10th	8	2
Cedar @ 8th	9	0
Adams @ 6th	22	1
5th @ Jefferson	4	1
5th @ Monroe	6	1
5th @ Deaconess Hospital	10	2
Wall @ 4th	8	14
Wall @ 2nd	2	1
Wall @ 1st	0	1
Plaza Bay 9	82	90
Riverside @ Bernard	2	4
MLK Way @ Pine	1	2
MLK @ Erie	0	1
MLK @ Front	2	41
Trent @ Helena	1	8
Trent @ E 1800	1	6
Napa @ Springfield	1	4
Napa @ Cataldo	0	7
Napa @ Boone	0	7
Napa @ Sinto	0	4
Magnolia @ Mission	0	19
	168	219

Westbound to 14th @ Adams	Average Weekday	
	On	Off
Magnolia @ Mission	11	0
Napa @ Sinto	12	0
Napa @ Boone	8	0
Napa @ Cataldo	8	1
Napa @ Springfield	3	0
Trent @ E 1800	3	0
Trent @ Helena	9	1
MLK @ Front	39	2
MLK @ Erie	1	0
MLK Way @ Pine	1	1
Riverside @ Division	3	2
Riverside @ Bernard	4	2
Riverside @ Stevens	1	2
Plaza Bay 8	129	91
Plaza Bay 8	7	5
Wall @ 2nd	2	4
Wall @ 4th	8	13
Wall @ 5th	8	9
5th @ Deaconess Hospital	2	9
5th @ Lincoln	1	3
5th @ Monroe	1	2
5th @ Jefferson	3	7
Adams @ 6th	2	23
Adams @ 8th	2	12
Adams @ 10th	2	15
10th @ Madison	20	20
Madison @ 12th	5	5
14th @ Lincoln	1	3
Madison @ 14th	5	8
14th @ Adams	0	4
14th @ Madison	1	1
	303	244

Route 20: SFCC

2025 Route Indicators	
One Way Route Length (Miles)	5.62
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	10,603
Annual Unallocated Cost	\$1,668,505.94
Total Ridership	158,661
Boardings Per Revenue Hour	14.96
Average Weekday Ridership	521.6
Annual Fare Revenue	\$113,288.40

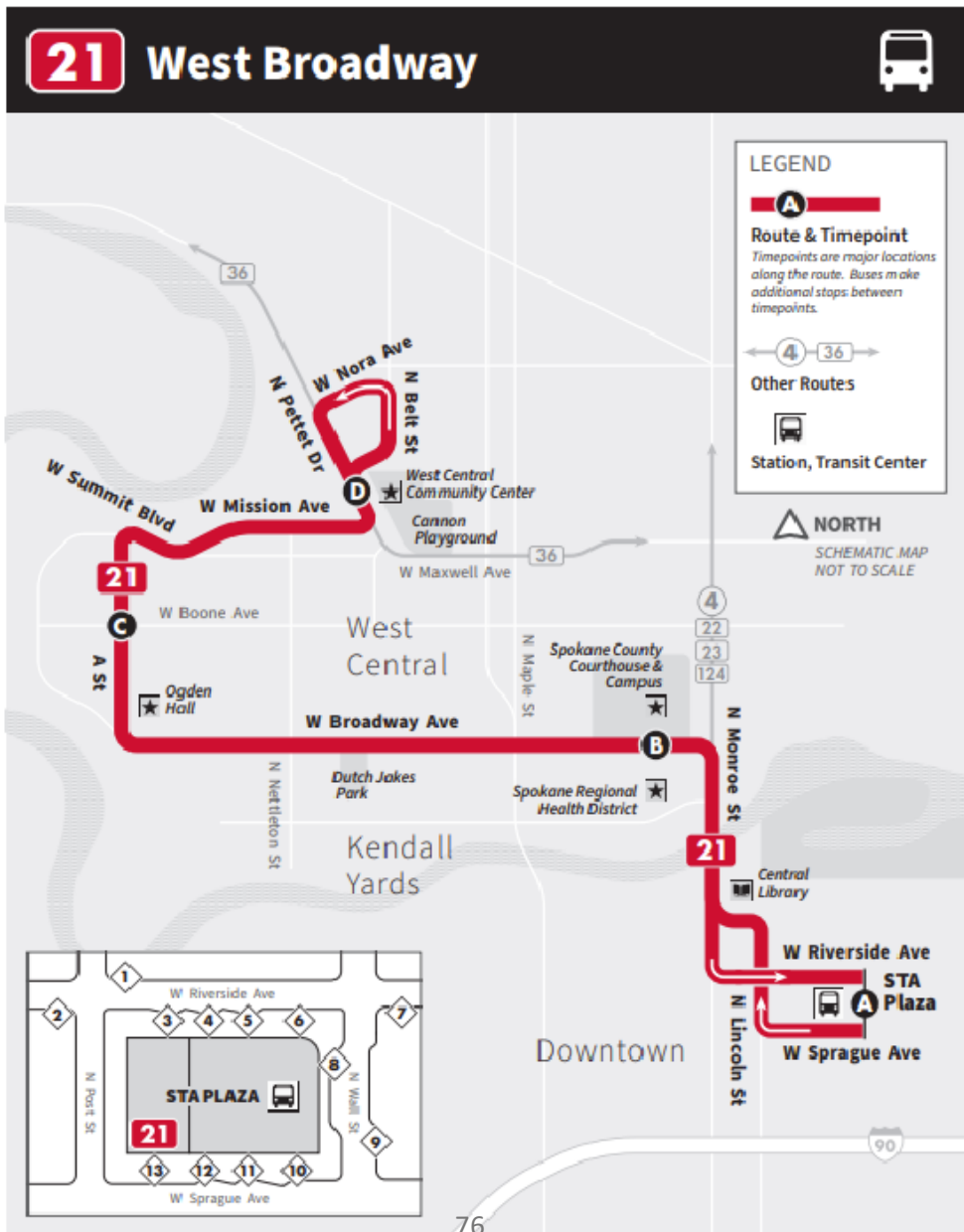
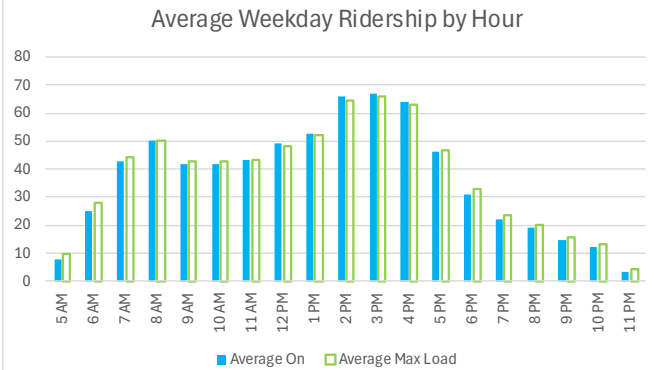


Route 20: SFCC

Outbound to SFCC	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 12	293	1	SFCC Station Bay 3	102	0
Main @ Cedar	1	2	Whistalks Way @ Randolph	18	8
Main @ Maple	0	2	Government Way @ N 1202	3	1
Clarke @ Ash	0	0	Government Way @ N 508	1	0
Clarke @ W 2010	0	0	Government Way @ N 211	1	0
Clarke @ Spruce	0	1	Government Way @ G St.	4	1
Sprague @ Monroe	2	2	Riverside @ A St	11	2
Sprague @ Jefferson	4	6	Clarke @ Spruce	2	1
Sprague @ Adams	2	3	Clarke @ W 2007	0	0
Riverside @ Maple	4	2	Clarke @ Ash	1	0
Riverside @ Elm	5	5	Maple @ Main	2	0
Riverside @ Hemlock (Broadmoor Apt)	8	10	Main @ Cedar	3	0
Riverside @ Clarke	2	9	Riverside @ Monroe	0	7
Government Way @ G Street	2	3	Riverside @ Hemlock (Broadmoor Apt)	13	6
Government Way @ N 211	0	1	Riverside @ Elm	8	4
Government Way @ N 508	0	0	Riverside @ Maple	3	4
Government Way @ N1202	1	3	1st @ Adams	4	5
Whistalks Way @ Randolph	6	18	1st @ Jefferson	1	3
SFCC Station Bay 2	0	88	Lincoln @ Sprague	0	8
	329	156	Plaza Bay 4	0	3
			Plaza Bay 5	0	249
			Plaza Bay 7	0	23
			176	327	

Route 21: West Broadway

2025 Route Indicators	
One Way Route Length (Miles)	2.98
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	13,604
Annual Unallocated Cost	\$2,140,599.90
Total Ridership	214,767
Boardings Per Revenue Hour	15.79
Average Weekday Ridership	701.3
Annual Fare Revenue	\$232,013.80



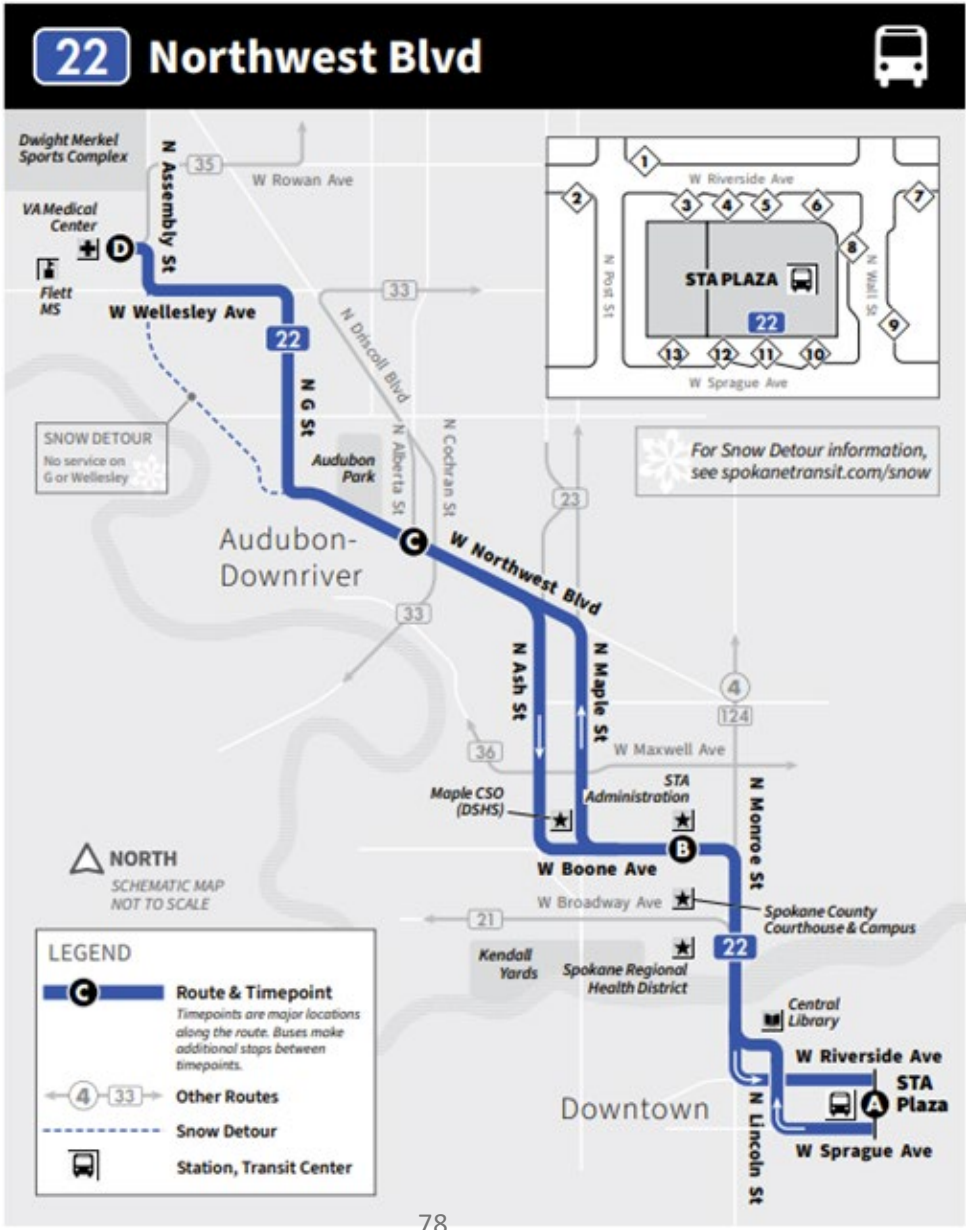
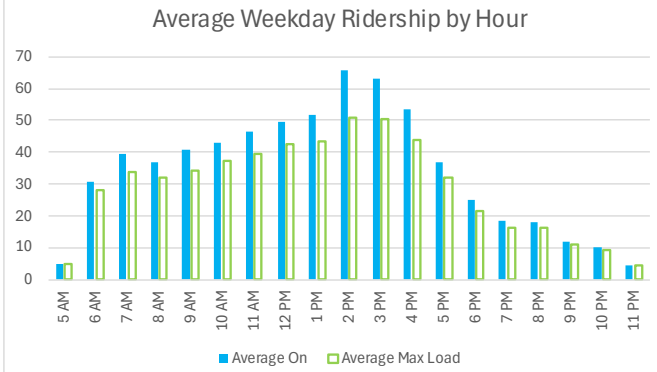
Route 21: West Broadway

Outbound To West Central Community Center	Average Weekday	
	On	Off
Plaza Bay 13	273	0
Monroe @ Summit Parkway	10	9
Courthouse (Broadway @ Madison)	15	44
Broadway @ Cedar	2	31
Broadway @ Walnut	4	19
Broadway @ Oak	2	46
Broadway @ Cannon	1	28
Broadway @ Nettleton	3	44
Broadway @ Lindeke	1	16
A Street @ Mallon	0	4
Broadway @ A Street	0	8
A Street @ Dean	2	11
A Street @ Boone	1	19
A Street @ Sinto	0	6
A Street @ Summit	0	3
Summit @ Lindeke	0	5
Summit @ Cochran	0	4
Mission @ Nettleton	0	8
Pettit @ Augusta (WCCC)	0	67
	315	373

Inbound to Plaza	Average Weekday	
	On	Off
Pettit @ Augusta (WCCC)	43	0
Nora @ Pettet	1	0
Mission @ Nettleton	0	0
Mission @ Cochran	3	0
Summit @ Lindeke	4	1
Summit @ A Street	3	0
A Street @ Sinto	8	0
A Street @ Boone	21	2
A St @ Mallon	4	0
A Street @ Dean	10	1
A Street @ Broadway	9	0
Broadway @ Lindeke	17	2
Broadway @ Nettleton	41	2
Broadway @ Cannon	32	1
Broadway @ Oak	44	2
Broadway @ Maple	24	3
Broadway @ Cedar	27	4
Courthouse (Broadway @ Madison)	41	12
Monroe @ Summit	14	10
Riverside @ Monroe	1	16
Plaza Bay 6	0	265
	346	322

Route 22: Northwest Blvd

2025 Route Indicators	
One Way Route Length (Miles)	5.19
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	8,476
Annual Unallocated Cost	\$1,333,747.14
Total Ridership	196,124
Boardings Per Revenue Hour	23.14
Average Weekday Ridership	654.8
Annual Fare Revenue	\$117,198.08

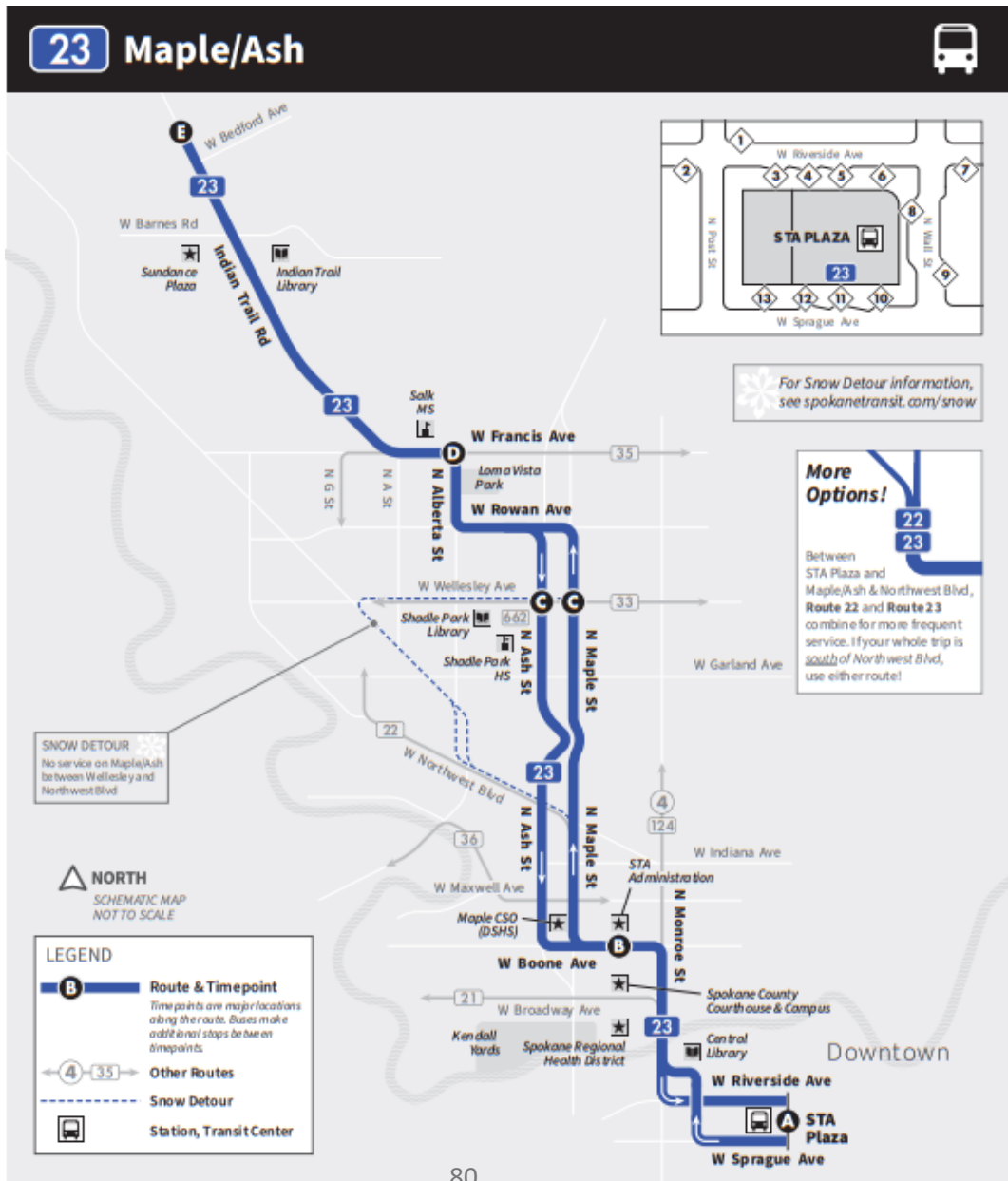
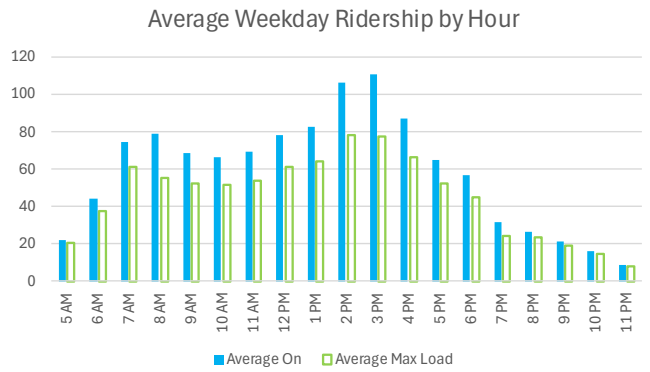


Route 22: Northwest Blvd

Outbound to Veterans Hospital	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 11	262	0	Veterans Hospital	39	0
Monroe @ Summit Parkway	9	5	Wellesley @ Gustavus	14	3
Monroe @ Broadway	10	25	Wellesley @ Rustle	6	1
Boone @ Monroe	13	14	Wellesley @ K Street	7	1
Boone @ Spokane Transit Authority	8	26	Wellesley @ G Street	6	10
Boone @ Maple	7	42	G Street @ Longfellow	7	1
Maple @ Maxwell	8	17	G Street @ Garland	6	0
Maple @ Indiana	4	13	Northwest Blvd @ F Street	5	0
Northwest Blvd @ Ash	14	37	Northwest Blvd @ D Street	2	1
Northwest Blvd @ Cannon	3	6	Northwest Blvd @ Alice	3	1
Northwest Blvd @ Hemlock	1	6	Northwest Blvd @ Euclid	5	1
Northwest Blvd @ Nettleton	1	7	Northwest Blvd @ Alberta	5	3
Northwest Blvd @ Alberta	3	6	Northwest Blvd @ Nettleton	6	1
Northwest Blvd @ Milton	1	5	Northwest Blvd @ Hemlock	11	1
Northwest Blvd @ D Street	1	4	Northwest Blvd @ Belt	1	1
Northwest Blvd @ F Street	1	4	Northwest Blvd @ York	5	4
G Street @ Garland	1	6	Northwest Blvd @ Oak	4	5
G Street @ Longfellow	1	5	Ash @ Montgomery	19	5
G Street @ Wellesley	7	5	Ash @ Indiana	12	5
Wellesley @ Warren	1	5	Ash @ Maxwell	23	7
Wellesley @ Rustle	0	6	Boone @ Ash	16	3
Wellesley @ Assembly	4	15	Boone @ Spokane Transit Authority	34	11
Veterans Hospital	0	46	Monroe @ Gardner	19	13
	358	306	Monroe @ Broadway	13	6
			Monroe @ Summit	5	8
			Riverside @ Monroe	0	15
			Plaza Bay 2	0	6
			Plaza Bay 4	0	224
			Plaza Bay 5	0	1
			Plaza Bay 7	0	4
			Plaza Bay 11	0	0
				273	342

Route 23: Maple/Ash

2025 Route Indicators	
One Way Route Length (Miles)	9.09
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	12,906
Annual Unallocated Cost	\$2,030,787.65
Total Ridership	330,418
Boardings Per Revenue Hour	25.60
Average Weekday Ridership	1,121.5
Annual Fare Revenue	\$191,296.65



Route 23: Maple/Ash

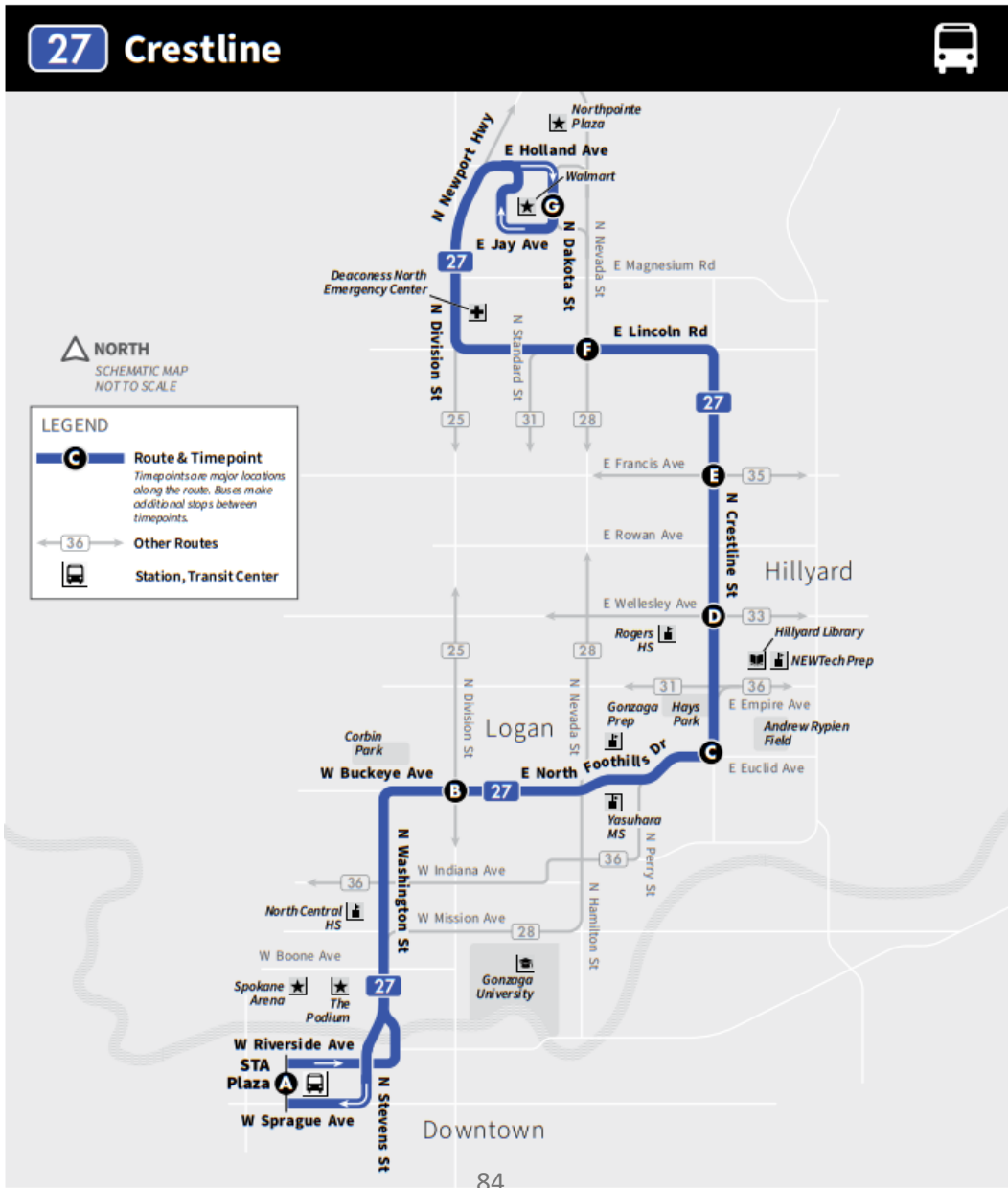
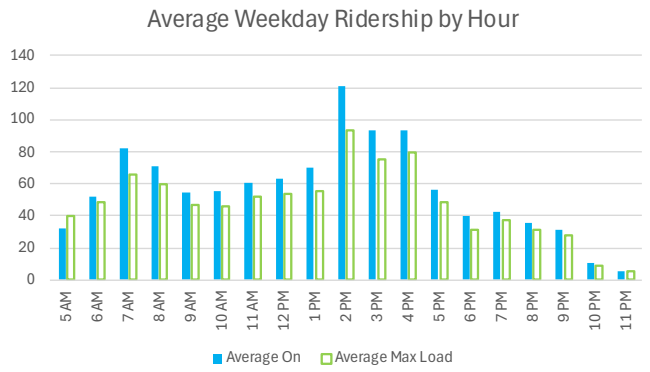
Outbound to Indian Trail	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 11	330	0	Leave Indian Trail End of the Line	37	0
Monroe @ Sumit Parkway	10	5	Indian Trail @ Bedford	5	0
Monroe @ Broadway	12	19	Indian Trail @ Ridgecrest	6	0
Boone @ Monroe	10	15	Indian Trail @ Comanche	8	0
Boone @ Spokane Transit Authority	7	29	Indian Trail @ Navaho	7	0
Boone @ Maple	13	49	Indian Trail @ Shawnee	14	0
Boone @ Maple	0	0	Indian Trail @ Barnes	30	2
Maple @ Maxwell	13	20	Indian Trail @ Lowell	9	1
Maple @ Indiana	8	14	Indian Trail @ Pacific Park	6	0
Maple @ Northwest Blvd	10	32	Indian Trail @ Kathleen	6	0
Maple @ York	3	3	Indian Trail @ Excell	2	0
Maple @ Chelan	2	2	Indian Trail @ Fleming	5	1
Maple @ Grace	5	9	Indian Trail @ Weile	5	1
Maple @ Glass	2	5	Indian Trail @ Woodside	9	1
Maple @ Garland	16	33	Indian Trails @ N 3233 (Yokes)	14	1
Maple @ Lacrosse	5	5	Indian Trail @ Francis	10	1
Maple @ Longfellow	19	18	Francis @ A Street	6	2
Maple @ Wellesley	28	40	Francis @ Alberta	13	11
Maple @ Queen	1	5	Alberta @ Decatur	8	1
Maple @ Everett	1	3	Alberta @ Columbia	8	0
Rowan @ Ash	2	11	Rowan @ Alberta	8	1
Rowan @ Cannon	0	3	Rowan @ Belt	4	1
Rowan @ Belt	0	4	Rowan @ Cannon	4	0
Rowan @ Nettleton	0	3	Rowan @ Ash	10	1
Rowan @ Alberta	1	6	Ash @ Everett	3	0
Alberta @ Columbia	0	7	Ash @ Queen	4	0
Alberta @ Francis (Decatur)	0	6	Ash @ Wellesley	38	37
Francis @ Alberta	9	16	Ash @ Longfellow	25	32
Francis @ A Street	1	6	Ash @ Lacrosse	3	1
Francis @ Indian Trail	1	10	Ash @ Garland	41	7
Indian Trail @ Holyoke	2	17	Ash @ Glass	7	2
Indian Trail @ Woodside	1	6	Ash @ Grace	11	5
Indian Trail @ Weile	0	5	Ash @ Northwest Blvd.	27	16
Indian Trail @ Fleming	1	6	Ash @ Montgomery	17	5
Indian Trail @ Excell Ave	1	2	Ash @ Indiana	14	7
Indian Trail @ Kathleen	1	5	Ash @ Maxwell	24	15
Indian Trail @ Strong Rd	0	7	Boone @ Ash	37	14
Indian Trail @ Lowell	1	15	Boone @ Spokane Transit Authority	47	14
Indian Trail @ Barnes	1	25	Monroe @ Gardner	17	13
Indian Trail @ Shawnee	0	13	Monroe @ Broadway	15	11
Indian Trail @ Navaho	0	7	Monroe @ Summit	6	7
Indian Trail @ Comanche	0	5	Riverside @ Monroe	1	18
Indian Trail @ Ridgecrest	0	5	Plaza Bay 3	0	13
Indian Trail @ Bedford	0	6	Plaza Bay 4	0	296
Leave Indian Trail End of the Line	0	33	Plaza Bay 7	0	5
	517	534		572	541

Route 25: Division

Outbound to Hastings Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 6	733	2	Hastings Park & Ride Bay 3	211	0
Riverside @ Bernard	56	14	Hawthorne @ Division	46	11
Division @ Spokane Falls Blvd	61	11	Hawthorne @ Newport Highway	24	7
Division @ North River Drive	14	17	Newport Highway @ Graves	36	6
Ruby @ Sharp	22	22	Newport Highway @ Holland	30	8
Ruby @ Mission	49	35	Newport Highway @ N 9305	95	13
Ruby @ Indiana	41	67	Division @ Price	71	13
Ruby @ Montgomery	27	27	Division @ Cascade	44	14
Ruby @ Jackson	25	23	Division @ Cozza	21	7
Division @ Bridgeport	24	46	Division @ Rhoades	74	15
Division @ Empire	24	49	Division @ Lyons	62	19
Division @ Longfellow	16	60	Division @ Dalke	81	30
Division @ Wellesley (Northtown)	114	147	Division @ Central	65	18
Division @ Queen	12	22	Division @ Rowan (Franklin Park)	50	14
Division @ Rowan	14	51	Division @ Queen	37	30
Division @ Central	25	87	Division @ Hoffman	134	77
Division @ Francis	35	82	Division @ Longfellow	30	10
Division @ Lyons	17	63	Division @ Garland	43	22
Division @ Weile	16	82	Division @ Bridgeport	43	22
Division @ Cozza	5	25	Division @ Buckeye	20	21
Division @ Lincoln	12	50	Division @ Montgomery	31	25
Division @ Magnesium	9	62	Division @ Nora	65	36
Newport Highway @ N 9222	14	135	Division @ Mission	40	46
Newport Highway @ Graves NorthPoint	6	59	Division @ Sharp	24	28
Hawthorne @ Newport Hwy 2	5	27	Division @ North River Drive	20	22
Hawthorne @ Division	10	40	Spokane Falls Blvd @ Bernard	16	76
Hastings Park & Ride Bay 1	0	15	Stevens @ Main	1	35
Hastings Park & Ride Bay 2	0	141	Stevens @ Sprague	1	62
Hastings Park & Ride Bay 3	0	54	Plaza Bay 10	0	37
			Plaza Bay 13	0	666
	1,387	1,513		1,412	1,390

Route 27: Crestline

2025 Route Indicators	
One Way Route Length (Miles)	9.95
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	20,009
Annual Unallocated Cost	\$3,148,483.49
Total Ridership	337,017
Boardings Per Revenue Hour	16.84
Average Weekday Ridership	1,067.4
Annual Fare Revenue	\$251,327.48

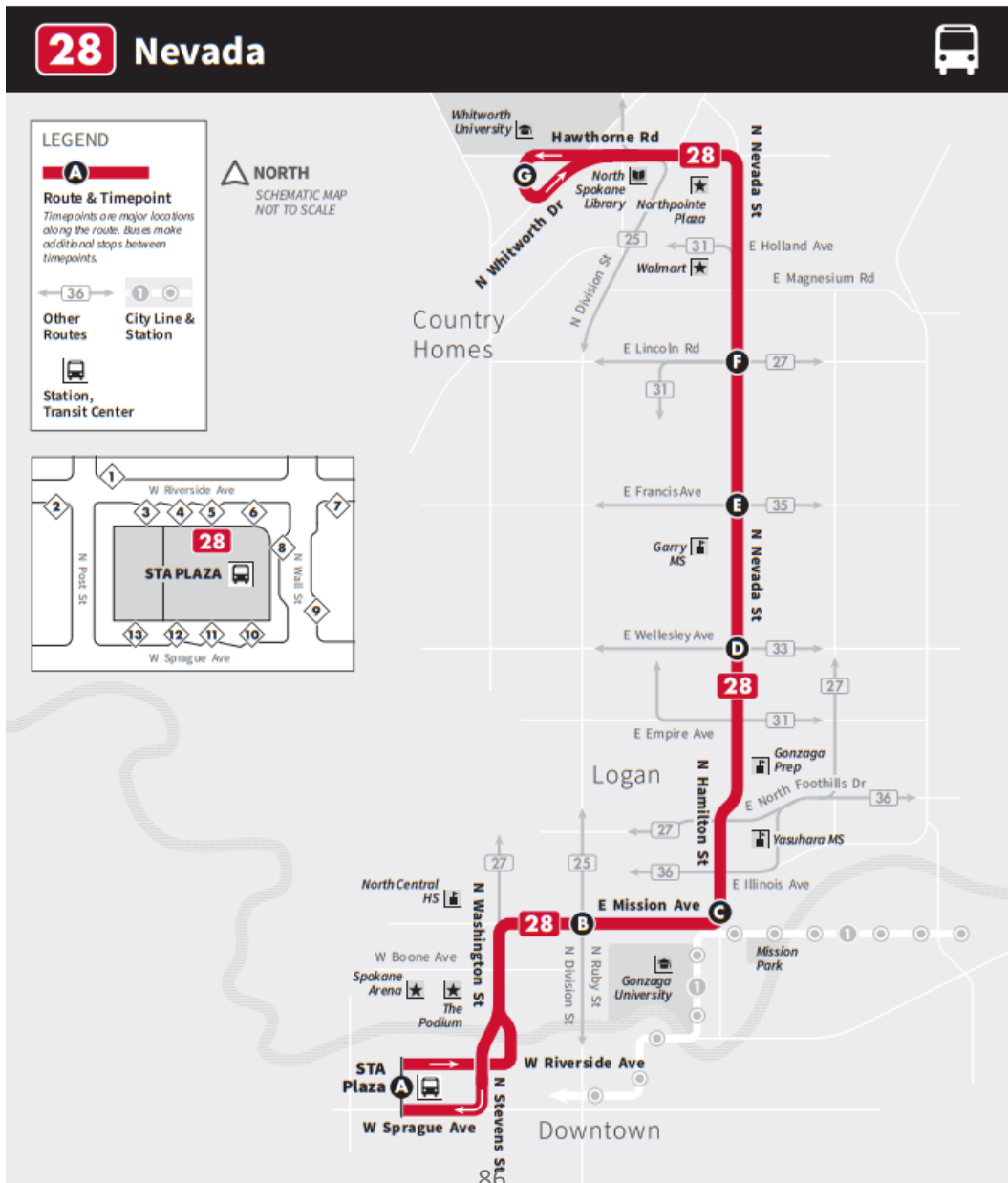
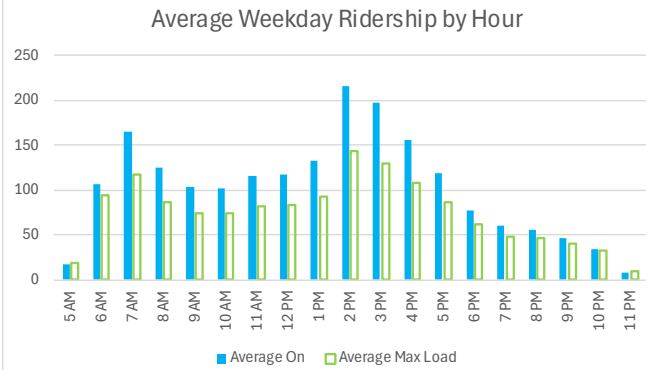


Route 27: Crestline

Outbound to Northpointe	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 5	288	0	Dakota @ Jay	117	0
Washington @ Main	6	1	Newport Highway @ N 9305	24	3
Washington @ Spokane Falls	6	2	Division @ Price	18	4
Washington @ North River Drive	7	7	Lincoln Rd @ Division	9	5
Washington @ Boone	4	7	Lincoln Rd @ Standard	7	2
Washington @ Sinto	4	8	Lincoln Rd @ Dakota	3	1
Washington @ Mission	16	20	Lincoln @ Wilding	6	2
Washington @ Indiana	6	12	Lincoln Rd @ Helena	15	4
Washington @ Mansfield	6	7	Lincoln Rd @ Martin	10	3
Washington @ York	2	4	Crestline @ Houghton	7	1
Buckeye @ Normandie	2	4	Crestline @ Weile	9	2
Buckeye @ Division	5	3	Crestline @ Lyons	7	1
North Foothills Drive @ Ruby	5	4	Crestline @ Francis	19	5
North Foothills Dr @ Astor	6	9	Crestline @ Dalke	11	2
North Foothills Dr @ Standard	4	7	Crestline @ Joseph	19	4
North Foothills Dr @ Hamilton	8	15	Crestline @ Rowan	16	4
North Foothills Dr @ Perry	5	16	Crestline @ Queen	26	5
North Foothills @ Madelia	2	7	Crestline @ Wellesley	29	33
North Foothills @ Magnolia	4	10	Crestline @ Longfellow	9	3
Crestline @ Euclid	13	23	Crestline @ Lacrosse	10	5
Crestline @ Courtland	3	7	Crestline @ Providence	21	5
Crestline @ Gordon	2	4	Crestline @ Gordon	6	1
Crestline @ Empire	7	30	Crestline @ Courtland	8	4
Crestline @ Lacrosse	3	7	Crestline @ North Foothills	21	8
Crestline @ Longfellow	3	17	North Foothills @ Pittsburg	18	4
Crestline @ Wellesley	31	27	North Foothills Dr @ Perry	17	5
Crestline @ Queen	5	23	North Foothills @ Hamilton	20	8
Crestline @ Rowan	5	14	North Foothills Dr @ Standard	11	4
Crestline @ Joseph	2	13	North Foothills Dr @ Astor	5	4
Crestline @ Dalke	2	12	North Foothills Dr @ Ruby	3	7
Crestline @ Francis	6	20	Buckeye @ Division	4	4
Crestline @ Bruce	2	7	Buckeye @ Normandie	3	2
Crestline @ Weile	2	10	Washington @ York	4	3
Crestline @ Houghton	1	8	Washington @ Mansfield	6	7
Crestline @ Lincoln	2	10	Washington @ Nora	13	5
Lincoln Rd @ Helena	4	11	Washington @ Maxwell	22	15
Lincoln @ Wilding	2	6	Washington @ Sinto	12	5
Lincoln Rd @ Standard	1	3	Washington @ Boone	6	7
Lincoln Rd @ Division	2	4	Washington @ North River Drive	5	8
Division @ Magnesium	2	12	Stevens @ Main	1	18
Newport Highway @ N 9222	1	13	Stevens @ Sprague	1	22
Holland @ Hoerner	1	11	Plaza Bay 7	0	12
Dakota @ Jay	0	93	Plaza Bay 10	0	11
			Plaza Bay 11	0	7
			Plaza Bay 12	0	230
			Plaza Bay 13	0	31
490	537	85	576	527	

Route 28: Nevada

2025 Route Indicators	
One Way Route Length (Miles)	8.61
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	27,597
Annual Unallocated Cost	\$4,342,505.87
Total Ridership	604,926
Boardings Per Revenue Hour	21.92
Average Weekday Ridership	1,982.5
Annual Fare Revenue	\$396,958.54



Route 28: Nevada

Outbound to Whitworth University	Average Weekday	
	On	Off
Plaza Bay 5	544	0
Washington @ Main	9	2
Washington @ Spokane Falls Blvd	9	3
Washington @ North River Drive	14	11
Washington @ Boone	12	15
Washington @ Sinto	13	14
Washington @ Mission	39	35
Mission @ Calispel	3	8
Mission @ Division	19	33
Mission @ Ruby	12	14
Mission @ Astor	7	10
Mission @ Dakota	12	21
Hamilton @ Mission	52	70
Hamilton @ Indiana	12	12
Hamilton @ Illinois	23	42
Hamilton @ Jackson	9	21
Hamilton @ North Foothills	13	27
Nevada @ Euclid (Gonzaga Prep)	7	14
Nevada @ Bridgeport	10	19
Nevada @ Gordon	5	11
Nevada @ Empire	15	46
Nevada @ Lacrosse	4	9
Nevada @ Rich	4	10
Nevada @ Princeton	3	10
Nevada @ Wellesley	59	56
Nevada @ Olympic	4	13
Nevada @ Everett	2	14
Nevada @ Rowan	7	21
Nevada @ Joseph	5	15
Nevada @ Central	8	12
Nevada @ Dalke	2	8
Nevada @ Francis	11	37
Nevada @ Lyons	17	59
Nevada @ Cozza	8	38
Nevada @ Sharnsburg	3	22
Nevada @ Lincoln	3	12
Nevada @ St. Thomas More Way	2	13
Nevada and Magnesium	8	46
Nevada @ Jay	3	36
Nevada @ Holland	1	15
Nevada @ Westview	2	21
Nevada @ N 9832	1	10
Hawthorne @ Nevada	1	22
Hawthorne @ Newport Hwy	1	13
Hawthorne @ Division	1	28
Hawthorne @ Whitworth Drive	2	5
Whitworth University	0	93

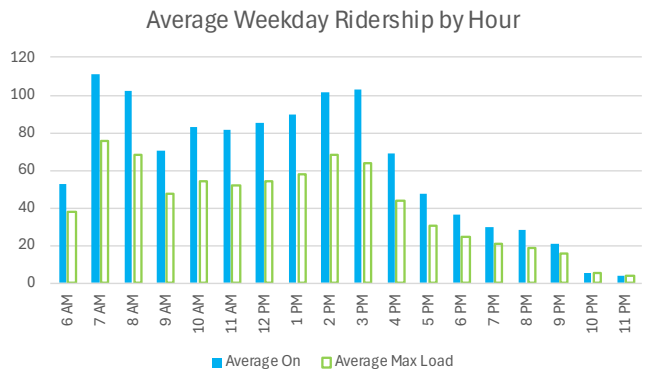
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Inbound to Plaza	Average Weekday	
	On	Off
Whitworth University	97	0
Hawthorne @ Division	21	1
Hawthorne @ Newport Highway	15	2
Hawthorne @ Nevada	17	2
Nevada @ N 9727	11	1
Nevada @ N 9671	15	2
Nevada @ Holland	12	1
Nevada @ Hoerner (Winco)	24	4
Nevada @ Magnesium	54	8
Nevada @ St. Thomas More Way	15	2
Nevada @ Lincoln	10	4
Nevada @ Sharnsburg	18	4
Nevada @ Cozza	38	7
Nevada @ Lyons	54	14
Nevada @ Francis	24	14
Nevada @ Decatur	14	3
Nevada @ Dalke	5	1
Nevada @ Central	11	4
Nevada @ Joseph	17	8
Nevada @ Rowan	19	6
Nevada @ Everett	12	3
Nevada @ Olympic	11	3
Nevada @ Wellesley	40	63
Nevada @ Princeton	13	3
Nevada @ Rich	9	4
Nevada @ Lacrosse	6	2
Nevada @ Empire	45	16
Nevada @ Gordon	14	5
Nevada @ Bridgeport	18	9
Nevada @ Dalton (Gonzaga Prep)	10	7
Hamilton @ North Foothills Drive	20	12
Hamilton @ Jackson	17	8
Hamilton @ Illinois	37	17
Hamilton @ Indiana	15	10
Hamilton @ Mission	47	46
Mission @ Dakota	25	12
Mission @ Astor	13	8
Mission @ Ruby	15	17
Mission @ Division	24	16
Mission @ Calispel	11	52
Washington @ Sinto	25	11
Washington @ Boone	9	11
Washington @ North River Drive	10	15
Stevens @ Main	1	29
Stevens @ Sprague	1	30
Plaza Bay 12	0	424

939 920

Route 31: Minnehaha/Lidgerwood

2025 Route Indicators	
One Way Route Length (Miles)	11.33
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	14,801
Annual Unallocated Cost	\$2,329,033.19
Total Ridership	181,885
Boardings Per Revenue Hour	12.29
Average Weekday Ridership	607.6
Annual Fare Revenue	\$106,955.14

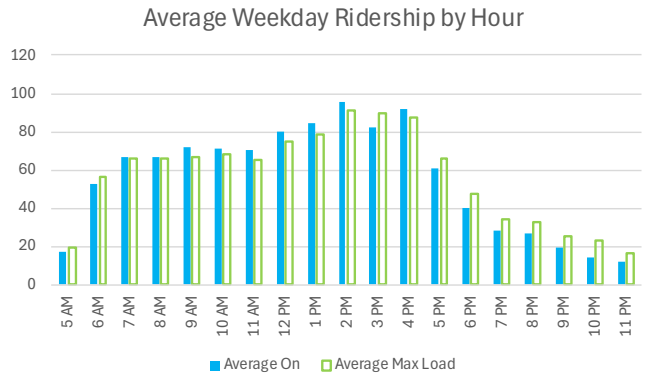


Route 31: Minnehaha/Lidgerwood

Outbound to Northpointe	Average Weekday		Inbound to SCC	Average Weekday	
	On	Off		On	Off
SCC Transit Center Bay 3	90	0	Dakota @ Jay	68	0
Greene @ Augusta	1	0	Nevada @ Hoerner (Winco)	4	0
Greene @ Ermina	1	0	Nevada @ Magnesium	9	1
Greene @ Carlisle	3	2	Nevada @ St. Thomas More Way	3	1
Frederick @ Carnahan	7	8	Nevada @ Lincoln	2	1
Frederick @ Custer	1	1	Lincoln @ Wilding	2	0
Frederick @ Havana	2	2	Lincoln Rd @ Dakota	1	0
Frederick @ Myrtle	4	2	Standard @ Lincoln	4	0
Frederick @ Sycamore	2	1	Standard @ Lidgerwood	2	0
Euclid @ Thor	5	2	Standard @ Cozza	4	1
Market @ Euclid	5	5	Wiscomb @ Wedgewood (Lilac Plaza)	50	15
Market @ Glass	0	1	Addison @ Lyons	12	4
Garland @ Regal	21	20	Addison @ Francis	5	3
Garland @ Cook (NECC)	25	10	Lidgerwood @ Francis	9	4
Empire @ Crestline	3	5	Lidgerwood @ Dalke	8	5
Empire @ Pittsburg	3	4	Lidgerwood @ Columbia (Holy FaMilesly)	11	4
Empire @ Perry	3	9	Lidgerwood @ Rowan	6	7
Empire @ Nevada	11	16	Lidgerwood @ Everett	1	2
Empire @ Standard	3	2	Lidgerwood @ Olympic/Wabash	7	15
Empire @ Addison	4	5	Wellesley @ Addison	5	34
Addison @ Walton	2	2	Addison @ Longfellow	3	3
Addison @ Longfellow	2	3	Addison @ Walton	2	2
Wellesley @ Addison	25	7	Empire @ Addison	5	3
Lidgerwood @ Wabash	9	8	Empire @ Standard	2	4
Lidgerwood @ Sanson	2	2	Empire @ Nevada	15	12
Lidgerwood @ Rowan	4	6	Empire @ Perry	8	3
Lidgerwood @ Joseph (Holy FaMilesly)	0	3	Empire @ Pittsburg	5	2
Lidgerwood @ Central (Holy FaMilesly)	3	6	Empire @ Crestline	6	4
Lidgerwood @ Dalke	4	8	Empire @ Cook (NECC)	12	21
Lidgerwood @ Francis	4	7	Garland @ Regal	15	17
Addison @ Francis	3	9	Market @ Glass	1	1
Addison @ Lyons	2	4	Euclid @ Market	4	3
Wiscomb @ Wedgewood (Lilac Plaza)	11	32	Euclid @ Thor	2	4
Standard @ Cozza	1	4	Euclid @ Freya	1	3
Standard @ Dakota	0	3	Frederick @ Myrtle	2	7
Standard @ Lincoln	0	3	Frederick @ Havana	3	3
Lincoln Rd @ Dakota	0	1	Frederick @ Custer	1	2
Lincoln @ Wilding	0	2	Frederick @ Carnahan	5	8
Nevada @ St. Thomas More Way	0	2	Upriver @ Beau Rivage	17	10
Nevada and Magnesium	0	9	Carlisle @ Greene	0	0
Dakota @ Jay	0	62	Greene @ Ermina	0	0
			SCC Transit Center Bay 1	0	78
	265	279		321	285

Route 32: Trent/Montgomery

2025 Route Indicators	
One Way Route Length (Miles)	8.38
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	10,930
Annual Unallocated Cost	\$1,719,852.43
Total Ridership	172,179
Boardings Per Revenue Hour	15.75
Average Weekday Ridership	567.2
Annual Fare Revenue	\$113,009.65



32 Trent/Montgomery

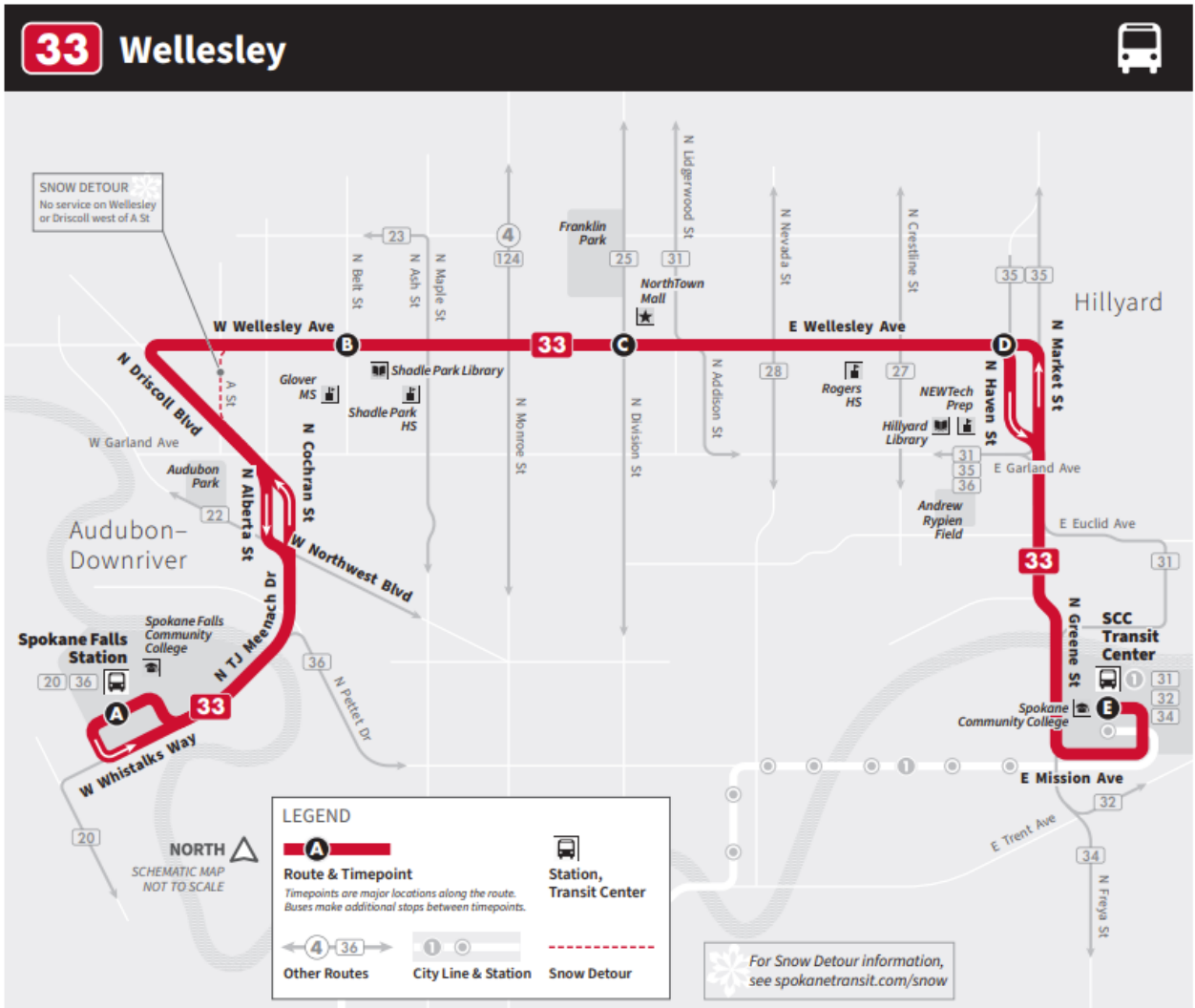
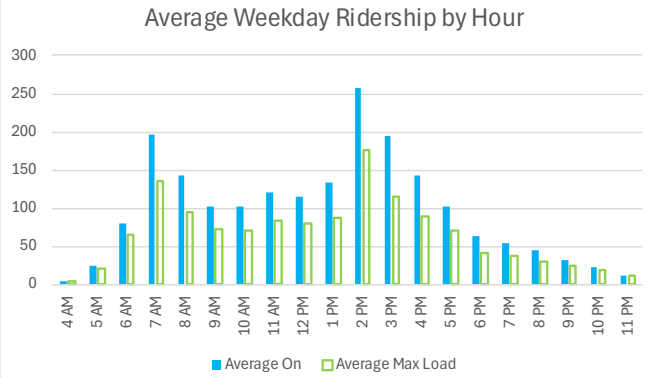


Route 32: Trent/Montgomery

Eastbound to Mirabeau Transit Center	Average Weekday		Westbound to SCC	Average Weekday	
	On	Off		On	Off
SCC Transit Center Bay 1	163	7	Mirabeau Park & Ride Bay 2	1	0
Trent @ Freya	4	1	Mirabeau Transit Center Bay 4	16	0
Trent @ Julia	0	0	Mansfield @ Discovery Place	4	3
Trent @ Florida	0	0	Mansfield @ River Rock Apts	7	9
Trent @ Havana	3	4	Mansfield @ Cherry	30	23
4500 E Trent	1	2	Mansfield @ Perrine	12	9
Trent @ Waterworks	1	3	Mansfield @ Wilbur	11	12
Trent @ Byrd	1	2	Montgomery @ Carlisle	5	4
Trent @ Airport	2	1	Montgomery @ Jackson	5	4
Trent @ Koren	1	3	Montgomery @ Van Marter	2	1
Trent @ Fancher	2	6	Montgomery @ Oberlin	4	1
6300 E Trent	1	1	10311 E Montgomery	1	3
Trent @ Dollar	0	2	Montgomery @ Woodruff	12	6
Trent @ Dora	1	4	Montgomery @ Locust	1	2
Trent @ Lily	2	2	Montgomery @ Argonne Village	6	15
Trent @ Park	3	5	Montgomery @ Argonne	11	20
Trent @ Ella	0	1	Trent @ Dale	10	10
Vista @ Carlisle	5	9	Trent @ Bessie (DSHS)	8	5
Vista @ Buckeye	6	6	Trent @ Vista	7	7
Buckeye @ Dale	6	10	Trent @ Ella	1	1
Argonne @ Trent	11	4	Trent @ Park	4	3
Montgomery @ Argonne	27	11	Trent @ Lily	2	3
Montgomery @ Argonne Village	13	6	Trent @ Bradley	4	2
Montgomery @ Locust	1	1	Trent @ Dollar	1	0
Montgomery @ Woodruff	5	14	6300 E Trent	1	1
Montgomery @ 10316	3	2	Trent @ Fancher	6	3
Montgomery @ Oberlin	2	6	Trent @ Koren	3	1
Montgomery @ Van Marter	1	2	Trent @ Airport	1	1
Montgomery @ Jackson	6	7	Trent @ Byrd	3	2
Montgomery @ Carlisle	3	5	Trent @ Waterworks	3	1
Mansfield @ Wilbur	12	13	Trent @ 4503 E	1	1
Mansfield @ Perrine	11	9	Trent @ Havana	3	4
Mansfield @ Cherry	26	32	Trent @ Florida	0	0
Mansfield @ River Rock Apts	10	5	Trent @ Julia	0	0
Mansfield @ Discovery Place	3	7	Freya Way @ Trent	1	5
Mirabeau Park & Ride Bay 2	0	1	Greene @ Mission	0	10
Mirabeau Transit Center Bay 3	0	36	SCC Transit Center Bay 1	0	3
	335	229	SCC Transit Center Bay 2	0	0
			SCC Transit Center Bay 3	0	119
			185	293	

Route 33: Wellesley

2025 Route Indicators	
One Way Route Length (Miles)	9.78
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	27,497
Annual Unallocated Cost	\$4,326,839.49
Total Ridership	606,029
Boardings Per Revenue Hour	22.04
Average Weekday Ridership	2,016.1
Annual Fare Revenue	\$286,132.01



Route 33: Wellesley

Outbound to SCC	Average Weekday	
	On	Off
SFCC Station Bay 1	18	0
SFCC Station Bay 2	56	0
Whistalks Way @ Elliot	57	48
TJ Meenach @ Northwest Blvd	16	22
Cochran @ Dalton	15	9
Driscoll @ Kiernan	4	5
Driscoll @ Garland	8	10
Driscoll @ Rockwell	7	4
Driscoll @ Hoffman	28	7
Wellesley @ C Street	6	7
Wellesley @ Milton	6	3
Wellesley @ Alberta	24	34
Wellesley @ Belt	113	89
Wellesley @ Cannon	26	6
Wellesley @ Ash	122	44
Wellesley @ Cedar	14	6
Wellesley @ Monroe	43	55
Wellesley @ Wall	9	10
Wellesley @ Whitehouse	3	8
Wellesley @ Division	60	137
Wellesley @ Lidgerwood	19	15
Wellesley @ Addison	19	29
Wellesley @ Cincinnati	8	8
Wellesley @ Nevada	58	47
Wellesley @ Perry	10	12
Wellesley @ Pittsburg	94	72
Wellesley @ Crestline	21	43
Wellesley @ Cook	6	18
Wellesley @ Lacey	10	31
Wellesley @ Haven	23	47
Haven @ Heroy	5	7
Market @ Garland	40	51
Market @ Glass	1	5
Market @ Euclid	12	34
Greene @ Jackson	14	25
Greene @ Ermina	1	20
SCC Transit Center Bay 1	0	145
SCC Transit Center Bay 2	0	64
SCC Transit Center Bay 2	0	24
	977	1,199

Westbound to SFCC	Average Weekday	
	On	Off
SCC Transit Center Bay 2	226	0
Greene @ Augusta	5	0
Greene @ Ermina	7	1
Greene @ Carlisle	22	8
Market @ Euclid	24	13
Market @ Glass	2	2
Market @ Garland	33	32
N Market @ Rockwell	5	3
Market @ Heroy	1	3
Wellesley @ Haven	37	21
Wellesley @ Lacey	34	9
Wellesley @ Cook	12	5
Wellesley @ Crestline	38	18
Wellesley @ Pittsburg	65	61
Wellesley @ Perry	15	9
Wellesley @ Nevada	45	45
Wellesley @ Cincinnati	5	8
Wellesley @ Addison	39	17
Wellesley @ Lidgerwood	7	10
Wellesley @ Division (Northtown)	100	76
Wellesley @ Whitehouse	12	4
Wellesley @ Wall	10	6
Wellesley @ Monroe	37	39
Wellesley @ Cedar	5	10
Wellesley @ Ash	35	113
Wellesley @ Cannon	11	15
Wellesley @ Belt	64	85
Wellesley @ Alberta	33	24
Wellesley @ Milton	3	5
Wellesley @ C Street	4	4
Wellesley @ Driscoll	4	26
Driscoll @ Hoffman	2	6
Driscoll @ Rockwell	3	6
Driscoll @ Garland	10	7
Driscoll @ Kiernan	2	2
Alberta @ Courtland	3	3
Alberta @ Dalton	5	7
Alberta @ Northwest Blvd	18	17
Whistalks Way @ Elliot	37	47
SFCC Station Bay 1	0	16
SFCC Station Bay 3	0	52

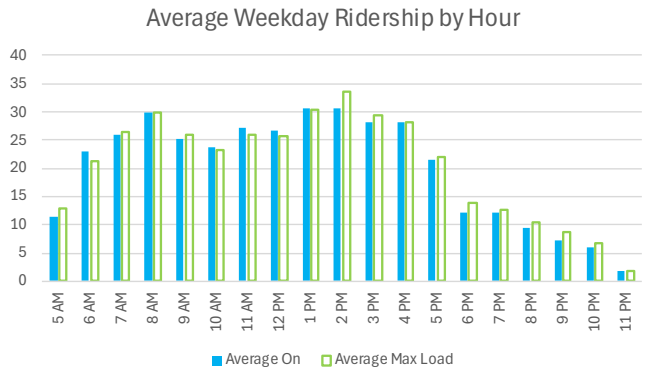
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Route 34: Freya

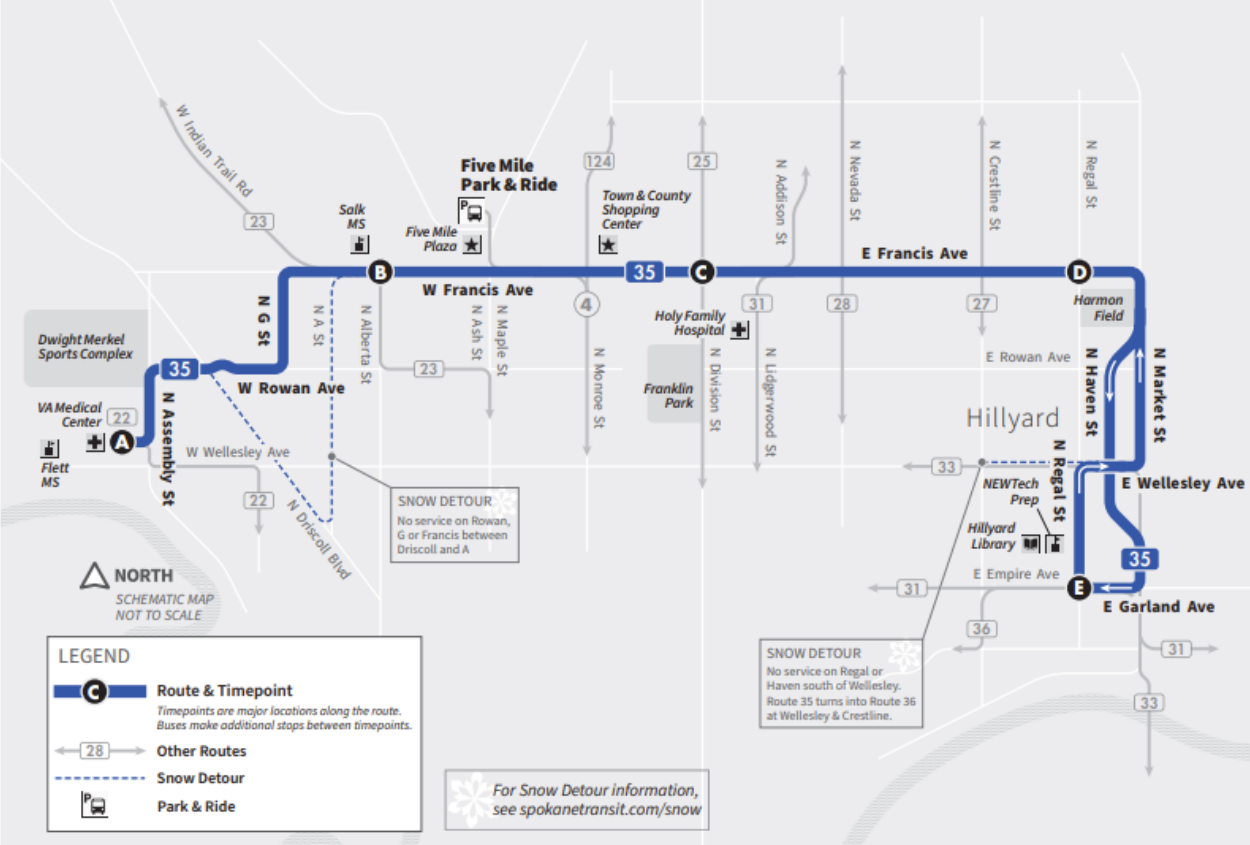
Northbound to SCC	Average Weekday		Southbound to South Hill Park & Ride	Average Weekday	
	On	Off		On	Off
South Hill Park & Ride Bay 4	49	0	SCC Transit Center Bay 3	116	0
29th @ Rosauers	13	1	Freya @ Trent	5	0
29th @ Regal	15	2	Freya @ Desmet	0	0
29th @ Ray	6	1	Freya @ Alki	4	4
29th @ Thor	2	1	Freya @ Sprague	28	21
Freya @ 28th	7	4	Thor @ 400 S.	0	0
Freya @ 24th	5	3	Thor @ 5th	20	15
Freya @ 22nd	4	3	Thor @ Hartson	3	3
Freya @ Congress	2	4	Thor @ 8th	5	3
18th @ Freya	3	2	Ray @ 15th	6	8
Ray @ 18th Avenue	5	5	18th @ Ray	5	6
Ray @ 15th	6	6	18th Avenue @ Freya	2	3
Thor @ 8th	5	7	Freya @ Congress	3	2
Hartson @ Ferrall	4	3	Freya @ 22nd	2	4
Freya @ 5th	9	13	Freya @ 24th	4	5
Freya @ 4th	0	0	Freya @ 28th	2	4
Freya @ 3rd Avenue	2	2	Freya @ 29th Avenue	2	4
Freya @ Sprague	21	31	29th @ Thor	1	2
Freya @ Alki	3	4	29th @ Ray	3	11
Freya @ Desmet	0	0	29th @ Regal	5	14
Freya Way @ Trent	1	5	29th @ Rosauers	1	14
Greene @ Mission	1	6	South Hill Park & Ride Bay 3	0	86
SCC Transit Center Bay 2	0	1	South Hill Park & Ride Bay 4	0	0
SCC Transit Center Bay 3	0	108			
	164	211		214	210

Route 35: Francis/Market

2025 Route Indicators	
One Way Route Length (Miles)	7.89
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	11,352
Annual Unallocated Cost	\$1,786,273.43
Total Ridership	154,327
Boardings Per Revenue Hour	13.59
Average Weekday Ridership	517.0
Annual Fare Revenue	\$87,160.58



35 Francis/Market

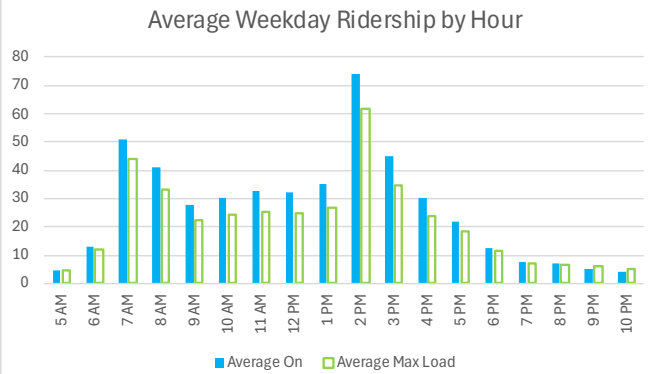


Route 35: Francis/Market

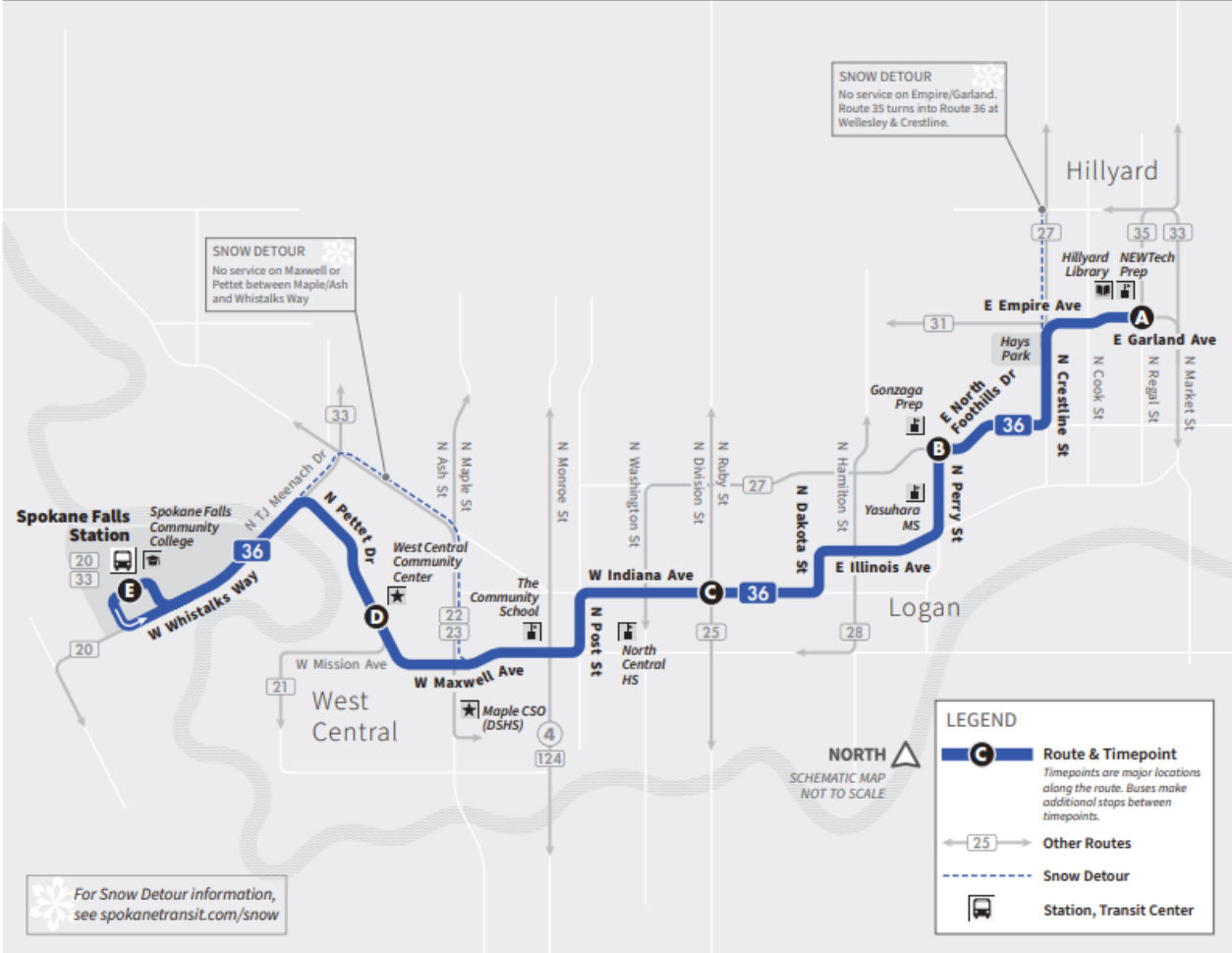
Eastbound to Garland & Regal	Average Weekday		Westbound to Veterans Hospital	Average Weekday	
	On	Off		On	Off
Veterans Hospital	38	0	Regal @ Garland	56	0
Assembly @ Crown	2	1	Regal @ Rich	4	0
Assembly @ Sanson	8	9	Wellesley @ Haven	7	2
Rowan @ Driscoll	18	31	Market @ Wellesley	4	1
Rowan @ Crown	1	3	Market @ Wabash	2	1
Rowan @ G	1	1	Market @ Diamond	11	7
G St @ Central	5	6	Market @ Rowan	5	6
G St @ Francis	10	5	Francis @ Regal	13	9
Francis @ A Street	4	3	Francis @ Cook	6	3
Francis @ Alberta	28	4	Francis @ Crestline	9	4
Francis @ Belt	2	2	Francis @ Pittsburg	3	1
Francis @ Ash	11	8	Francis @ Perry	1	1
Francis @ Cedar	4	3	Francis @ Nevada	15	15
Francis @ Monroe	19	20	Francis @ Standard	5	3
Francis @ Wall	5	4	Francis @ Addison	8	7
Francis @ Whitehouse	1	3	Francis @ Lidgerwood	7	7
Francis @ Atlantic	4	14	Francis @ Mayfair	5	10
Francis @ Division	10	16	Francis @ Division	18	6
Francis @ Lidgerwood	7	9	Francis @ Whitehouse	3	1
Francis @ Addison	4	8	Francis @ Wall	4	7
Francis @ Standard	2	4	Francis @ Monroe	11	16
Francis @ Nevada	17	17	Francis @ Cedar	2	6
Francis @ Perry	2	2	Francis @ Oak	7	11
Francis @ Pittsburg	1	3	Francis @ Belt	1	2
Francis @ Crestline	3	11	Francis @ Alberta	5	21
Francis @ Cook	2	4	Francis @ A Street	1	5
Francis @ Regal	6	9	G Street @ Decatur	4	9
Market @ Bismark	6	7	G Street @ Central	7	4
Haven @ Rowan	7	4	G Street @ Rowan	3	1
Haven @ Diamond	8	10	Rowan @ Moore	2	2
Haven @ Wabash	2	3	Rowan @ Driscoll	36	14
Haven @ Wellesley	2	10	Assembly @ Sanson	9	5
Haven @ Heroy	1	2	Assembly @ Crown	0	1
Market @ Garland	1	9	Veterans Hospital	0	28
Garland @ Regal	0	53			
	241	298		275	215

Route 36: North Central

2025 Route Indicators	
One Way Route Length (Miles)	6.87
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	11,342
Annual Unallocated Cost	\$1,784,673.96
Total Ridership	132,765
Boardings Per Revenue Hour	11.71
Average Weekday Ridership	472.2
Annual Fare Revenue	\$52,482.74



36 North Central

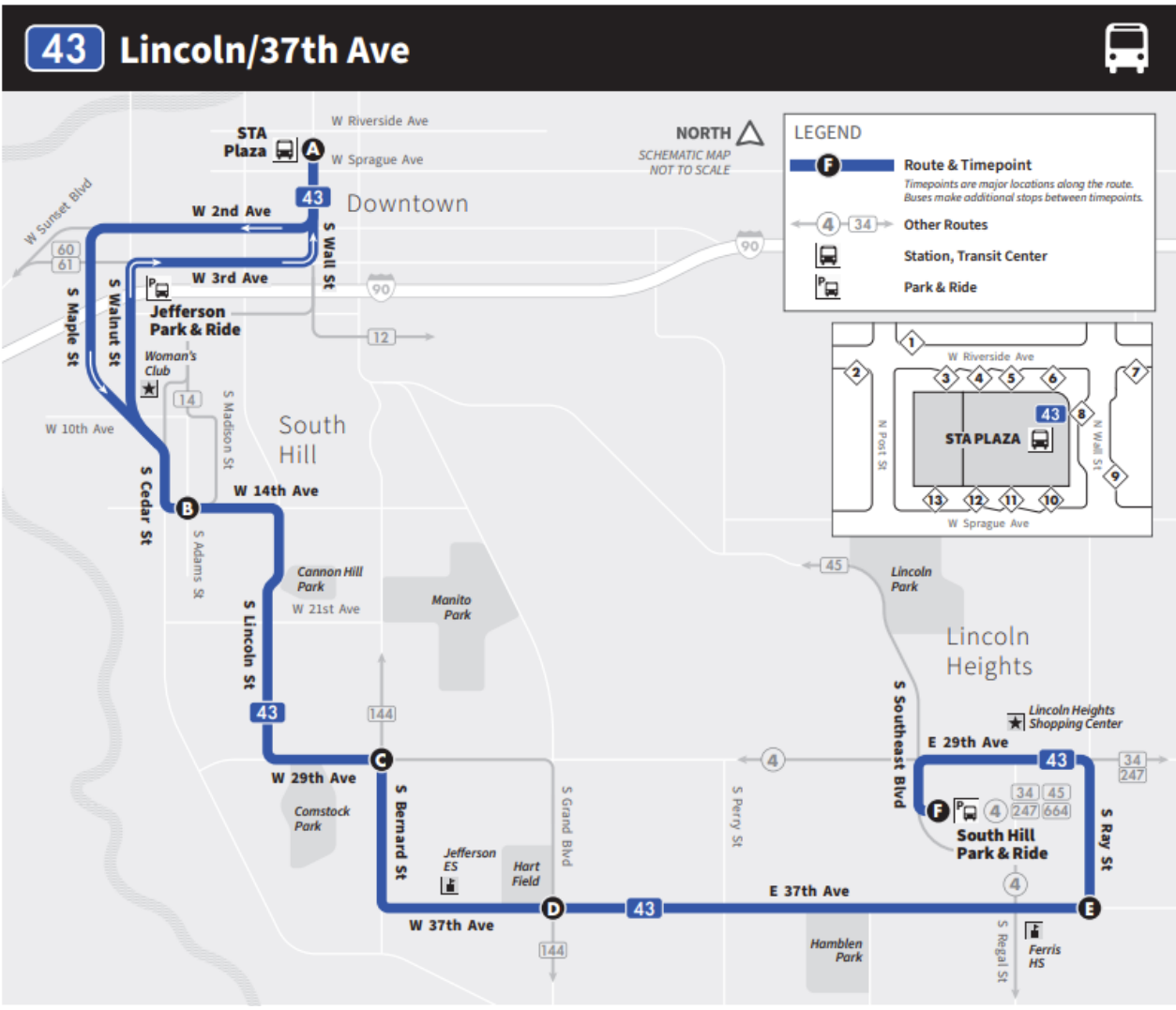
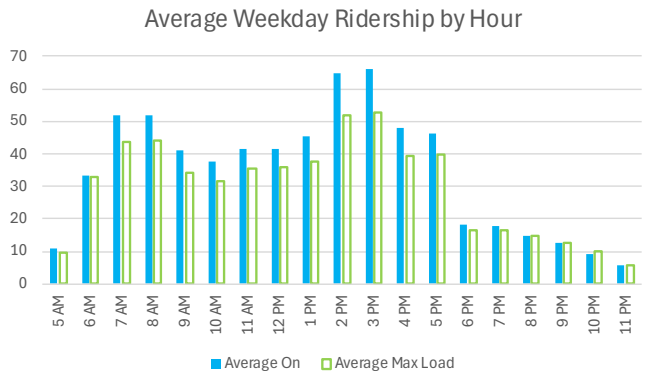


Route 36: North Central

Eastbound to Garland @ Regal	Average Weekday		Westbound to SFCC	Average Weekday	
	On	Off		On	Off
SFCC Station Bay 1	61	0	Garland @ Regal	69	0
Whistalks Way @ Elliot	30	1	Garland @ Cook (NECC)	14	3
Pettet @ Augusta (WCCC)	6	5	Crestline @ Providence	4	5
Maxwell @ Elm	14	2	Crestline @ Gordon	1	1
Maxwell @ Ash	15	5	Crestline @ Courtland	2	2
Maxwell @ Adams	6	2	Crestline @ North Foothills	5	4
Maxwell @ Monroe	18	8	North Foothills @ Pittsburg	4	7
Post @ Spofford	10	27	Perry @ North Foothills	3	4
Post @ Nora	10	4	Perry @ Marietta	9	2
Indiana @ Howard	18	3	North Center @ Illinois	15	4
Indiana @ Washington	4	3	Illinois @ Morton	3	1
Indiana @ Normandie	3	6	Illinois @ Hamilton	9	7
Indiana @ Division	7	11	Illinois @ Dakota	4	2
Indiana @ Lidgerwood	8	7	Indiana @ Standard	6	2
Indiana @ Standard	1	7	Indiana @ Lidgerwood	3	4
Dakota @ Illinois	1	3	Indiana @ Ruby	4	7
Illinois @ Hamilton	9	18	Indiana @ Division	6	7
Illinois @ Morton	2	5	Indiana @ Normandie	5	4
North Center @ Montgomery	5	11	Indiana @ Washington	3	3
Perry @ Marietta	3	7	Indiana @ Howard	12	11
Perry @ North Foothills	2	4	Post @ Nora	4	8
North Foothills @ Madelia	1	1	Post @ Spofford	19	13
North Foothills @ Magnolia	3	3	Maxwell @ Monroe	7	17
Crestline @ Euclid	2	6	Maxwell @ Adams	1	5
Crestline @ Courtland	1	2	Maxwell @ Ash	5	14
Crestline @ Gordon	1	1	Maxwell @ Elm	2	11
Empire @ Crestline	1	3	Pettit @ Augusta (WCCC)	5	12
Empire @ Cook (NECC)	3	14	Whistalks Way @ Elliot	4	27
Regal @ Garland	0	55	SFCC Station Bay 1	0	61
			SFCC Station Bay 2	0	2
	242	222		229	250

Route 43: Lincoln/37th

2025 Route Indicators	
One Way Route Length (Miles)	7.82
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	10,220
Annual Unallocated Cost	\$1,608,165.34
Total Ridership	195,225
Boardings Per Revenue Hour	19.10
Average Weekday Ridership	652.9
Annual Fare Revenue	\$125,434.98

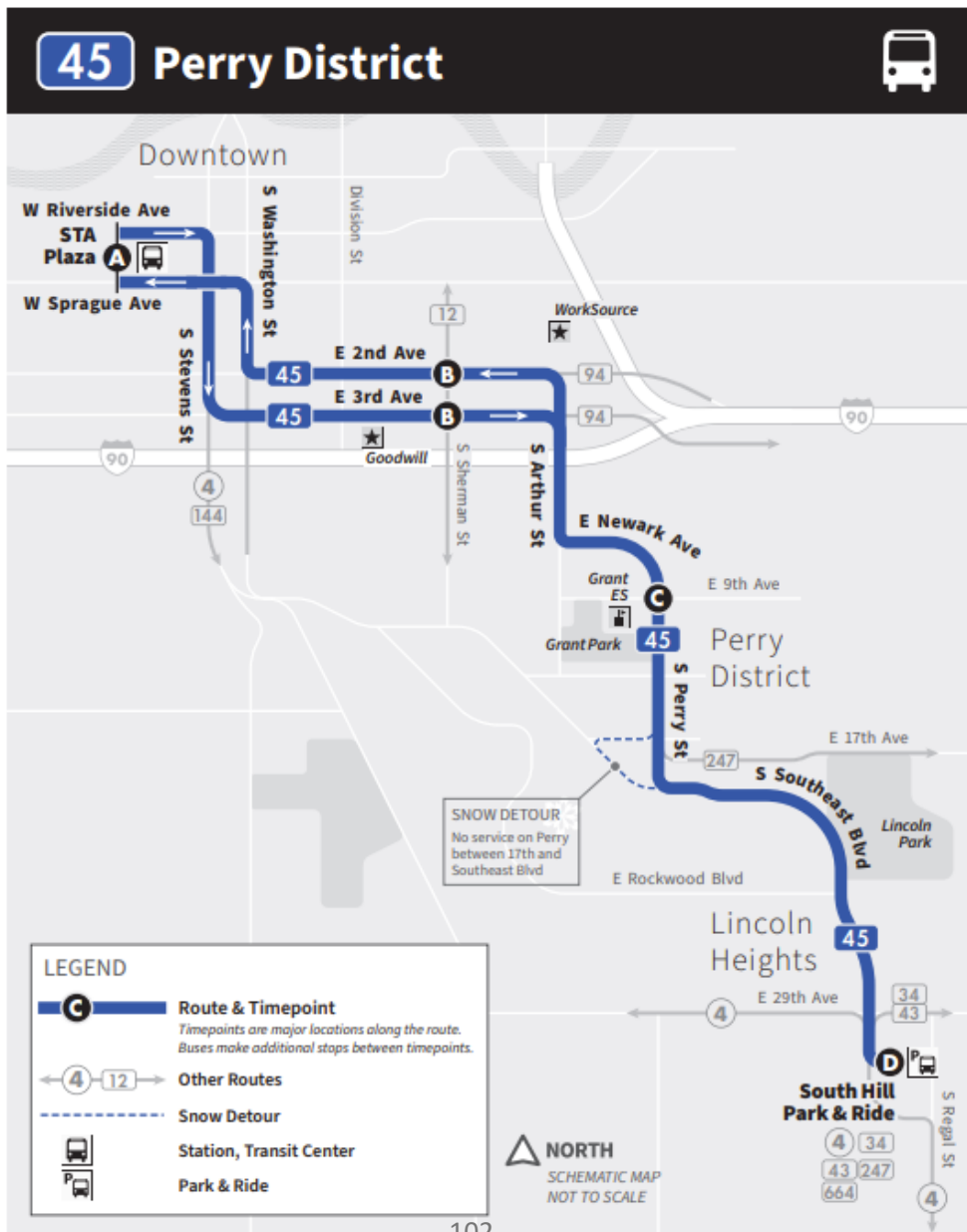
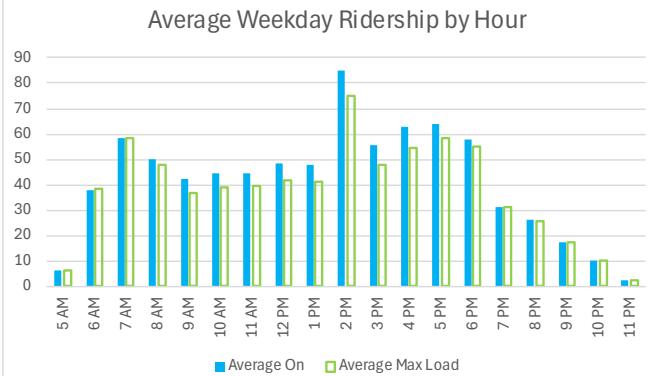


Route 43: Lincoln/37th

Outbound to South Hill Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 8	230	0	South Hill Park & Ride Bay 3	62	0
Wall @ 2nd	6	4	29th @ Rosauers	10	1
2nd @ Post	1	1	29th @ Regal	14	3
2nd @ Monroe	4	6	29th @ Ray	13	2
2nd @ Jefferson	4	8	Ray @ 32nd	4	1
Maple @ 2nd	8	8	Ray @ 35th	6	9
Maple @ 7th	8	33	37th @ Regal	12	3
Maple @ 9th	7	25	37th @ Cook	2	0
Cedar @ 11th	3	10	37th @ Crestline	3	1
14th @ Adams	4	5	37th @ Pittsburg	4	2
14th @ Madison	3	5	37th @ Helena	2	1
14th @ Lincoln	8	18	37th @ Perry	5	3
Lincoln @ 17th	3	2	37th @ Arthur	9	2
Lincoln @ 19th	2	2	37th @ Grand	12	7
Lincoln @ 22nd	4	4	37th @ Latawah	8	1
Lincoln @ 26th	5	5	37th @ Skyview	5	0
29th @ Post	3	5	37th @ Manito Blvd	3	1
29th @ Bernard	2	6	37th @ Bernard	3	1
Bernard @ 33rd	2	5	Bernard @ 33rd	5	2
37th @ Bernard	1	3	29th @ Bernard	6	1
37th @ Manito Blvd	1	3	29th @ Post	4	3
37th @ Skyview	0	7	Lincoln @ 26th	4	3
37th @ Grand	1	14	Lincoln @ 22nd	4	3
37th @ Hatch	6	7	Lincoln @ Shoshone	3	2
37th @ Arthur	3	5	Lincoln @ 17th	1	2
37th @ Perry	2	7	14th @ Lincoln	11	8
37th @ Helena	1	2	14th @ Madison	3	3
37th @ Pittsburg	2	4	14th @ Adams	5	2
37th @ Crestline	1	3	Cedar @ 12th	3	2
37th @ Cook	1	2	Walnut @ 9th	23	9
37th @ Regal	6	21	Walnut @ 7th	25	6
Ray @ 35th	14	5	Walnut @ 5th (Jefferson Lot)	4	6
Ray @ 32nd	1	5	3rd @ Cedar	7	4
29th @ Ray	6	13	3rd @ Jefferson	6	5
29th @ Regal	5	19	Wall @ 2nd	2	14
29th @ Rosauers	1	10	Wall @ 1st	1	11
South Hill Park & Ride Bay 3	0	0	Plaza Bay 8	0	172
South Hill Park & Ride Bay 4	0	30		295	296
	359	309			

Route 45: Perry District

2025 Route Indicators	
One Way Route Length (Miles)	4.22
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	8,708
Annual Unallocated Cost	\$1,370,220.14
Total Ridership	217,252
Boardings Per Revenue Hour	24.95
Average Weekday Ridership	733.4
Annual Fare Revenue	\$148,575.40

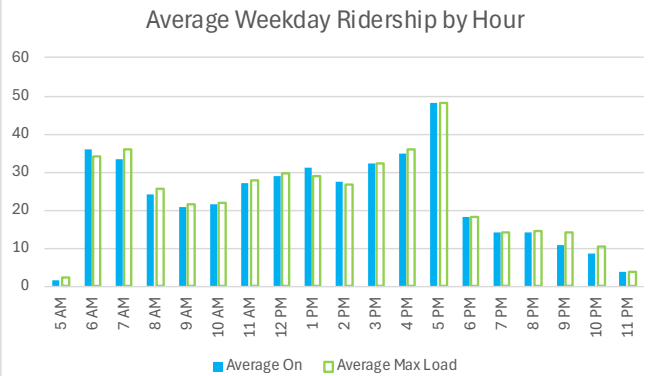


Route 45: Perry District

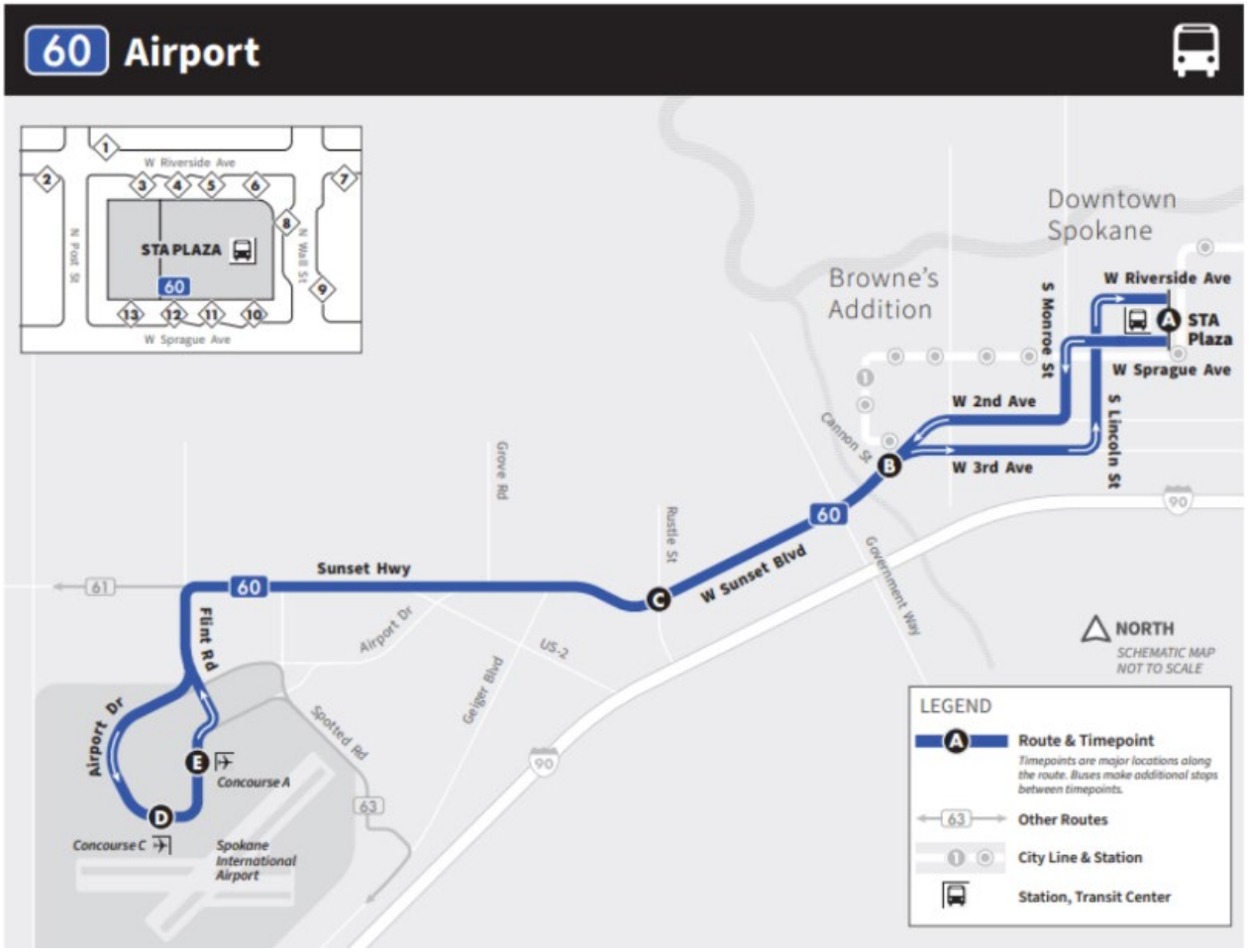
Outbound to South Hill Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 4	257	0	South Hill Park & Ride Bay 4	79	0
Stevens @ Sprague	13	1	Southeast Blvd @ 29th	18	1
3rd @ Washington	38	18	Southeast Blvd @ 27th	10	0
3rd & Pine	10	31	Southeast Blvd @ Rockwood Blvd	11	2
3rd @ Cowley	11	17	18th @ Hogan	3	1
3rd @ Sherman	3	8	Perry @ 17th	6	2
3rd @ Sprague Way	3	13	Perry @ 15th	5	2
3rd @ Arthur	4	17	Perry @ 11th	21	4
Arthur @ 5th	4	16	Perry @ 8th	68	13
Newark @ Laura	8	35	Newark @ Richard Allen Ct	27	9
Perry @ 9th Avenue	16	68	Arthur @ 5th	16	2
Perry @ 12th	4	25	2nd @ Arthur	16	4
Perry @ 15th	3	6	2nd @ Hatch	11	4
Perry @ 17th	1	5	2nd @ Sherman	10	4
18th @ Hogan	0	4	2nd @ Cowley	16	9
Southeast Blvd @ Rockwood Blvd	1	11	2nd @ Browne	23	8
Southeast Blvd @ 27th	0	20	2nd @ Washington	11	32
Southeast Blvd @ 29th	1	22	Sprague @ Stevens	1	13
South Hill Park & Ride Bay 4	0	80	Plaza Bay 10	0	3
	376	397	Plaza Bay 11	0	184
			Plaza Bay 13	0	33
			352	332	

Route 60: Airport

2025 Route Indicators	
One Way Route Length (Miles)	7.81
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	4,608
Annual Unallocated Cost	\$725,026.12
Total Ridership	97,482
Boardings Per Revenue Hour	21.16
Average Weekday Ridership	435
Annual Fare Revenue	\$71,947.03



Discontinued 09/20/2025



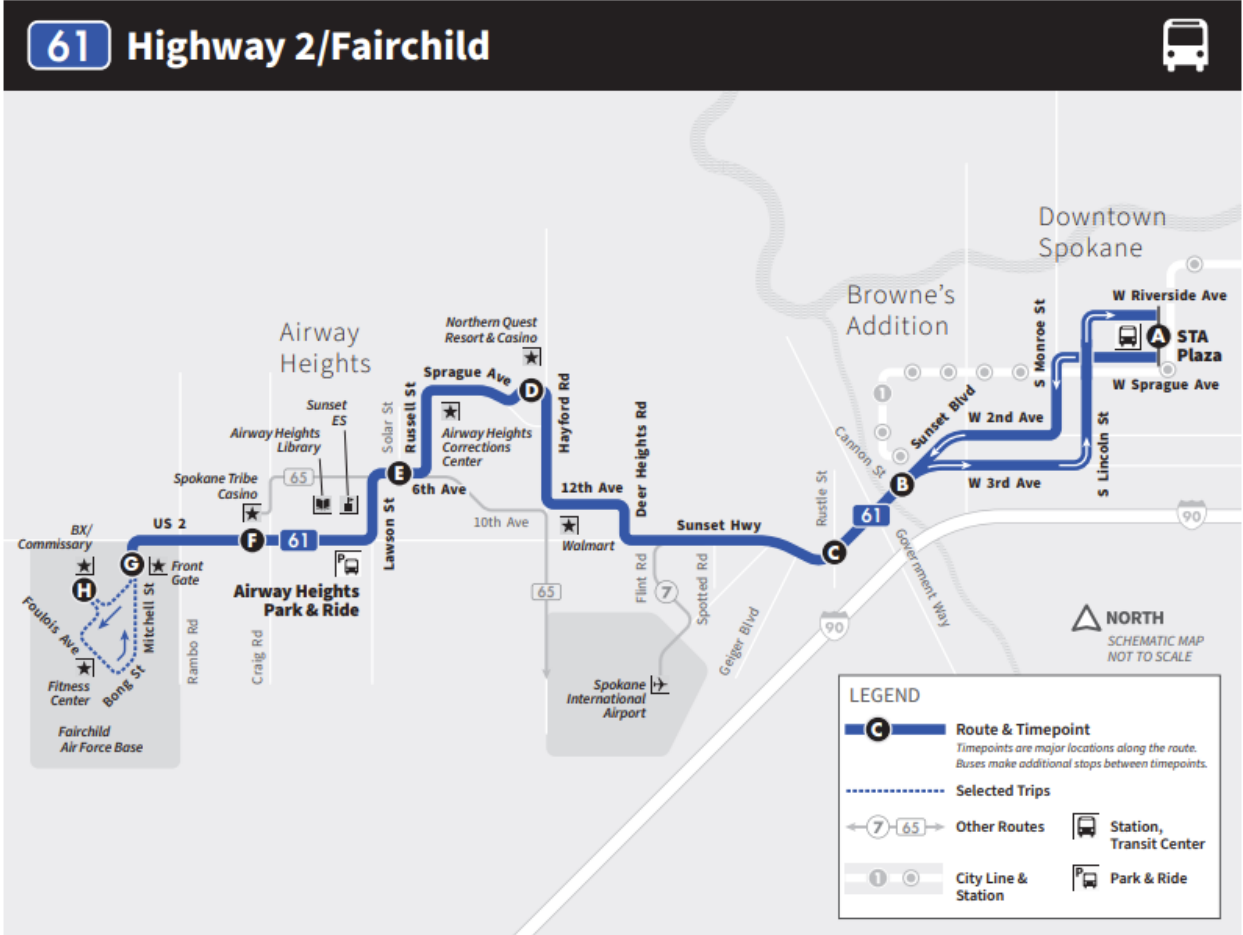
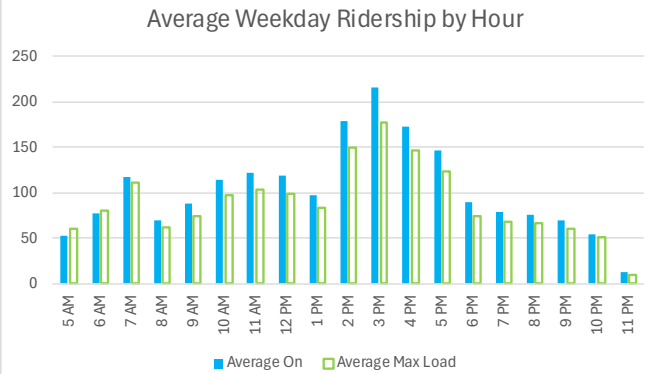
Route 60: Airport

Outbound to Spokane Airport	Average Weekday	
	On	Off
Plaza Bay 12	224	0
Monroe @ 1st	3	1
2nd @ Monroe	8	12
2nd @ Jefferson	4	14
2nd @ Maple	8	14
Sunset @ Cannon	15	9
Sunset @ Lindeke	5	17
Sunset @ Government Way	3	6
Sunset @ Rustle	5	36
Sunset @ Lewis	1	8
Sunset @ Windsor	1	4
Sunset @ Grove	0	1
Flint @ Hilton	3	11
Flint @ Granite	0	1
Airport Dr @ Flint	0	2
Spokane International Airport Concourse C	0	24
	281	160

Inbound to Plaza	Average Weekday	
	On	Off
Spokane International Airport Concourse C	18	0
Leave Spokane International Airport Concourse A	29	2
Flint @ McFarlane	0	0
Flint @ Granite	1	0
Flint @ Hilton	1	2
Hwy 2 @ Flint (Triumph)	10	3
Sunset @ Grove	1	0
Sunset @ Windsor	4	0
Sunset @ Lewis	8	1
Sunset @ Rustle	32	3
Sunset @ Government Wy	18	3
Sunset @ Lindeke	7	3
Sunset @ Cannon	6	10
3rd @ Maple	8	7
3rd @ Cedar	8	3
3rd @ Jefferson	6	4
Lincoln @ 2nd	5	10
Lincoln @ Sprague	0	6
Plaza Bay 2	0	14
Plaza Bay 3	0	151
	160	220

Route 61: Highway 2/Fairchild

2025 Route Indicators	
One Way Route Length (Miles)	13.97
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	21,223
Annual Unallocated Cost	\$3,339,596.34
Total Ridership	501,111
Boardings Per Revenue Hour	23.61
Average Weekday Ridership	1,516.5
Annual Fare Revenue	\$336,433.25

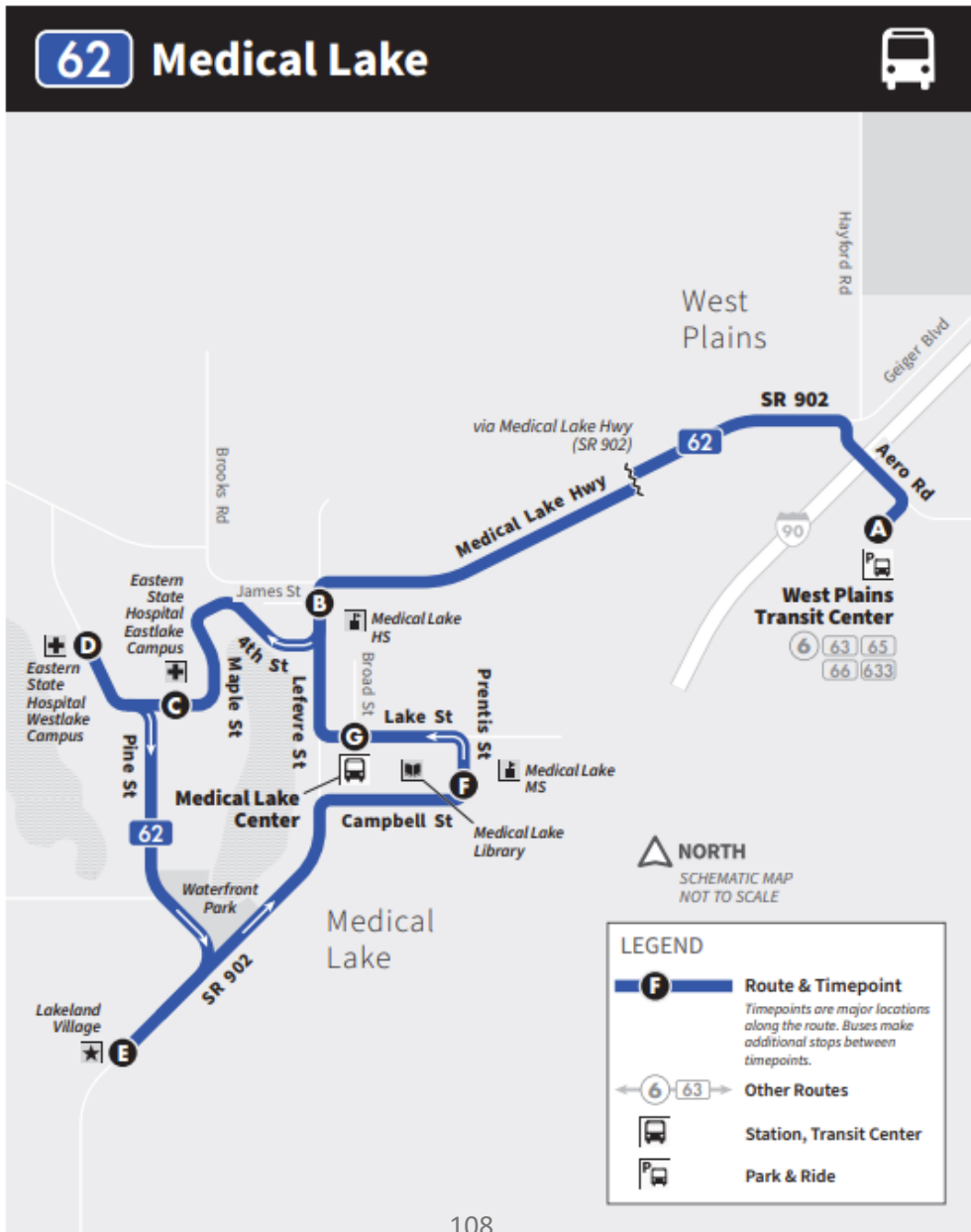
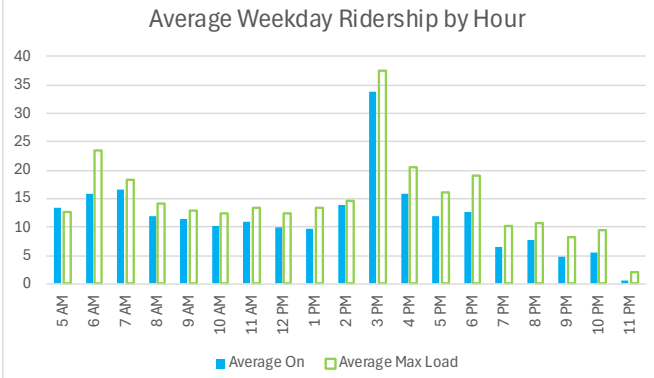


Route 61: Highway 2/Fairchild

Outbound to Fairchild Air Force Base	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 12	527	0	Fairchild @ 101 Spaatz Rd (BX)	2	2
Monroe @ 1st	6	2	Fairchild @ Spaatz	0	0
2nd @ Monroe	21	15	Fairchild @ Front Gate	34	2
2nd @ Jefferson	12	16	Hwy 2 @ Spokane Tribe Casino	74	9
2nd @ Maple	21	20	Hwy 2 @ Craig	4	1
Sunset @ Cannon	38	14	Hwy 2 @ West St	3	0
Sunset @ Lindeke	16	25	Hwy 2 @ Ziegler	9	1
Sunset @ Government Way	5	7	Hwy2 @ Lawson (Airway Heights P&R)	30	2
Sunset @ Rustle	19	50	Lawson @ 12th	8	1
Sunset @ Lewis	7	12	Lawson @ 8th	17	1
Sunset @ Windsor	1	4	Lawson @ 6th	19	1
Sunset @ Grove	0	1	6th @ Campbell	0	0
Hwy 2 @ Flint (Triumph)	7	18	6th @ Solar	7	0
Hayford @ Hwy 2 (Walmart)	16	76	Russell @ Tower	4	0
Hayford @ 12th	2	7	Airway Heights Correctional Center	2	1
Hayford @ 9th	7	31	Northern Quest Casino	191	25
Northern Quest Casino	24	198	Hayford @ 9th Av	33	9
Sprague @ Airway Heights Correction	1	2	Hayford @ 12th Av	14	12
Russell @ 2nd	1	13	Hwy 2 @ Hayford (Walmart)	80	12
Russell @ 6th	0	3	Hwy 2 @ Flint (Triumph)	11	5
6th @ Campbell	0	1	Sunset @ Grove	1	1
6th @ Lawson	1	20	Sunset @ Windsor	1	0
Lawson @ 8th	0	14	Sunset @ Lewis	11	6
Lawson @ 12th	1	13	Sunset @ Rustle	20	0
Hwy 2 @ Lawson	1	21	Sunset @ Government Wy	21	10
Hwy 2 @ Lundstrom	1	9	Sunset @ Lindeke	6	0
Hwy 2 @ West St	0	5	Sunset @ Cannon	10	30
Hwy 2 @ Craig	1	6	3rd @ Maple	14	20
Hwy 2 @ Spokane Tribe Casino	26	101	3rd @ Cedar	7	11
Fairchild @ Front Gate	0	38	3rd @ Jefferson	6	13
Fairchild @ 101 Spaatz Rd (BX)	0	0	Lincoln @ 2nd	7	31
Fairchild @ Fitness Center	0	0	Lincoln @ Sprague	0	11
	764	743	Plaza Bay 5	0	431
				646	647

Route 62: Medical Lake

2025 Route Indicators	
One Way Route Length (Miles)	16.74
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	7,888
Annual Unallocated Cost	\$1,241,196.97
Total Ridership	47,099
Boardings Per Revenue Hour	5.97
Average Weekday Ridership	149.9
Annual Fare Revenue	\$36,838.13

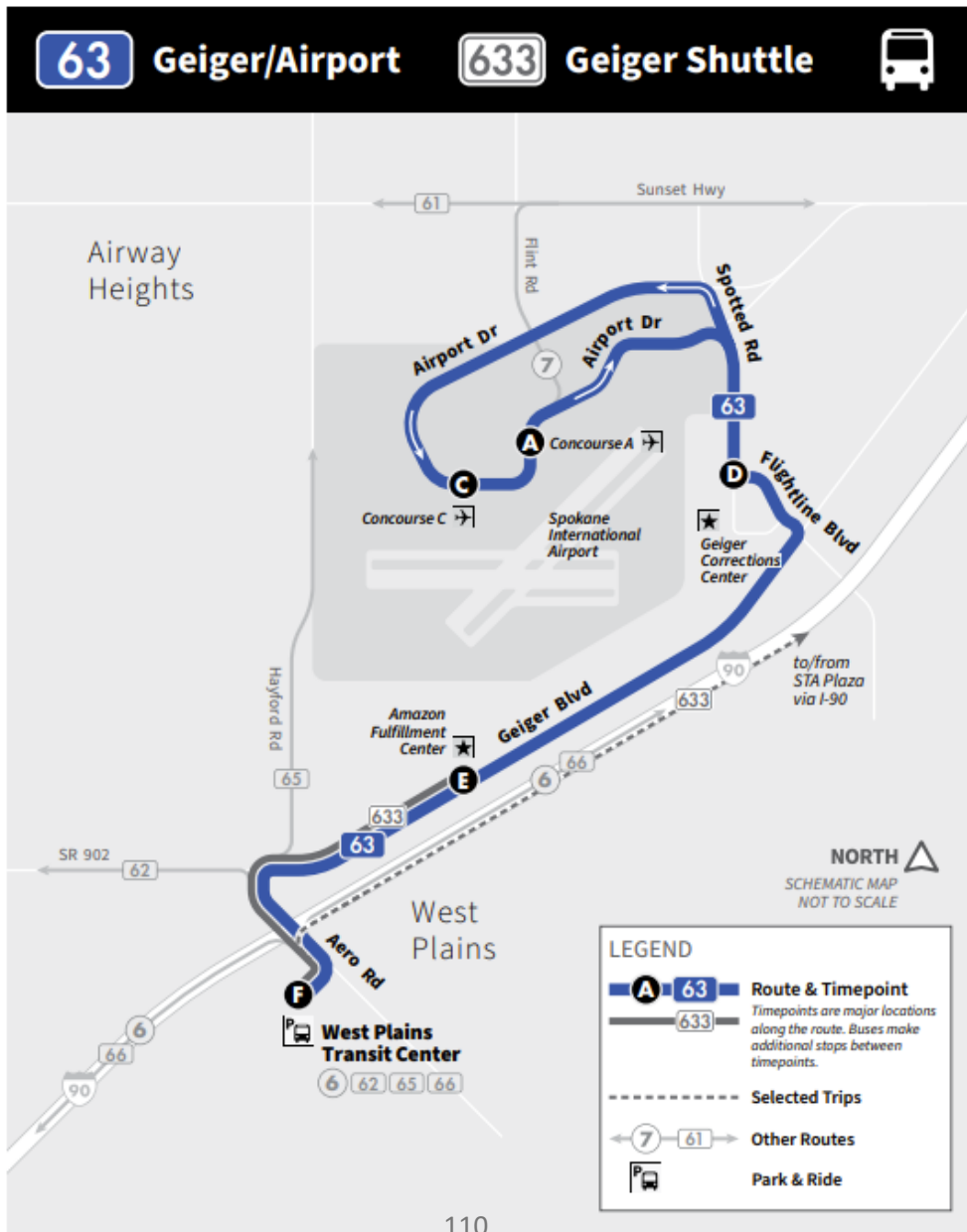
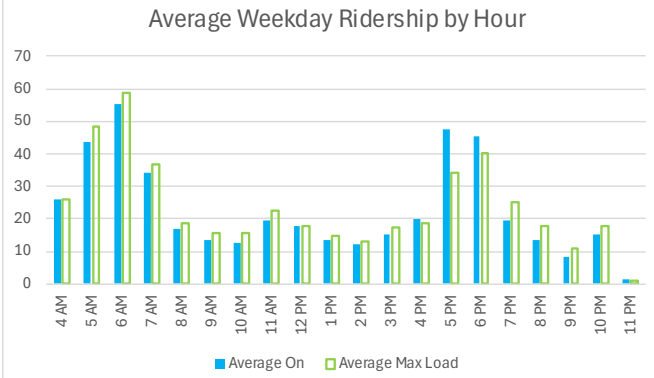


Route 62: Medical Lake

Outbound to Medical Lake	Average Weekday		Inbound to West Plains TC / Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 8	2	0	Medical Lake Center	26	6
Leave @ Jefferson Lot	6	0	Lake @ Walker	3	2
West Plains TC Bay 4	42	1	Lake @ Stanley	1	0
West Plains TC Bay 5	16	0	Prentis @ Campbell	4	2
Medical Lake Hwy @ Graham	0	1	Campbell @ Brower	1	1
Med Lake Hwy @ Stanley (Conoco)	1	9	Lefevre @ Campbell	0	0
Med Lake Hwy @ Lefevre (Harvest Foods)	2	5	Lefevre @ Jefferson	0	0
Lefevre @ James	1	6	Lefevre @ Waterfront Park	1	1
4th @ Milesnnie	1	2	Lakeland Village	6	4
Maple @ Alder (Eastern State Hospital)	2	6	Pine @ Fancher	0	0
Maple @ Pine	0	2	Pine @ Poplar (Pine Lodge)	0	0
West Lake Hospital	0	1	Pine @ Maple	1	0
Maple @ Pine	0	2	West Lake Hospital	0	0
Pine @ Poplar	0	0	Maple @ Pine	2	1
Pine @ Fancher	0	0	Maple @ Alder (Eastern State Hosp.)	3	1
Lakeland Village	0	0	4th @ Milesnnie	1	1
Hwy 902 @ Waterfront Park	0	0	Lefevre @ Medical Lake High School	5	1
Lefevre @ Jefferson	0	0	Medical Lake @ Lefevre	3	2
Lefevre @ Campbell	0	0	Med Lake Hwy @ Stanley (Conoco)	8	2
Lake @ Walker	0	0	Medical Lake Hwy @ Graham	0	0
Lake @ Stanley	0	0	West Plains TC Bay 1	0	19
Prentis @ Campbell	0	0	West Plains TC Bay 2	0	0
Campbell @ Brower	0	0	West Plains TC Bay 3	1	40
Medical Lake Center	0	18	West Plains TC Bay 4	0	0
	75	53	Walnut @ 5th (Jefferson Lot)	0	4
			3rd @ Cedar	0	0
			3rd @ Jefferson	0	1
			Lincoln @ 2nd	0	0
			Lincoln @ Sprague	0	0
			Plaza Bay 2	0	5
			Plaza Bay 7	0	1
			66	92	

Route 63: Geiger/Airport

2025 Route Indicators	
One Way Route Length (Miles)	7.54
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	7,471
Annual Unallocated Cost	\$1,175,552.38
Total Ridership	110,968
Boardings Per Revenue Hour	14.85
Average Weekday Ridership	368.2
Annual Fare Revenue	\$93,945.99

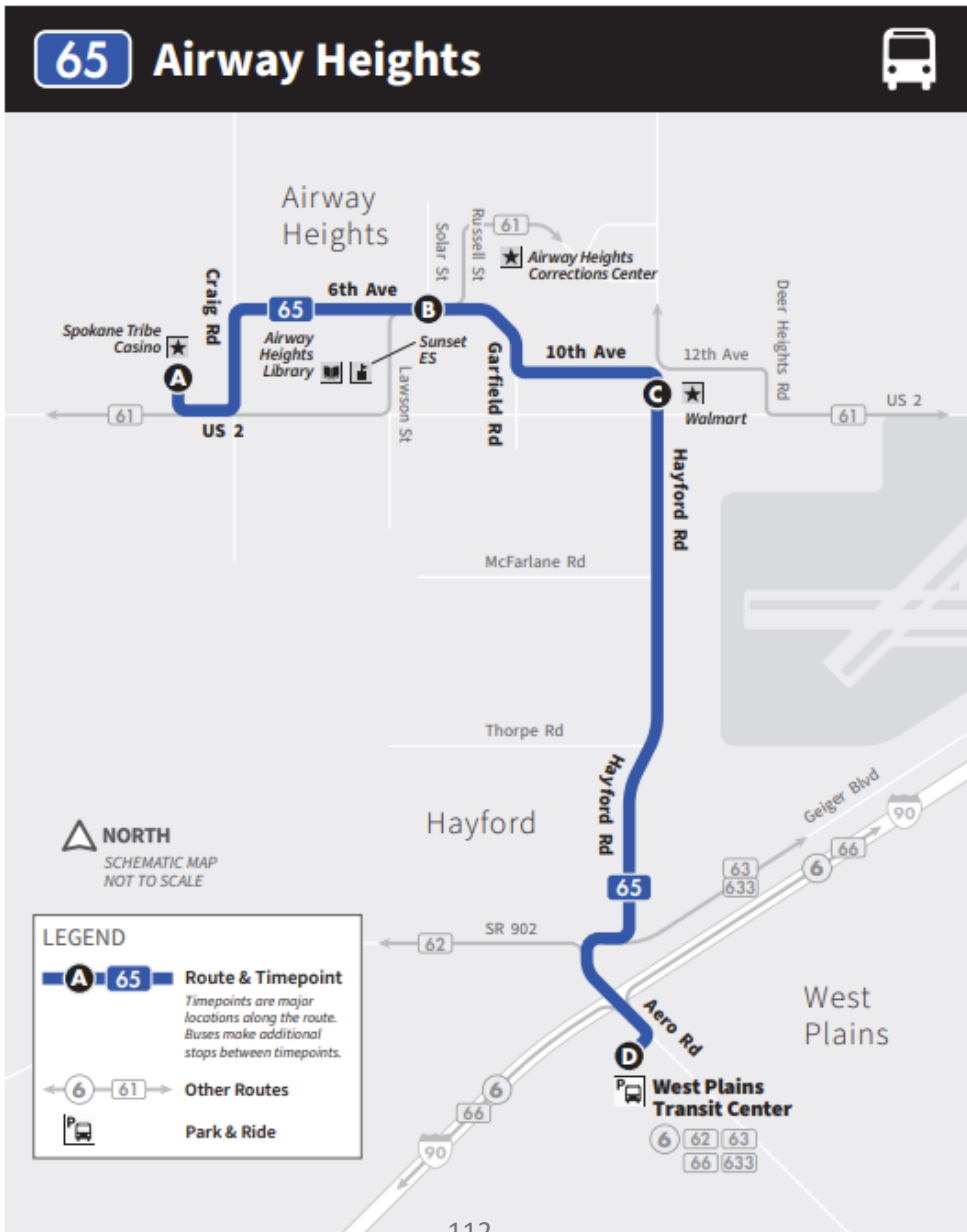
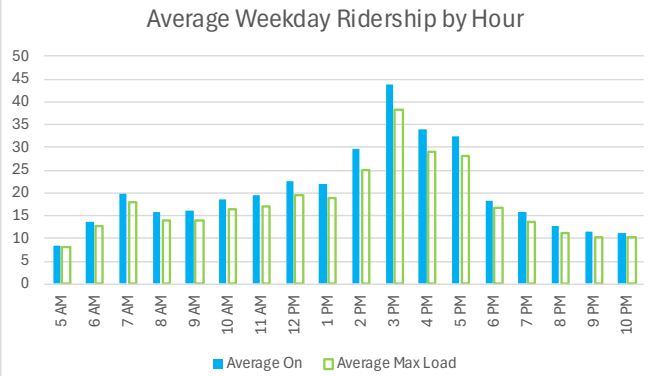


Route 63: Geiger/Airport

Outbound to Spokane Airport	Average Weekday		Inbound to West Plains TC	Average Weekday	
	On	Off		On	Off
West Plains TC Bay 1	106	0	Spokane International Airport Concourse C	5	0
West Plains TC Bay 2	44	0	Leave Spokane International Airport Concourse A	4	13
Geiger @ Hayford	9	5	Flightline @ Spotted	1	2
Geiger @ Amazon	32	87	Flightline @ Geiger	3	11
Geiger @ Electric	1	0	Geiger @ Pilot	2	2
Geiger @ Pilot	5	5	Geiger @ Electric	1	2
Flightline @ Geiger	8	2	Geiger @ Amazon	120	65
Flightline @ Spotted	1	0	Geiger @ Hayford	5	13
Airport Dr @ Flint	0	0	West Plains TC Bay 1	0	87
Spokane International Airport Concourse C	0	7	West Plains TC Bay 2	0	34
	206	106	West Plains TC Bay 3	0	17
			West Plains TC Bay 4	0	10
			West Plains TC Bay 5	0	4
			141	260	

Route 65: Airway Heights

2025 Route Indicators	
One Way Route Length (Miles)	7.44
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	7,187
Annual Unallocated Cost	\$1,130,861.99
Total Ridership	73,499
Boardings Per Revenue Hour	10.23
Average Weekday Ridership	228.9
Annual Fare Revenue	\$39,157.26



Route 65: Airway Heights

Outbound to Spokane Tribe Casino	Average Weekday	
	On	Off
West Plains TC Bay 1	38	0
Hayford @ Geiger	1	1
Hayford @ Pendell	3	4
Hayford @ 21st	0	4
Hayford @ Hwy 2 (Maverik)	2	10
Hayford @ Hwy 2 (Walmart)	10	18
10th @ Hayford	1	3
10th @ Hayden	0	0
10th @ Lyons	1	1
10th @ Garfield	0	0
Garfield @ Chandler	0	2
6th @ Solar	0	2
6th @ Lawson	0	6
6th @ Lundstrom	0	2
6th @ Aspen	0	2
6th @ Ketchum	0	1
Craig @ Bergen	0	1
Hwy 2 @ Craig	0	2
Hwy 2 @ Spokane Tribe Casino	0	21
	56	79

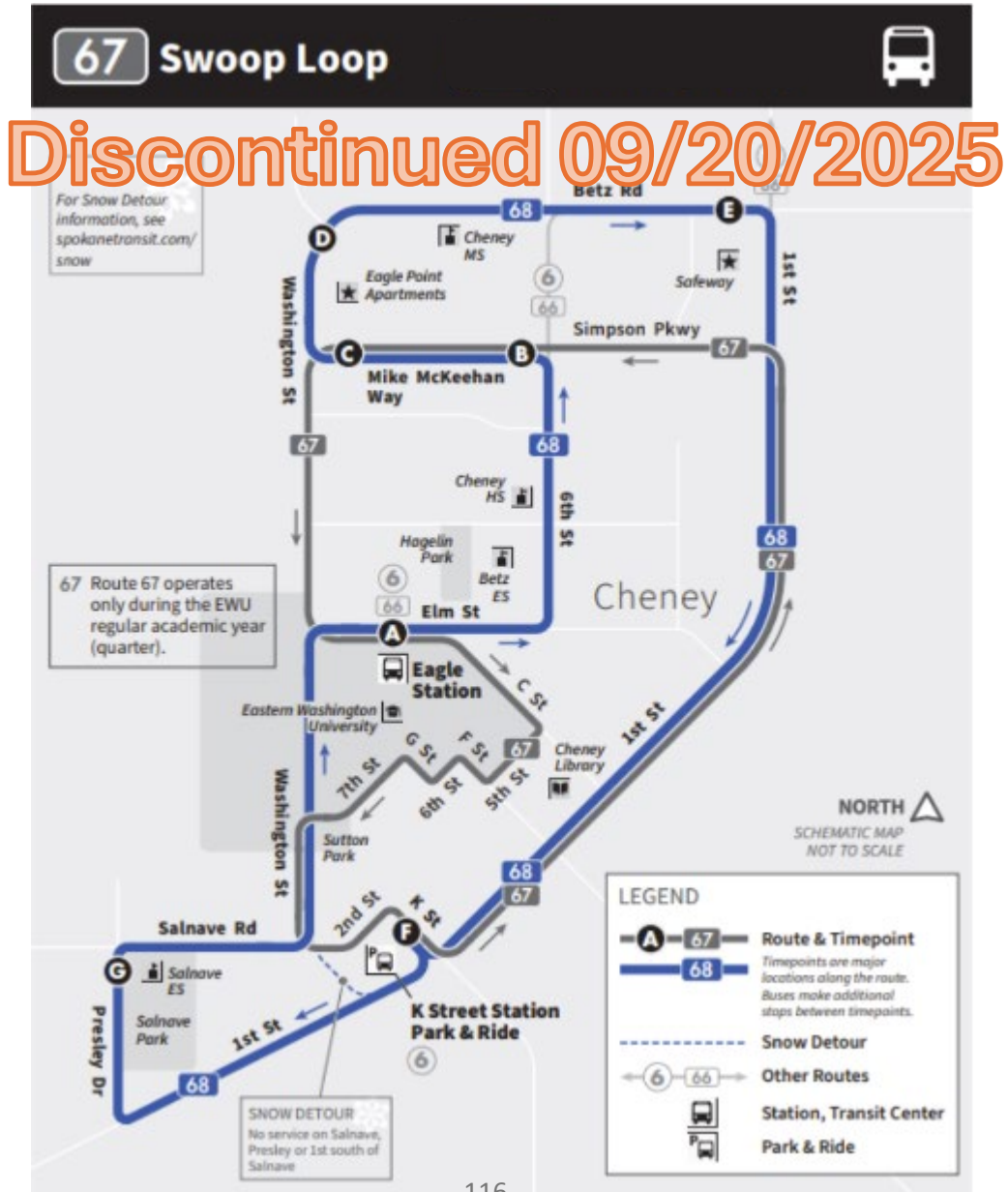
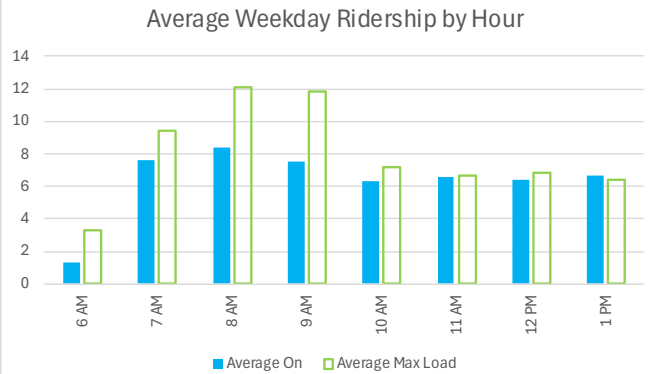
Inbound to West Plains TC	Average Weekday	
	On	Off
Hwy 2 @ Spokane Tribe Casino	21	0
Craig @ 12th	1	0
6th @ Ketchum	2	0
6th @ Aspen	1	0
6th @ Lundstrom	1	0
6th @ Lawson	3	0
6th @ Solar	3	0
Garfield @ Chandler	1	0
10th @ Garfield	0	0
10th @ Lyons	1	1
10th @ Hayden	1	0
Hayford @ 10th	7	3
Hayford @ Hwy 2	16	4
Hayford @ 21st	2	1
Hayford @ Pendell	2	2
Geiger @ Hayford	4	3
West Plains TC Bay 1	0	14
West Plains TC Bay 5	0	20
	66	49

Route 66: EWU

Outbound to EWU	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 10	115	0	Leave Surbeck	3	1
Sprague @ Monroe	2	0	Eagle Station Bay 2	85	0
Leave @ Jefferson Lot	40	4	Elm @ 7th	3	0
West Plains TC Bay 2	10	19	6th Street @ Elm	4	0
West Plains TC Bay 4	5	17	6th @ Oak	3	0
SR 904 @ 1st (Four Lakes)	1	1	6th @ Cheney High School	13	1
Betz @ Al Ogdon Way	8	19	6th @ Golden Hills Drive	1	0
6th @ Betz	1	4	6th @ Simpson Parkway Drive	1	1
6th @ McKeenan Way	1	2	6th @ Betz	2	1
6th @ Golden Hills Drive	0	1	Betz @ SR 904 (turnout)	14	7
6th @ Cheney High School	2	9	SR 904 @ 1st (Four Lakes)	1	1
6th @ Oak	0	3	West Plains TC Bay 2	10	9
6th @ Elm	0	5	West Plains TC Bay 3	6	8
Elm @ 7th	0	11	Walnut @ 5th (Jefferson Lot)	3	27
Eagle Station Bay 3	0	84	3rd @ Cedar	3	6
Surbeck Layover	0	3	Lincoln @ Sprague	0	8
	185	182	Plaza Bay 7	0	95
				152	166

Route 67: Swoop Loop

2025 Route Indicators	
One Way Route Length (Miles)	5.3
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	776
Annual Unallocated Cost	\$122,067.67
Total Ridership	5,626
Boardings Per Revenue Hour	7.25
Average Weekday Ridership	22.1
Annual Fare Revenue	\$6,376.73

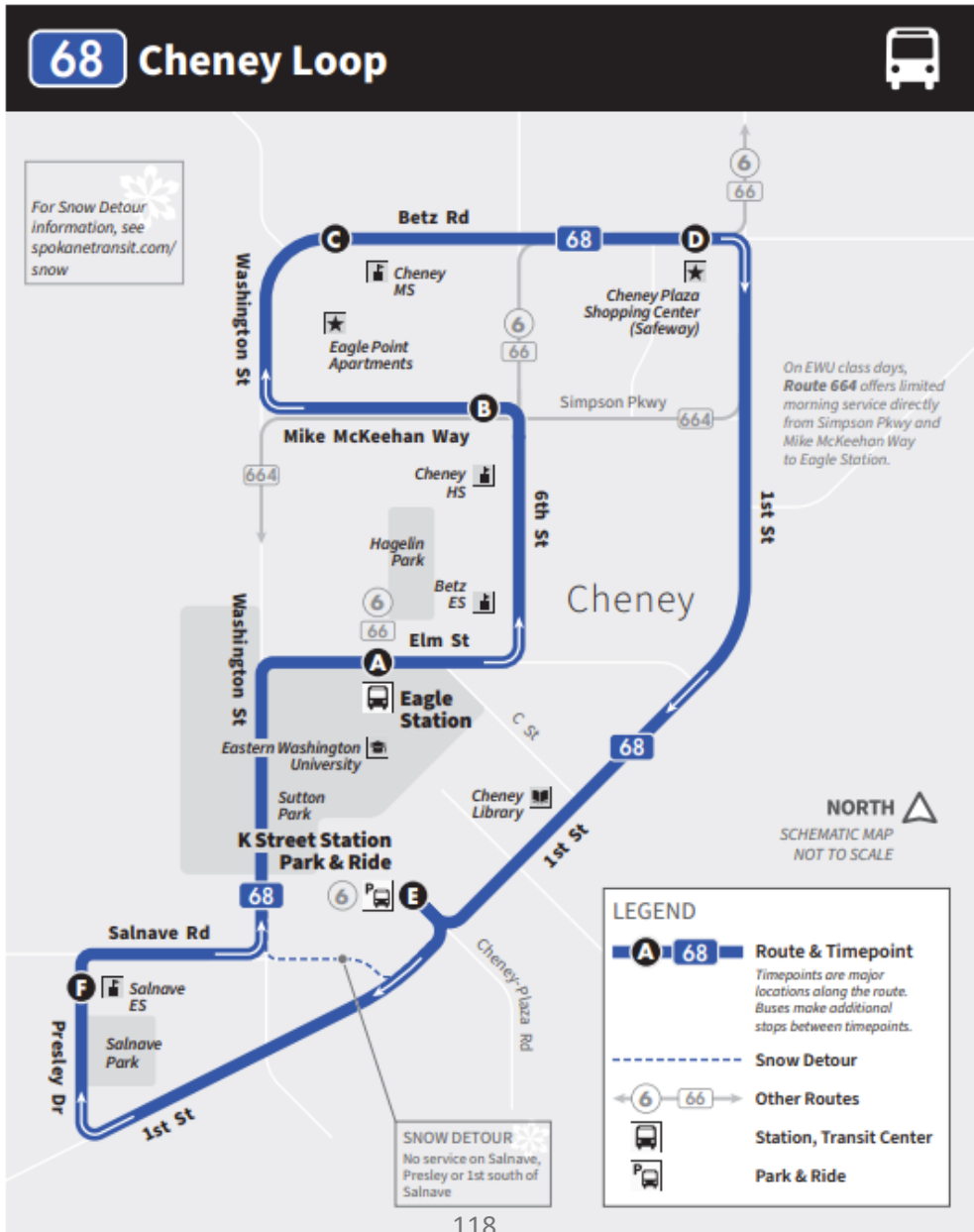
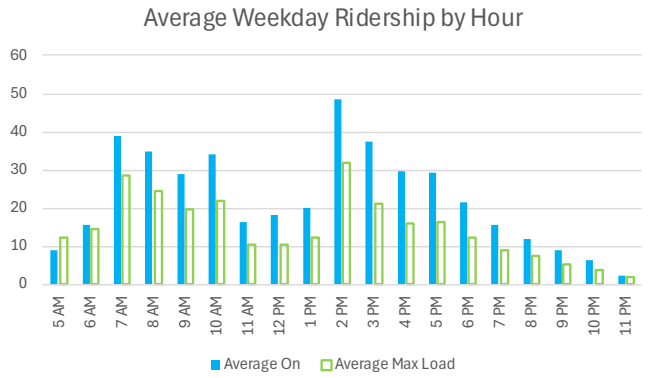


Route 67: Swoop Loop

Loop to EWU	Average Weekday	
	On	Off
Elm @ C St	10	0
C Street @ 5th	0	0
F Street @ 6th	0	0
7th @ I Street	0	0
Washington @ 7th	1	0
Washington @ 3rd	1	0
K Street Station	3	2
1st @ Union	0	0
1st @ G Street	2	1
1st @ D Street Cheney Library	0	1
1st @ A Street	0	0
1st @ Calispel	0	1
1st @ Pine	0	0
1st @ Vine	0	0
1st @ Cheney Spokane Rd.	2	2
1st @ College Hill	0	1
Simpson @ 1st	1	2
Simpson @ Al Ogdon Way	2	1
McKeehan Way @ 6th	0	2
McKeehan Way @ Sports Complex	6	1
McKeehan Way @ Washington (Eagle Point)	6	1
Eagle Station Bay 2	0	0
Elm @ C St	0	23
	34	36

Route 68: Cheney Loop

2025 Route Indicators	
One Way Route Length (Miles)	7.58
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	6,570
Annual Unallocated Cost	\$1,033,852.83
Total Ridership	108,860
Boardings Per Revenue Hour	16.57
Average Weekday Ridership	334.6
Annual Fare Revenue	\$71,634.76

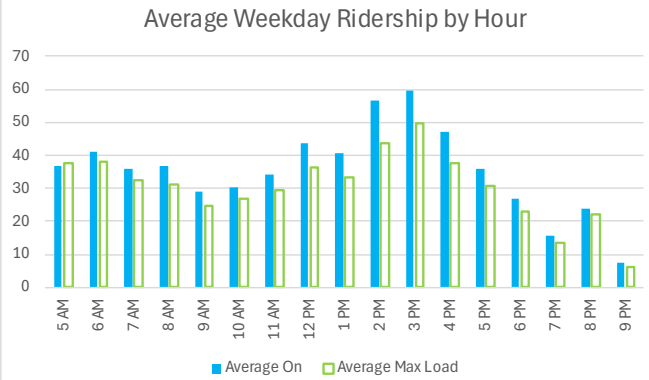


Route 68: Cheney Loop

Loop to EWU	Average Weekday	
	On	Off
Elm @ C St	53	38
Elm @ 7th	3	2
6th Street @ Elm	3	1
6th @ Oak	3	3
6th @ Cheney High School	35	10
6th @ Golden Hills Drive	1	1
McKeehan Way @ 6th	3	2
McKeehan Way @ Sports Complex	7	14
McKeehan Way @ Washington (Eagle Point)	8	15
Betz @ Washington (Eagle Point)	20	16
Betz @ 6th	3	2
Betz @ SR 904 (turnout)	50	35
1st @ College Hill	21	20
1st @ Cheney Spokane Rd.	19	21
1st @ Vine	3	3
1st @ Pine	2	2
1st @ Calispel	2	2
1st @ A Street	4	4
1st @ D Street Cheney Library	6	10
1st @ G Street	11	14
1st @ Union	0	1
K Street Station	28	37
1st @ Washington	1	1
1st @ Buena Vista	5	7
1st @ W 800	11	15
Presley @ 1st	2	2
Presley @ Holladay	4	6
Salnave @ Presley	6	9
Salnave @ Hattie	4	3
Salnave @ Lincoln	1	0
Washington @ 3rd	2	2
Washington @ 7th	6	7
Washington @ Elm (EWU)	8	18
	333	322

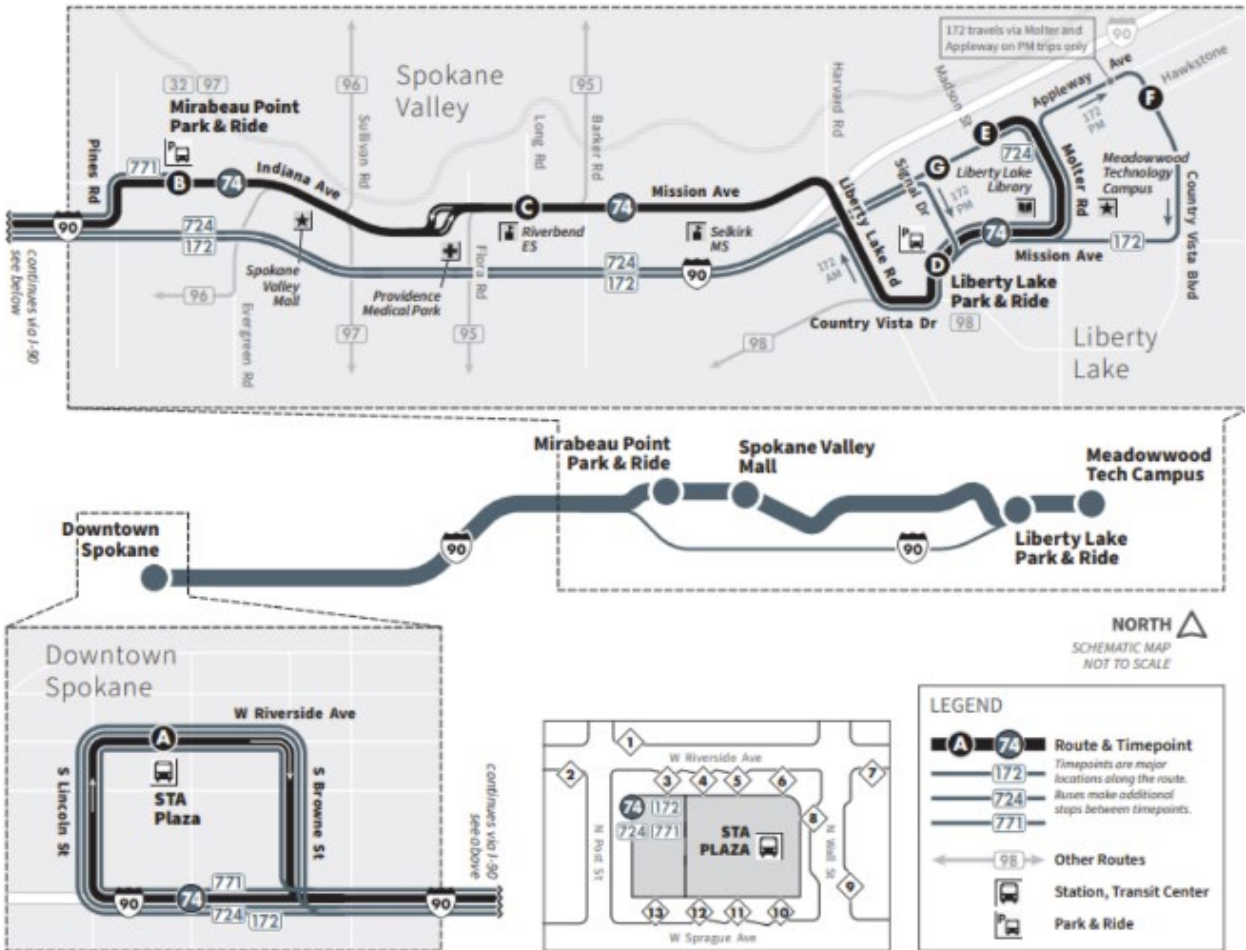
Route 74: Mirabeau/Liberty Lake

2025 Route Indicators	
One Way Route Length (Miles)	19.04
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	9,806
Annual Unallocated Cost	\$1,542,959.51
Total Ridership	120,146
Boardings Per Revenue Hour	12.25
Average Weekday Ridership	598
Annual Fare Revenue	\$91,045.41



Discontinued 09/20/2025

74 Mirabeau/ Liberty Lake



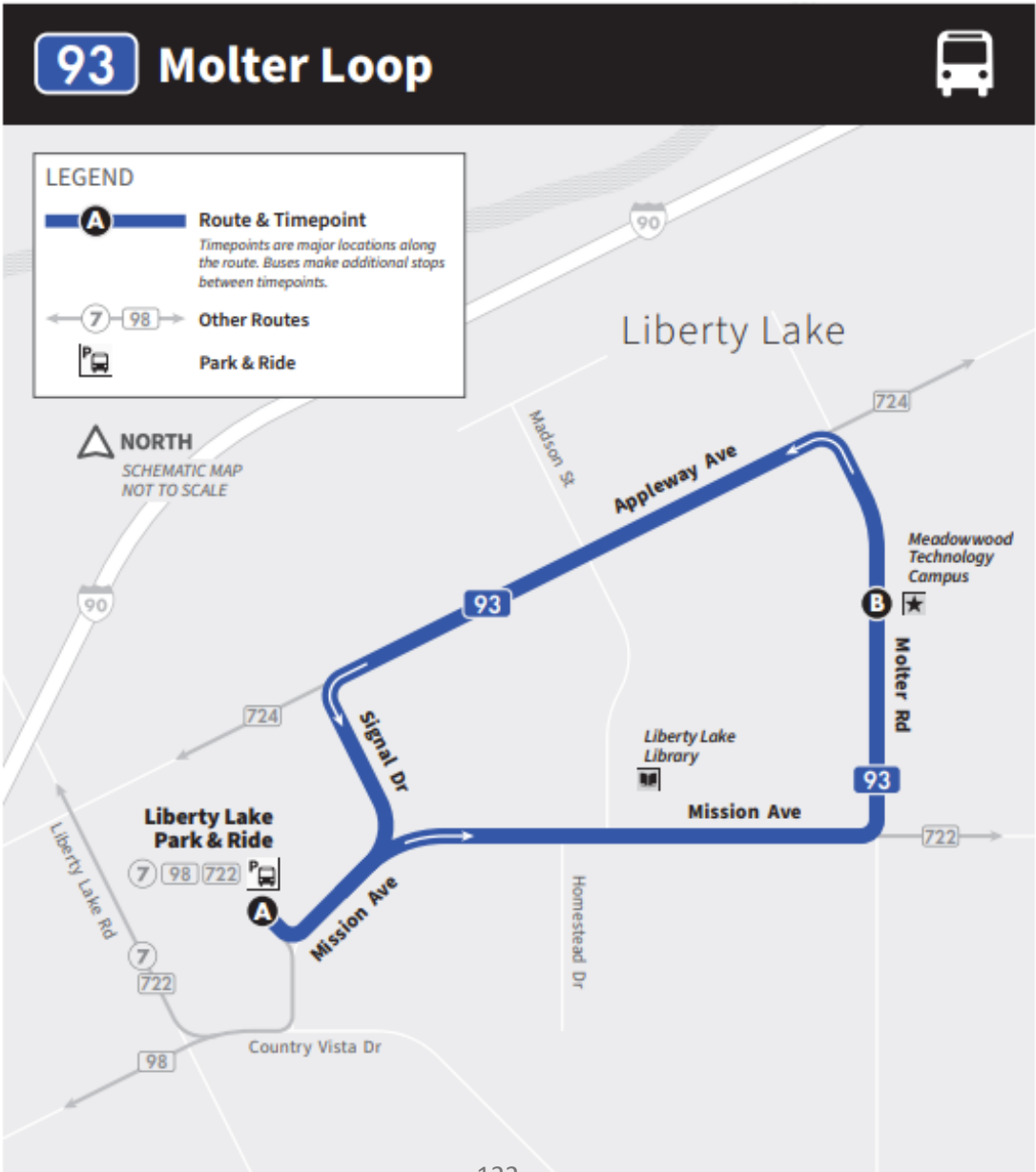
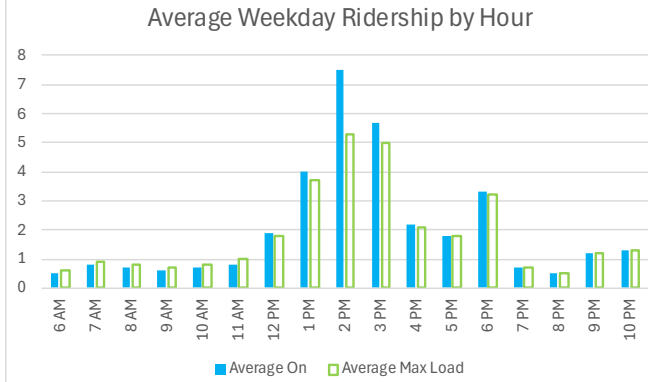
Route 74: Mirabeau/Liberty Lake

Outbound to Liberty Lake Park & Ride	Average Weekday	
	On	Off
Plaza Bay 3	200	0
Riverside @ Washington	9	1
Indiana @ 12410 E (Sounds on Wheel)	5	36
Indiana @ E 12718	0	1
Mirabeau Transit Center Bay 6	16	30
Indiana @ Mirabeau Parkway	2	6
Indiana @ 13518 E	0	1
Indiana @ Evergreen	5	15
Indiana @ Valley Mall (IHOP)	1	5
Indiana @ Valley Mall	4	7
Indiana @ Valley Mall (Olive Garden)	2	5
Indiana @ Hanson Center Eastbound	5	12
Indiana @ 15812 E Indiana	1	7
Indiana @ 16114 E Indiana	0	8
Indiana @ Desmet Ct	4	13
Indiana @ Bella Tess	2	7
Mission @ Arc	1	3
Mission @ Long	1	10
Mission @ Barker	2	8
Mission @ Grady	2	5
Mission @ Holl	1	2
Mission @ Harvest	2	3
Mission @ Kramer	0	1
Mission @ Bitterroot	0	4
Appleway @ Meadowood Ln	1	5
Appleway @ Signal	0	1
Liberty Lake Park & Ride Bay 2	0	0
Appleway @ Madson	0	2
Appleway @ Molter	1	13
Molter @ Itron	0	1
Molter @ Mission	1	6
Mission @ Madson	0	1
Liberty Lake Rd @ Appleway (Pita Pit)	0	4
Country Vista @ Liberty Lake Rd	0	1
Liberty Lake Park & Ride Bay 2	0	80
Liberty Lake Park & Ride Bay 3	0	0
	266	305

Inbound to Plaza	Average Weekday	
	On	Off
Liberty Lake Park & Ride Bay 2	88	0
Mission @ Signal	0	0
Mission @ Homestead Dr	1	0
Mission @ E 23102	0	1
Mission @ E 23400	1	2
Molter @ Mission	5	2
Molter @ Meadowood Tech Park	5	0
Appleway @ Molter	12	1
Appleway @ Madson	0	0
Appleway @ E 22910	4	1
Appleway @ Signal	0	0
Appleway @ Meadowood Ln	2	1
Country Vista @ Lib Lk Rd	0	0
Lib Lk Rd @ Country Vista (McDonalds)	1	0
Mission @ Bitterroot	5	1
Mission @ Kramer	1	0
Mission @ Harvest	4	2
Mission @ Holl	3	0
Mission @ Grady	6	3
Mission @ Barker	7	2
Mission @ Long	9	2
Mission @ Arc	4	1
Mission @ Riverhouse	10	3
Indiana @ Desmet Ct	15	3
Indiana @ River View Center	7	0
Indiana @ 15915 E Indiana	6	1
Indiana @ Hanson Center	10	8
Indiana @ Valley Mall (Best Buy)	5	3
Indiana @ Valley Mall (Black Angus)	14	7
Indiana @ Evergreen	11	3
Indiana @ 13518 E	0	1
Indiana @ Mirabeau Parkway	3	2
Mirabeau Transit Center Bay 2	44	10
Indiana @ E 12718	2	1
Indiana @ Pines	39	9
Sprague @ Browne	6	17
Sprague @ Bernard	1	5
Sprague @ Stevens	0	8
Lincoln @ 2nd	0	0
Sprague @ Stevens	0	8
Plaza Bay 12	0	160
Plaza Bay 13	0	30

Route 93: Molter Loop

2025 Route Indicators	
One Way Route Length (Miles)	1.94
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	720
Annual Unallocated Cost	\$113,363.79
Total Ridership	5,293
Boardings Per Revenue Hour	7.35
Average Weekday Ridership	70
Annual Fare Revenue	\$3,746.34

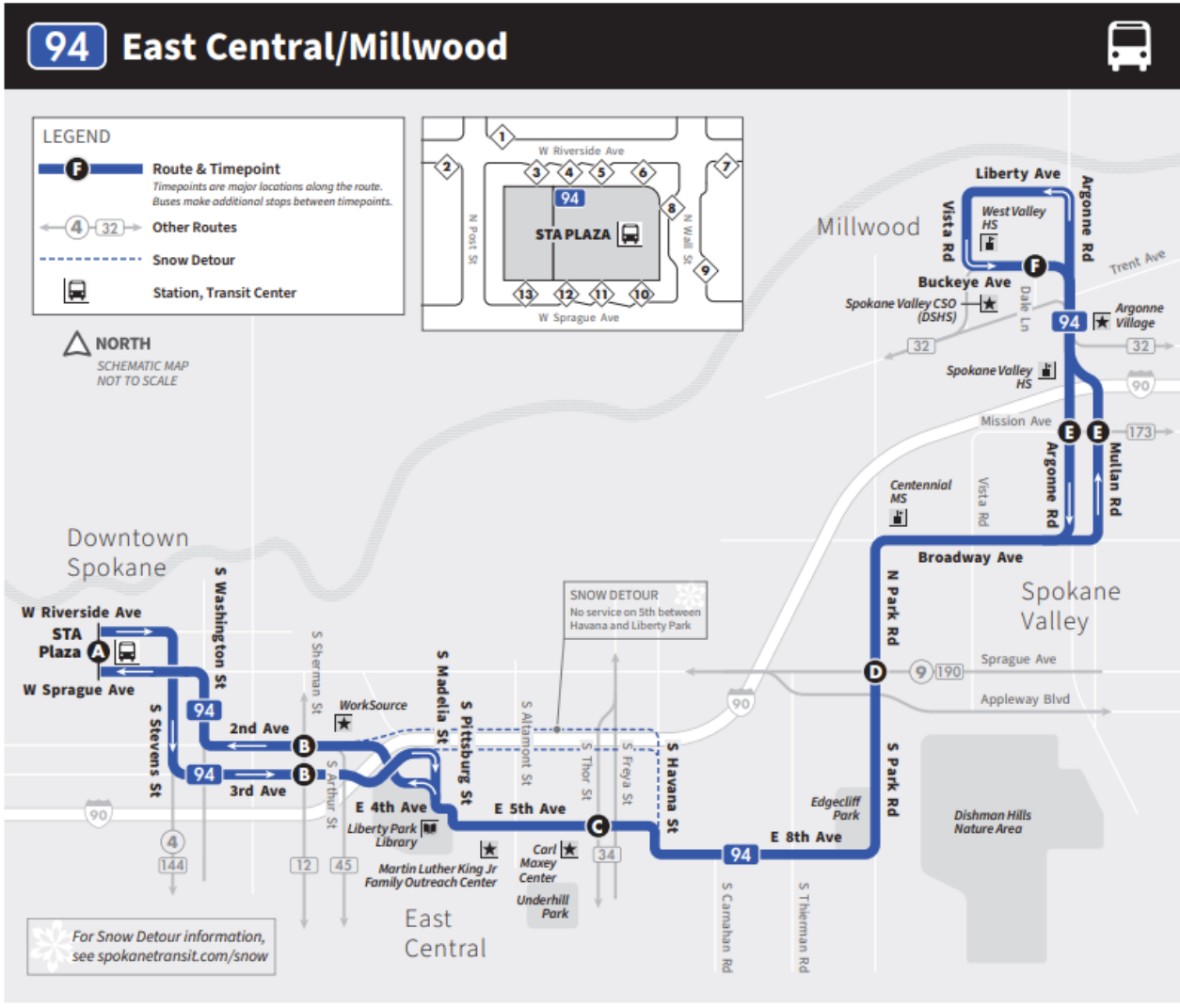
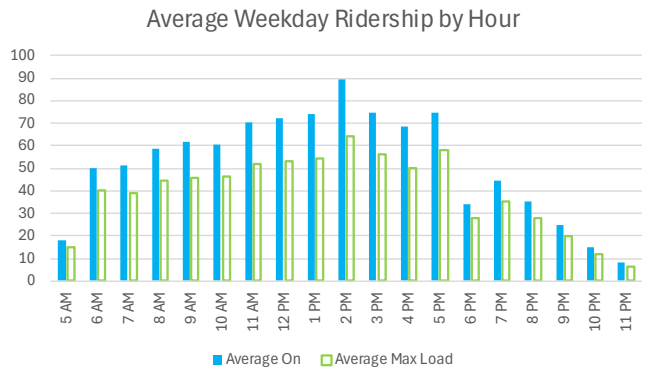


Route 93: Molter Loop

Loop to Molter	Average Weekday	
	On	Off
Liberty Lake Park & Ride Bay 2	4	0
Mission @ Signal	0	0
Mission @ Homestead Dr	0	0
Mission @ E 23102	0	0
Mission @ Molter	0	2
Molter @ Mission	1	1
Molter @ Meadowood Tech Park	1	2
Appleway @ Molter	3	1
Appleway @ Madson	0	1
Appleway @ E 22910	0	0
Liberty Lake Park & Ride Bay 2	0	13
Liberty Lake Park & Ride Bay 3	0	0
	10	20

Route 94: East Central/Millwood

2025 Route Indicators	
One Way Route Length (Miles)	11.04
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	18,280
Annual Unallocated Cost	\$2,876,398.94
Total Ridership	301,514
Boardings Per Revenue Hour	16.49
Average Weekday Ridership	976.9
Annual Fare Revenue	\$207,752.09



Route 94: East Central/Millwood

Outbound to Millwood	Average Weekday	
	On	Off
Plaza Bay 4	300	0
Stevens @ Sprague	11	1
3rd @ Washington	24	16
3rd & Pine	16	31
3rd @ Cowley	10	17
3rd @ Sherman	4	8
3rd @ Sprague Way	3	12
3rd @ Arthur	6	18
3rd @ Liberty Park Pl.	0	3
4th @ Pittsburg	12	24
5th @ Stone	9	30
5th @ Smith	2	10
5th @ Haven	2	13
5th @ Greene	1	9
5th @ Thor	15	45
5th @ Freya	4	6
5th @ Rebecca	2	8
5th @ Florida	2	6
Havana @ Hartson	1	3
8th @ Custer	2	6
8th @ Carnahan	2	6
8th @ McKinnion	2	5
8th @ Woodlawn	0	0
8th @ 6th	3	9
8th @ Eastern	3	7
8th @ Thierman	2	6
8th @ Coleman	1	4
8th @ Park	2	5
Park @ 5th	1	3
Park @ Sprague	13	12
Park @ Valleyway	0	1
Park @ Broadway	2	7
Broadway @ Ella	4	6
Broadway @ Vista	2	2
Broadway @ Sargent	0	2
Broadway @ Argonne	5	16
Mullan @ Boone	2	10
Mullan @ Mission	4	12
Argonne @ Knox	2	52
Argonne @ Trent	31	30
Argonne @ Grace	0	3
Liberty @ Marguerite	2	11
Vista @ Fairview	1	9
Buckeye @ Dale	0	46

Inbound to Plaza	Average Weekday	
	On	Off
Buckeye @ Dale	64	0
Argonne @ Trent	12	0
Argonne @ Montgomery	18	1
Argonne @ Knox	22	1
Argonne @ Mission	13	3
Argonne @ Boone	9	3
Broadway @ Argonne	14	7
Broadway @ Sargent	2	0
Broadway @ Vista	2	2
Broadway @ Ella	6	2
Park @ Broadway	7	1
Park @ Valleyway	1	0
Park @ Sprague	10	13
Park @ 5th	3	2
8th @ Park	4	2
8th @ Coleman	4	1
8th @ Thierman	7	1
8th @ Eastern	8	3
8th @ 6th	11	3
8th @ Woodlawn	1	0
8th @ McKinnion	5	2
8th @ Carnahan	6	1
8th @ Custer	6	1
8th @ Havana	2	2
5th @ Florida	7	2
5th @ Rebecca	6	2
5th @ Freya	6	5
5th @ Thor	50	15
5th @ Greene	4	1
5th @ Haven	17	2
5th @ Smith	11	2
5th @ Stone	29	9
Pittsburg @ 4th	25	9
Perry @ 2nd	3	2
2nd @ Arthur	17	6
2nd @ Hatch	13	3
2nd @ Sherman	9	5
2nd @ Cowley	16	11
2nd @ Browne	20	15
2nd @ Washington	10	24
Sprague @ Stevens	1	11
Plaza Bay 11	0	233
Plaza Bay 12	0	10
Plaza Bay 13	0	21

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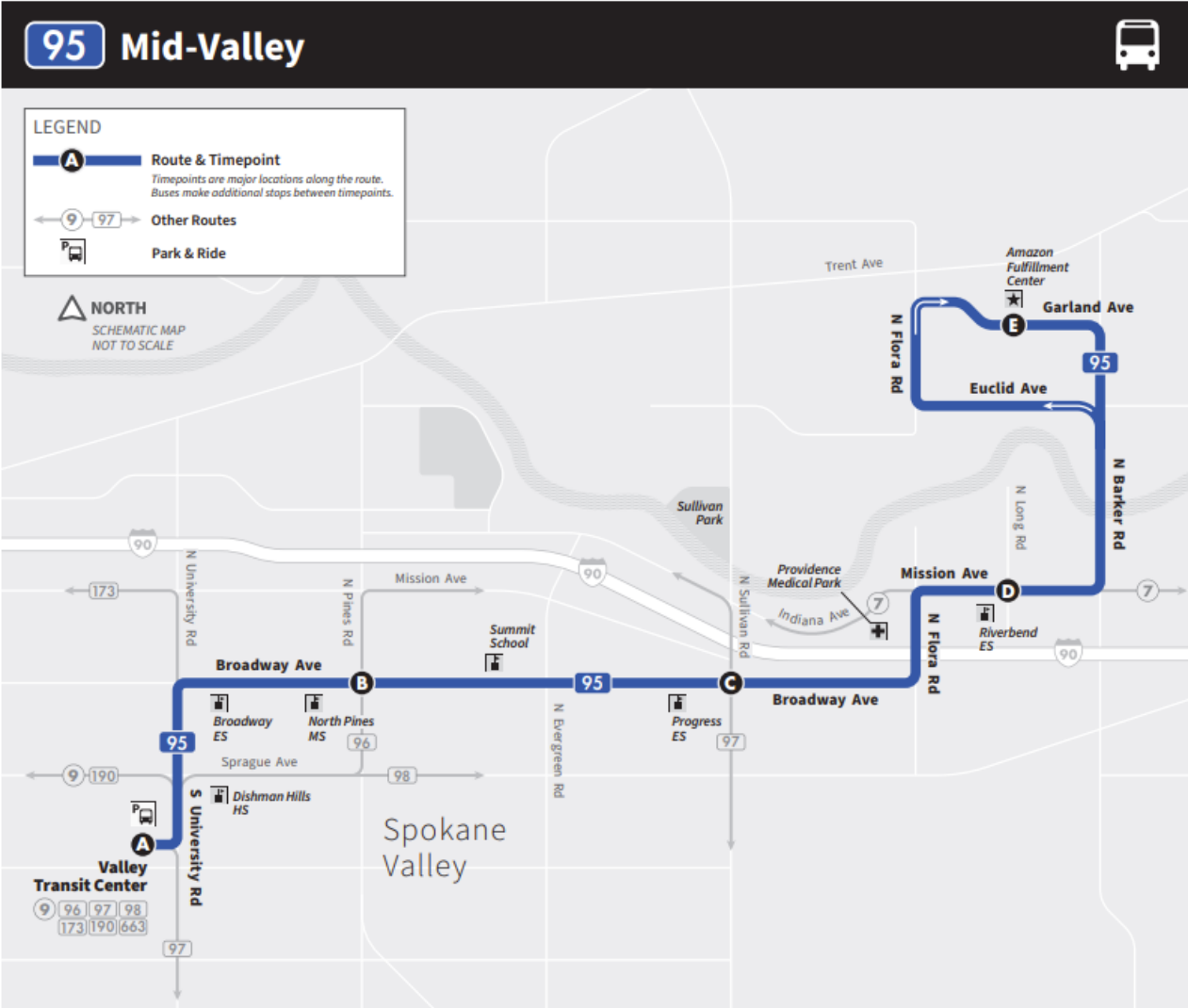
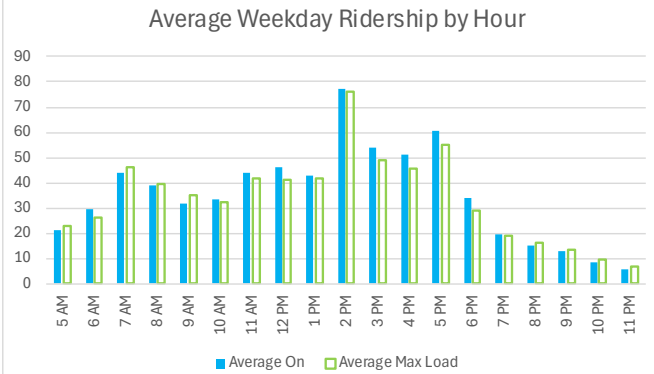
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Route 95: Mid-Valley

2025 Route Indicators	
One Way Route Length (Miles)	9.51
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	10,350
Annual Unallocated Cost	\$1,628,561.62
Total Ridership	115,908
Boardings Per Revenue Hour	11.20
Average Weekday Ridership	378.6
Annual Fare Revenue	\$80,146.57

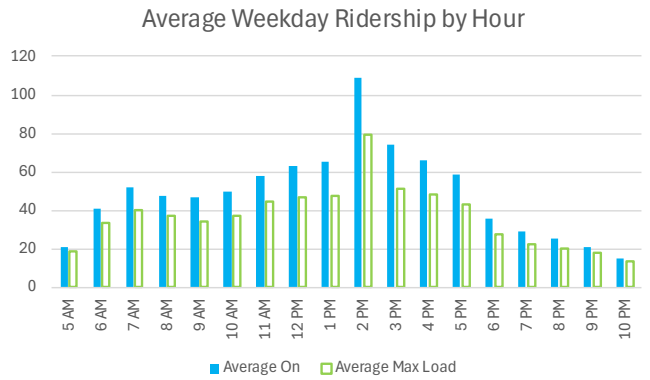


Route 95: Mid-Valley

Outbound to Garland @ Amazon	Average Weekday		Inbound to Valley Transit Center	Average Weekday	
	On	Off		On	Off
Valley Transit Center Bay 2	116	0	Garland @ Amazon	33	0
University @ Main	7	2	Barker @ Bridgeport	3	1
University @ Broadway	8	8	Barker @ Euclid	1	0
Broadway @ Pierce	4	2	Barker @ Hall	3	0
Broadway @ Bowdish	4	4	Barker @ Indiana	2	0
Broadway @ Perrine	9	8	Barker @ Mission	2	1
Broadway @ Pines	7	8	Mission @ Long	3	4
Broadway @ Vercler	9	9	Mission @ Arc	1	1
Broadway @ McDonald	8	15	Flora @ Mission	6	1
Broadway @ Blake	2	3	Broadway @ Flora	4	1
Broadway @ Evergreen	2	5	Broadway @ Conklin	8	2
Broadway @ Best	1	3	Broadway @ Moore	18	5
Broadway @ Adams	1	3	Broadway @ Sullivan	11	5
Broadway @ Progress	1	2	Broadway @ Progress	4	1
Broadway @ Sullivan	5	17	Broadway @ Adams	2	1
Broadway @ Moore	5	22	Broadway @ Best	3	1
Broadway @ Conklin	3	6	Broadway @ Evergreen	4	2
Broadway @ Flora	1	4	Broadway @ Blake	4	1
Flora @ Mission	1	8	Broadway @ McDonald	12	7
Mission @ Arc	1	2	Broadway @ Vercler	9	8
Mission @ Long	6	4	Broadway @ Pines	5	7
Barker @ Mission	1	4	Broadway @ Perrine	8	12
Barker @ Indiana	0	2	Broadway @ Bowdish	5	3
Barker @ Jackson	1	3	Broadway @ Pierce	2	4
Barker @ Euclid	1	5	University @ Broadway	5	7
Flora @ Euclid	4	5	University @ Main	1	5
Flora @ Wagstaff	2	1	University @ Sprague	1	10
Garland @ Amazon	0	33	Valley Transit Center Bay 1	0	100
			Valley Transit Center Bay 2	0	2
	209	186		161	192

Route 96: Pines/Sullivan

2025 Route Indicators	
One Way Route Length (Miles)	7.77
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	12,123
Annual Unallocated Cost	\$1,907,581.30
Total Ridership	133,886
Boardings Per Revenue Hour	11.04
Average Weekday Ridership	440.8
Annual Fare Revenue	\$101,163.10

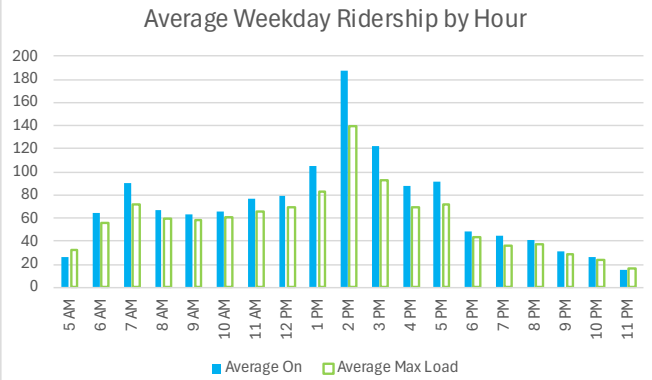


Route 96: Pines/Sullivan

Outbound to Evergreen @ Trent	Average Weekday		Inbound to Valley Transit Center	Average Weekday	
	On	Off		On	Off
Valley Transit Center Bay 10	95	0	Evergreen @ Trent	11	0
Sprague @ University	9	1	Wellesley @ Evergreen	1	1
Sprague @ Gillis	1	1	Wellesley @ Progress	3	1
Sprague @ Bowdish	3	8	Sullivan @ Wellesley	19	4
Sprague @ Fox	1	3	Sullivan @ Trent	1	0
Sprague @ Perrine	3	6	Sullivan @ Kiernan	15	0
Pines @ Sprague	19	25	Sullivan @ Euclid Avenue	5	0
Pines @ Main	1	2	Sullivan @ Marietta	8	1
Pines @ Valleyway	1	3	Sullivan @ Central Pre-Milesx light	1	0
Pines @ Alki	1	3	Indiana @ Hanson Center	9	9
Pines @ Broadway	2	10	Indiana @ Valley Mall (Best Buy)	3	1
Pines @ Desmet	2	6	Indiana @ Valley Mall (Black Angus)	11	18
Pines @ Sinto	2	6	Evergreen @ Indiana	13	3
Mission @ Pines	6	17	Mission @ Mamer	1	1
Mission @ Houk	1	3	Mission @ Blake	2	0
Mission @ Vercler (Valley Hospital)	2	3	Mission @ Whimsical Pig	14	4
Mission @ Woodlawn	0	3	Mission @ McDonald	3	2
Mission @ McDonald	3	7	Mission @ Woodlawn	2	0
Mission @ 13320 E	4	6	Mission @ Vercler (Valley Hospital)	6	2
Mission @ Blake	0	1	Pines @ Maxwell	18	7
Mission @ Mamer	1	2	Pines @ Boone	4	2
Indiana @ Evergreen	8	17	Pines @ Broadway	13	3
Indiana @ Valley Mall	4	9	Pines @ Alki	2	1
Indiana @ Valley Mall (Olive Garden)	3	3	Pines @ Valleyway	6	2
Indiana @ Hanson Center Eastbound	8	9	Pines @ Main	1	2
Central Pre-Milesx light	0	2	Sprague @ Pines	32	17
Sullivan @ Marietta	0	7	Sprague @ Perrine	3	2
Sullivan @ Fairview	0	1	Sprague @ Fox	5	2
Sullivan @ Euclid	0	3	Sprague @ Bowdish	4	1
Sullivan @ Tire Rama	1	13	Sprague @ Moffitt	1	1
Sullivan @ Kiernan	0	6	University @ Sprague	1	12
Evergreen @ Trent	0	12	Valley Transit Center Bay 9	0	73
	184	196		217	172

Route 97: South Valley

2025 Route Indicators	
One Way Route Length (Miles)	9.75
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	12,101
Annual Unallocated Cost	\$1,904,087.42
Total Ridership	200,190
Boardings Per Revenue Hour	16.54
Average Weekday Ridership	653.1
Annual Fare Revenue	\$108,587.32

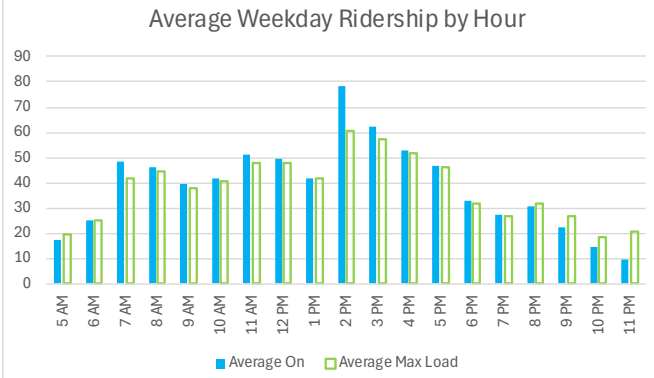


Route 97: South Valley

Outbound to Mirabeau Transit Center	Average Weekday		Inbound to Valley Transit Center	Average Weekday	
	On	Off		On	Off
Valley Transit Center Bay 1	155	0	Mirabeau Transit Center Bay 3	27	0
University @ 6th	1	0	Indiana @ Evergreen	8	14
University @ 8th	3	4	Indiana @ Valley Mall	10	9
University @ 13th	6	6	Indiana @ Valley Mall (Olive Garden)	7	4
University @ 16th	7	6	Indiana @ Hanson Center Eastbound	12	6
University @ 20th	1	2	Sullivan @ Mission	5	22
University @ 24th	1	2	Sullivan @ Broadway	14	21
University @ 28th	2	2	Sullivan @ Valleyway	3	8
University @ 30th	1	1	Sullivan @ Sprague	14	33
32nd @ University	6	13	Sullivan @ 4th	13	15
32nd @ Pierce	5	4	Sullivan @ 8th	20	8
32nd @ Bowdish	6	4	Sullivan @ 12th	1	1
32nd @ Fox	1	1	Sullivan @ 16th	2	4
32nd @ Pines (U High)	12	20	16th @ Progress	3	5
32nd @ Collins	4	9	16th @ Adams	2	5
32nd @ Woodlawn	2	1	16th @ E. 14204	2	3
32nd @ Clinton	5	6	Evergreen @ 16th	3	4
32nd @ Mamer	7	11	Evergreen @ 20th	1	2
Evergreen @ 32nd	1	1	Evergreen @ 24th	2	2
Evergreen @ 28th	2	1	Evergreen @ 30th	1	1
Evergreen @ 24th	2	3	Evergreen @ 32nd	2	1
Evergreen @ 20th	3	1	32nd @ Mamer	9	5
16th @ Evergreen	6	5	32nd @ SR 27	2	1
16th @ 14210 E	1	1	32nd @ Clinton	7	4
16th @ Adams	4	2	32nd @ Woodlawn	2	2
16th @ Progress	4	3	32nd @ Collins	7	4
Sullivan @ 16th	4	3	32nd @ Pines (U High)	26	10
Sullivan @ 11th	1	2	32nd @ Fox	2	1
Sullivan @ 8th	8	12	32nd @ Bowdish	5	6
Sullivan @ 4th	26	13	32nd @ Pierce	3	4
Sullivan @ Sprague	31	16	32nd @ University	11	7
Sullivan @ Valleyway	6	2	University @ 30th	1	0
Sullivan @ Broadway	37	24	Universtiy @ 28th	1	2
Indiana @ Hanson Center	7	12	University @ 24th	2	1
Indiana @ Valley Mall (Best Buy)	2	7	University @ 20th	3	1
Indiana @ Valley Mall (Black Angus)	18	14	University @ 16th	5	7
Indiana @ Evergreen	9	4	University @ 13th	4	6
Mirabeau Transit Center Bay 4	0	32	University @ 9th	2	3
	398	251	University @ 7th	0	1
			Valley Transit Center Bay 2	0	152
			243	386	

Route 98: Greenacres/Liberty Lake

2025 Route Indicators	
One Way Route Length (Miles)	8.2
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	32
Annual Revenue Hours	11,548
Annual Unallocated Cost	\$1,817,157.33
Total Ridership	158,301
Boardings Per Revenue Hour	13.71
Average Weekday Ridership	514.0
Annual Fare Revenue	\$115,631.52

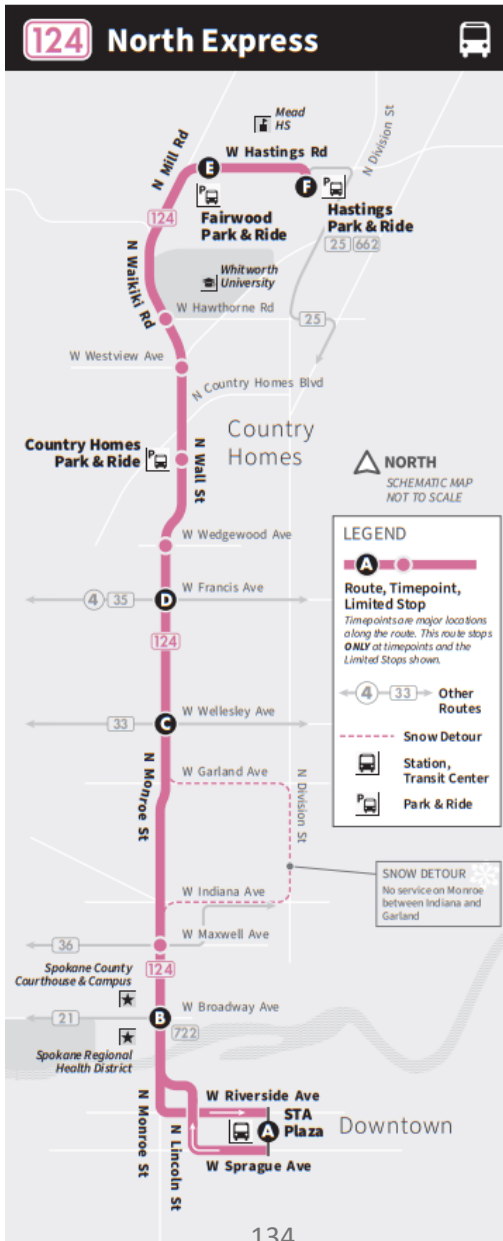
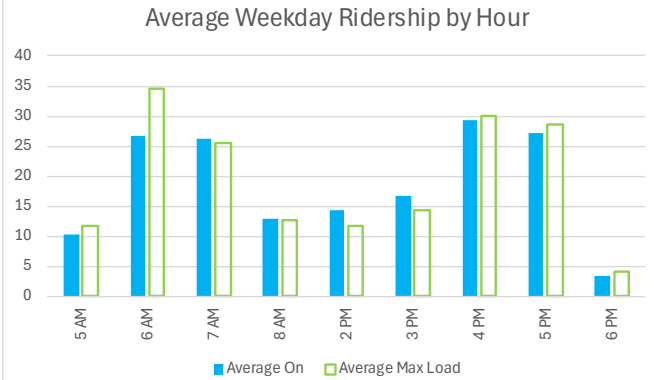


Route 98: Greenacres/Liberty Lake

Outbound	Average Weekday		Inbound	Average Weekday	
	to Liberty Lake Park & Ride	On		Off	to Valley Transit Center
Valley Transit Center Bay 8	109	0	Liberty Lake Park & Ride Bay 2	17	0
Sprague @ University	10	2	Liberty Lake Park & Ride Bay 3	45	0
Sprague @ Gillis	1	1	Country Vista @ Lib Lk Rd	1	0
Sprague @ Bowdish	5	10	Country Vista @ Stanford	4	0
Sprague @ Fox	1	3	Country Vista @ Whitman	2	1
Sprague @ Perrine	2	8	Country Vista @ Legacy Ridge	2	1
Sprague @ Pines	17	30	Country Vista @ Kramer	1	0
Sprague @ 12816 E (DMV)	4	11	Country Vista @ Ridgeline HS	11	3
Sprague @ McDonald	10	14	Appleway @ Michigan	3	1
Sprague @ Mayhew	2	8	Appleway @ Barker	10	2
Sprague @ Evergreen	6	17	Appleway @ Greenacres	4	1
Sprague @ Best	2	6	Appleway @ Corbin	14	2
Sprague @ Adams	3	8	Sprague @ Flora	4	2
Sprague @ Progress	1	11	Sprague @ 16713 E (Eagles)	1	0
Sprague @ Sullivan	13	42	Sprague @ Conklin	15	9
Sprague @ 15808 E (Zips)	1	4	Sprague @ 15915 E	4	1
Sprague @ Conklin	9	13	Sprague @ 15800 E (Fred Meyer)	3	5
Sprague @ 16720 E	0	2	Sprague @ Sullivan	37	11
Sprague @ Flora	2	4	Sprague @ Progress	11	2
Appleway @ Corbin	1	11	Sprague @ Adams	10	3
Appleway @ Greenacres	1	5	Sprague @ Best	4	2
Appleway @ Barker	3	9	Sprague @ Evergreen	20	6
Appleway @ Michigan	2	3	Sprague @ Mayhew	4	2
Country Vista @ Ridgeline HS	4	9	Sprague @ McDonald	18	10
Country Vista @ Kramer	0	1	Sprague @ 12805 E (DMV)	11	3
Country Vista @ Legacy Ridge	1	3	Sprague @ Pines	29	16
Country Vista @ Whitman	0	4	Sprague @ Perrine	4	2
Country Vista @ Stanford	0	2	Sprague @ Fox	6	3
Country Vista @ Liberty Lake Rd	0	3	Sprague @ Bowdish	4	2
Liberty Lake Park & Ride Bay 2	0	10	Sprague @ Moffitt	1	3
Liberty Lake Park & Ride Bay 3	0	46	University @ Sprague	1	12
	210	297	Valley Transit Center Bay 3	0	6
			Valley Transit Center Bay 9	0	66
				300	176

Route 124: North Express

2025 Route Indicators	
One Way Route Length (Miles)	8.9
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	4,052
Annual Unallocated Cost	\$637,595.29
Total Ridership	44,036
Boardings Per Revenue Hour	10.87
Average Weekday Ridership	173.2
Annual Fare Revenue	\$41,121.27

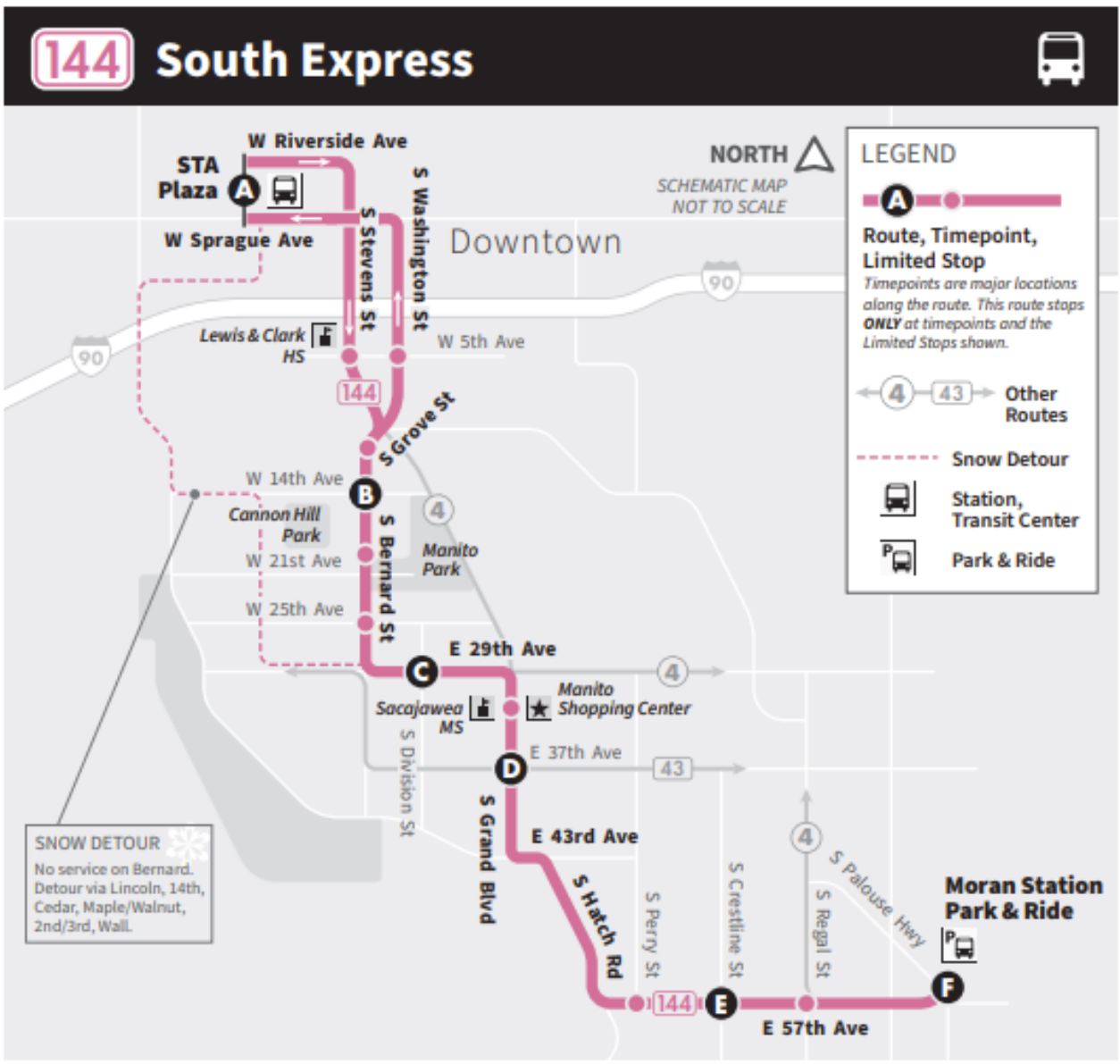
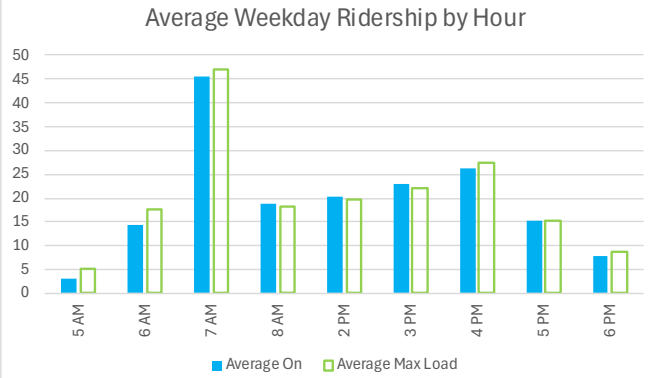


Route 124: North Express

Outbound to Hastings Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 13	43	0	Hastings P&R Bay 4	33	0
Monroe @ Broadway	11	2	Hastings @ Fairwood Center	16	1
Monroe @ Maxwell	9	2	Waikiki @ Hawthorne	4	0
Monroe @ Wellesley	10	7	Wall @ Westview	4	0
Monroe @ Francis	2	6	Wall @ Country Homes Blvd	8	1
Monroe @ Wedgewood	0	7	Monroe @ Wedgewood	6	0
Wall @ Country Homes Blvd	1	7	Monroe @ Francis	6	2
Wall @ Westview	0	3	Monroe @ Wellesley	7	10
Waikiki @ Hawthorne	0	2	Monroe @ Maxwell	7	9
Hastings @ Fairwood Center	2	14	Monroe @ Broadway	3	12
Hastings Park & Ride Bay 1	0	15	Plaza Bay 2	0	5
Hastings Park & Ride Bay 3	0	3	Plaza Bay 3	0	3
Hastings P&R Bay 4	0	13	Plaza Bay 4	0	9
	79	83	Plaza Bay 7	0	31
				94	82

Route 144: South Express

2025 Route Indicators	
One Way Route Length (Miles)	7.02
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	4,261
Annual Unallocated Cost	\$670,531.40
Total Ridership	56,315
Boardings Per Revenue Hour	13.22
Average Weekday Ridership	221.2
Annual Fare Revenue	\$38,799.13

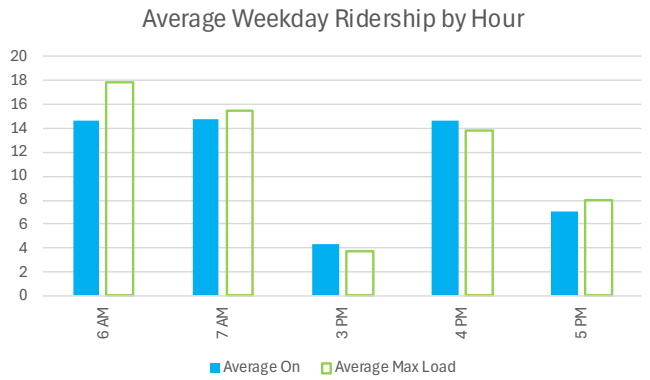


Route 144: South Express

Outbound to Moran Station	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 4	42	0	Moran Station P&R Bay 1	23	0
Stevens @ Sprague	4	1	57TH @ REGAL	11	0
Stevens @ 4th	70	3	57th @ Crestline	6	0
Grove @ 12th	0	2	57th @ Perry	4	1
Bernard @ 14th	3	7	Grand @ 38th	14	0
Bernard @ 20th	1	5	Grand @ 31st	13	2
Bernard @ 25th	1	8	29th @ Division	8	0
29th @ Division	0	10	Bernard @ 25th	8	2
Grand @ 31st	2	14	Bernard @ 20th	4	2
Grand @ 38th	1	14	Bernard @ 14th	4	2
57th @ Perry	1	4	Grove @ Sumner	1	0
57th @ Crestline	0	5	Washington @ 4th	2	38
57th E @ Regal	0	10	Sprague @ Stevens	0	6
Moran Station P&R Bay 1	0	19	Plaza Bay 13	0	39
	124	101		98	91

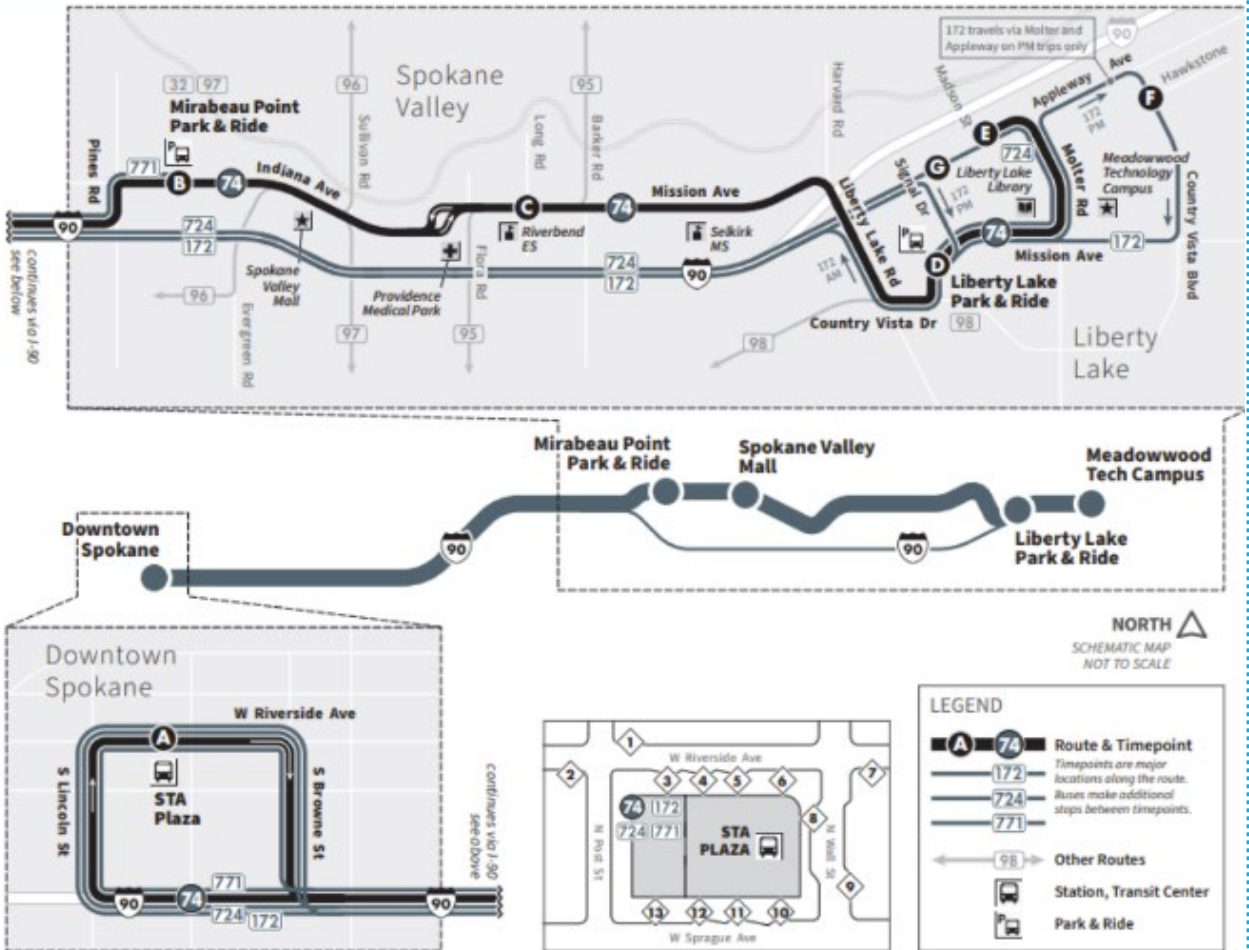
Route 172: Liberty Lake Express

2025 Route Indicators	
One Way Route Length (Miles)	19.89
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	1,237
Annual Unallocated Cost	\$194,689.35
Total Ridership	11,955
Boardings Per Revenue Hour	9.66
Average Weekday Ridership	66
Annual Fare Revenue	\$16,783.10



Discontinued 09/20/2025

172 Liberty Lake Express

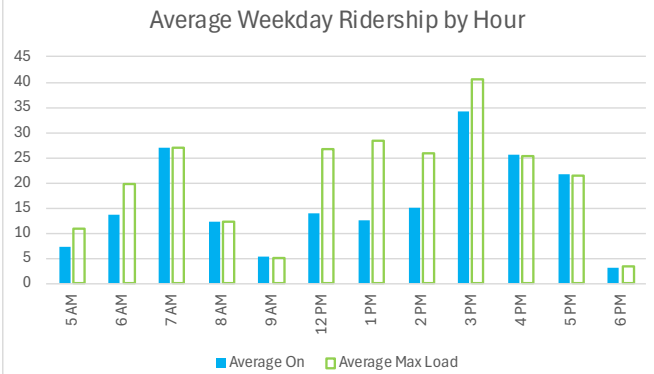


Route 172: Liberty Lake Express

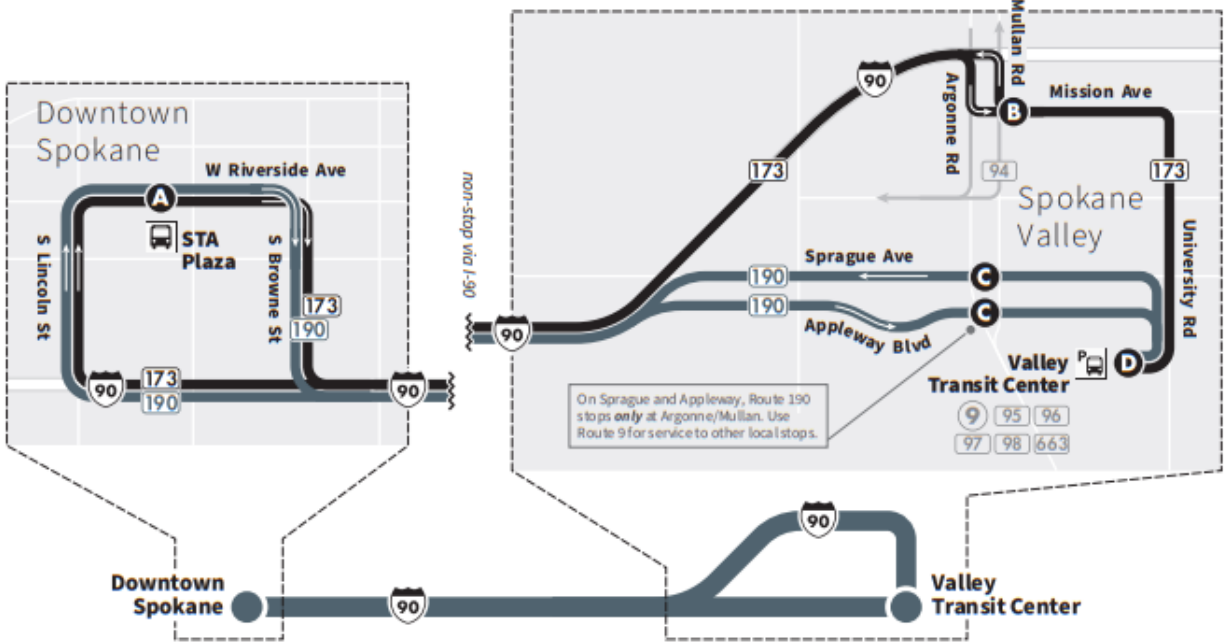
Outbound to Liberty Lake Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 3	25	0	Country Vista @ Hawkstone	1	0
Riverside @ Washington	3	0	Mission @ Country Vista	1	0
I90 @ Division EB	0	0	Mission @ Malvern	0	0
I90 @ Argonne EB	0	0	Mission @ Madson	0	0
Appleway @ Meadowood Ln	0	3	Liberty Lake Park & Ride Bay 1	27	1
Appleway @ Signal	0	0	Country Vista @ Lib Lk Rd	0	0
Signal @ Mission	0	0	Lib Lk Rd @ Country Vista (McDonalds)	0	0
Liberty Lake Park & Ride Bay 1	2	27	I90 @ Argonne WB	0	0
Mission @ Signal	0	0	I90 @ Division WB	0	0
Mission @ Homestead Dr	0	0	Lincoln @ 2nd	0	2
Mission @ E 23102	0	0	Lincoln @ Sprague	0	1
Mission @ E 23400	0	0	Plaza Bay 2	0	20
Molter @ Mission	0	0	Plaza Bay 3	0	7
Molter @ Meadowood Tech Park	0	0		29	31
Country Vista @ Hawkstone	0	1			
Mission @ Country Vista	0	1			
Mission @ Malvern	0	0			
Mission @ Madson	0	0			
Liberty Lake Park & Ride Bay 2	0	6			
	31	38			

Route 173: VTC Express

2025 Route Indicators	
One Way Route Length (Miles)	10.01
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	3,579
Annual Unallocated Cost	\$563,172.00
Total Ridership	41,401
Boardings Per Revenue Hour	11.57
Average Weekday Ridership	163.0
Annual Fare Revenue	\$34,748.24



173 VTC Express 190 Valley Express



NORTH

Schematic Map NOT TO SCALE

LEGEND

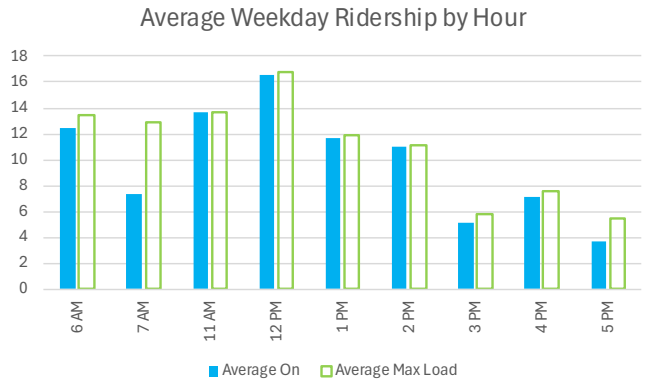
- A 173** Route & Timepoint
Timepoints are major locations along the route. Buses make additional stops between timepoints.
- 190** Other Routes
- 9 94** Station, Transit Center
- P** Park & Ride

Route 173: VTC Express

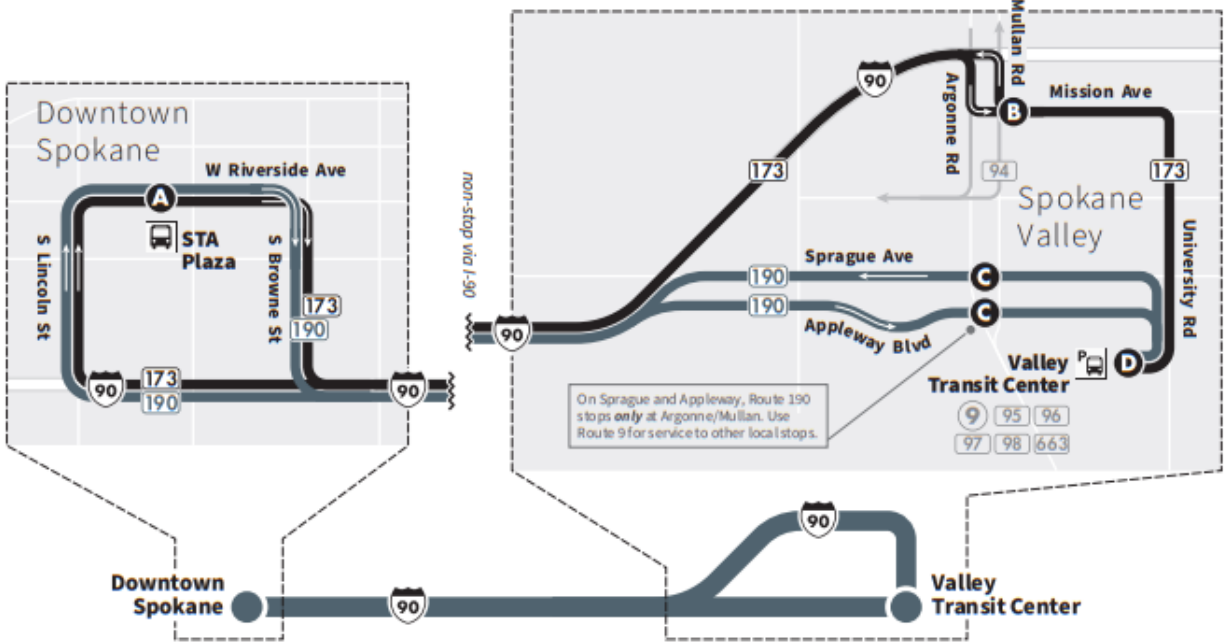
Outbound to Valley Transit Center	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 3	52	0	Valley Transit Center Bay 7	69	0
Riverside @ Washington	2	0	University @ Main	5	0
I90 @ Division EB	0	0	University @ Broadway	5	1
I90 @ Argonne EB	0	0	University @ Boone	2	0
Mission @ Mullan	3	3	University @ Maxwell	0	0
Mission @ Locust	1	1	Mission @ University	4	1
Mission @ Woodruff	0	0	Mission @ Raymond	1	1
Mission @ Herald	0	1	Mission @ Felts	3	1
Mission @ Felts	0	2	Mission @ Herald	2	1
Mission @ Oberlin	1	1	Mission @ Woodruff	2	0
University @ Mission	0	2	Mission @ Locust	1	0
University @ Sinto	0	0	Mission @ Mullan	5	4
University @ Boone	0	2	I90 @ Argonne WB	0	0
University @ Broadway	1	4	I90 @ Division WB	0	0
University @ Main	0	3	Lincoln @ 2nd	2	4
University @ Sprague	0	5	Lincoln @ Sprague	0	5
Valley Transit Center Bay 6	0	3	Plaza Bay 2	0	20
Valley Transit Center Bay 7	0	42	Plaza Bay 3	0	45
	59	70	Plaza Bay 6	0	4
			Plaza Bay 7	0	1
			102	86	

Route 190: Valley Express

2025 Route Indicators	
One Way Route Length (Miles)	8.3
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	1,432
Annual Unallocated Cost	\$225,365.94
Total Ridership	16,395
Boardings Per Revenue Hour	11.45
Average Weekday Ridership	64.5
Annual Fare Revenue	\$10,883.10



173 VTC Express 190 Valley Express



NORTH
SCHEMATIC MAP
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LEGEND

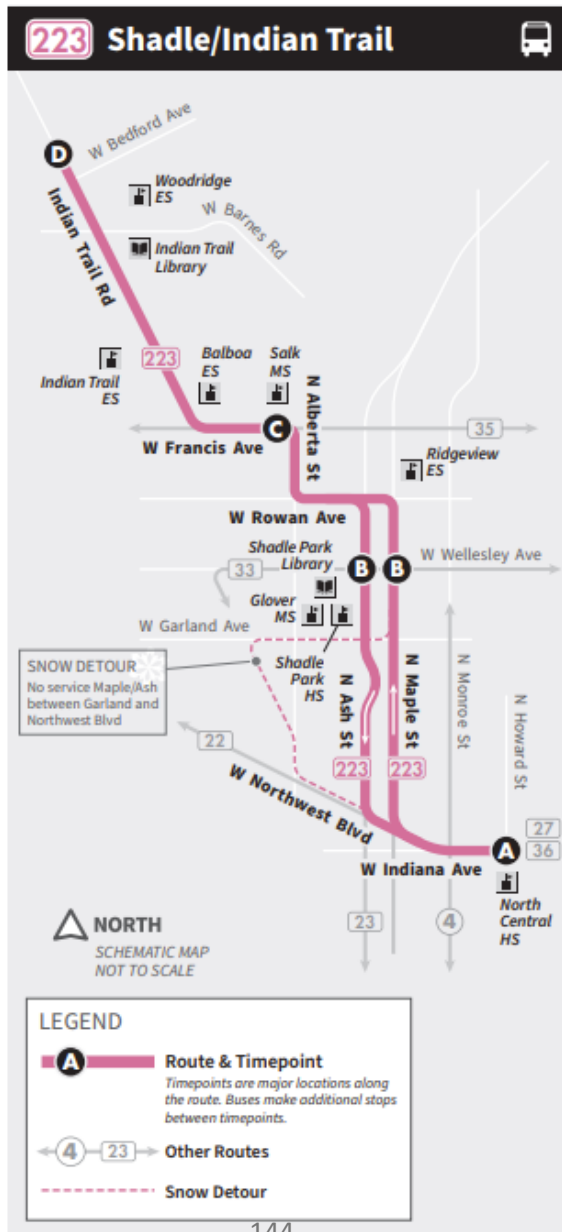
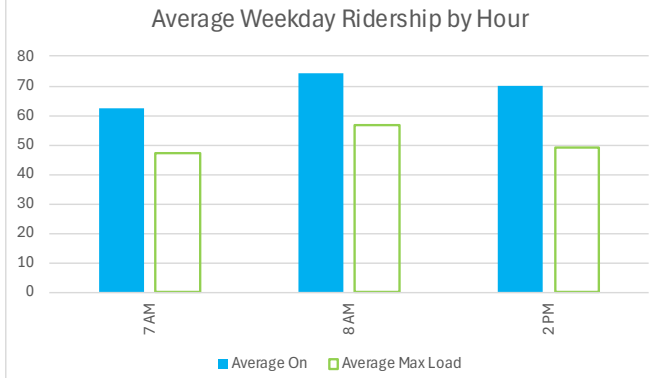
- A 173** Route & Timepoint
Timepoints are major locations along the route. Buses make additional stops between timepoints.
- 190** Route & Timepoint
- 9 94** Other Routes
- Station, Transit Center
- Park & Ride

Route 190: Valley Express

Outbound to Valley Transit Center	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 3	41	0	Valley Transit Center Bay 6	19	0
Riverside @ Washington	1	0	Sprague @ Mullan	1	0
Appleway @ Dishman Mica	1	1	Lincoln @ 2nd	0	2
Valley Transit Center Bay 2	0	2	Lincoln @ Sprague	0	3
Valley Transit Center Bay 6	0	13	Plaza Bay 3	0	2
Valley Transit Center Bay 7	0	30	Plaza Bay 7	0	12
	43	46		20	18

Route 223: Shadle/Indian Trail

2025 Route Indicators	
One Way Route Length (Miles)	7.81
Typical Vehicle Length (Feet)	60
Typical Seat Capacity	62
Annual Revenue Hours	206
Annual Unallocated Cost	\$32,432.71
Total Ridership	24,786
Boardings Per Revenue Hour	120.25
Average Weekday Ridership	71.0
Annual Fare Revenue	\$279.18

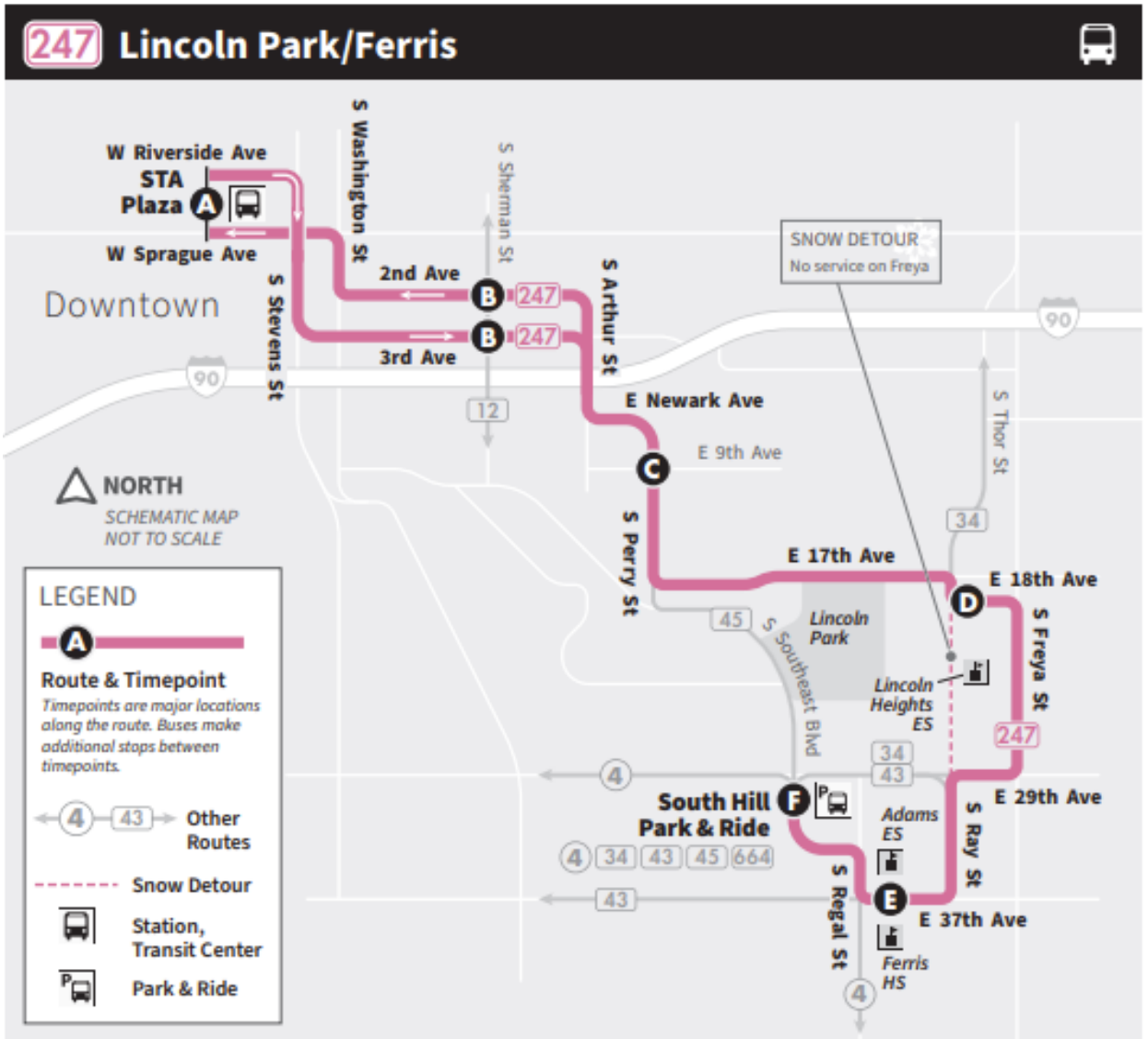
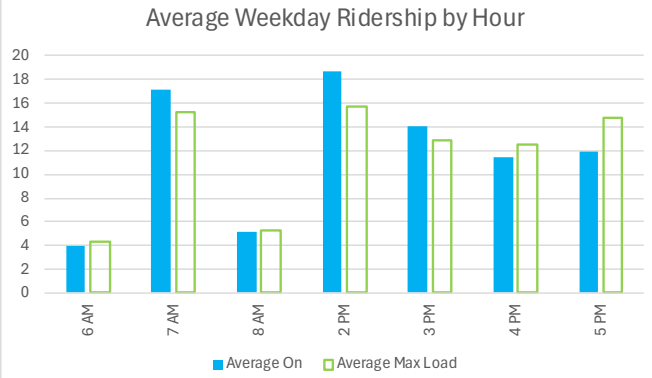


Route 223: Shadle/Indian Trail

Outbound to Indian Trail	Average Weekday		Inbound to North Central HS	Average Weekday	
	On	Off		On	Off
Indiana @ Howard	25	0	Leave Indian Trail End of the	3	0
Maple @ York	0	4	Line		
Maple @ Chelan	0	0	Indian Trail @ Bedford	6	0
Maple @ Grace	0	2	Indian Trail @ Ridgecrest	3	0
Maple @ Glass	0	2	Indian Trail @ Comanche	3	0
Maple @ Garland	2	1	Indian Trail @ Navaho	2	0
Maple @ Lacrosse	1	0	Indian Trail @ Shawnee	8	0
Maple @ Longfellow	8	1	Indian Trail @ Barnes	12	0
Maple @ Wellesley	11	2	Indian Trail @ Lowell	5	0
Maple @ Queen	0	0	Indian Trail @ Pacific Park	3	0
Maple @ Everett	0	0	Indian Trail @ Kathleen	2	0
Rowan @ Ash	0	2	Indian Trail @ Excell	0	0
Rowan @ Cannon	0	0	Indian Trail @ Fleming	2	0
Rowan @ Belt	0	0	Indian Trail @ Weile	1	0
Rowan @ Nettleton	0	2	Indian Trail @ Woodside	3	0
Rowan @ Alberta	0	2	Indian Trails @ N 3233 (Yokes)	6	0
Alberta @ Columbia	0	2	Indian Trail @ Francis	2	0
Alberta @ Francis (Decatur)	0	1	Francis @ A Street	1	0
Francis @ Alberta	0	3	Francis @ Alberta	6	1
Francis @ A Street	0	1	Alberta @ Decatur	1	0
Francis @ Indian Trail	0	2	Alberta @ Columbia	1	0
Indian Trail @ Holyoke	0	2	Rowan @ Alberta	5	0
Indian Trail @ Woodside	0	1	Rowan @ Belt	0	0
Indian Trail @ Weile	0	1	Rowan @ Cannon	1	0
Indian Trail @ Fleming	0	0	Rowan @ Ash	2	0
Indian Trail @ Excell Ave	0	1	Ash @ Everett	0	0
Indian Trail @ Kathleen	0	0	Ash @ Queen	0	0
Indian Trail @ Strong Rd	0	2	Ash @ Wellesley	1	5
Indian Trail @ Lowell	0	2	Ash @ Longfellow	7	64
Indian Trail @ Barnes	0	4	Ash @ Lacrosse	0	0
Indian Trail @ Shawnee	0	2	Ash @ Garland	3	0
Indian Trail @ Navaho	0	0	Ash @ Glass	3	0
Indian Trail @ Comanche	0	1	Ash @ Grace	8	0
Indian Trail @ Ridgecrest	0	0	Indiana @ Howard	0	30
Indian Trail @ Bedford	0	1			
Leave Indian Trail End of the Line	0	1			
	48	47		97	101

Route 247: Lincoln Heights/Ferris

2025 Route Indicators	
One Way Route Length (Miles)	6.71
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	1,503
Annual Unallocated Cost	\$236,466.94
Total Ridership	20,505
Boardings Per Revenue Hour	13.64
Average Weekday Ridership	80.7
Annual Fare Revenue	\$8,464.60

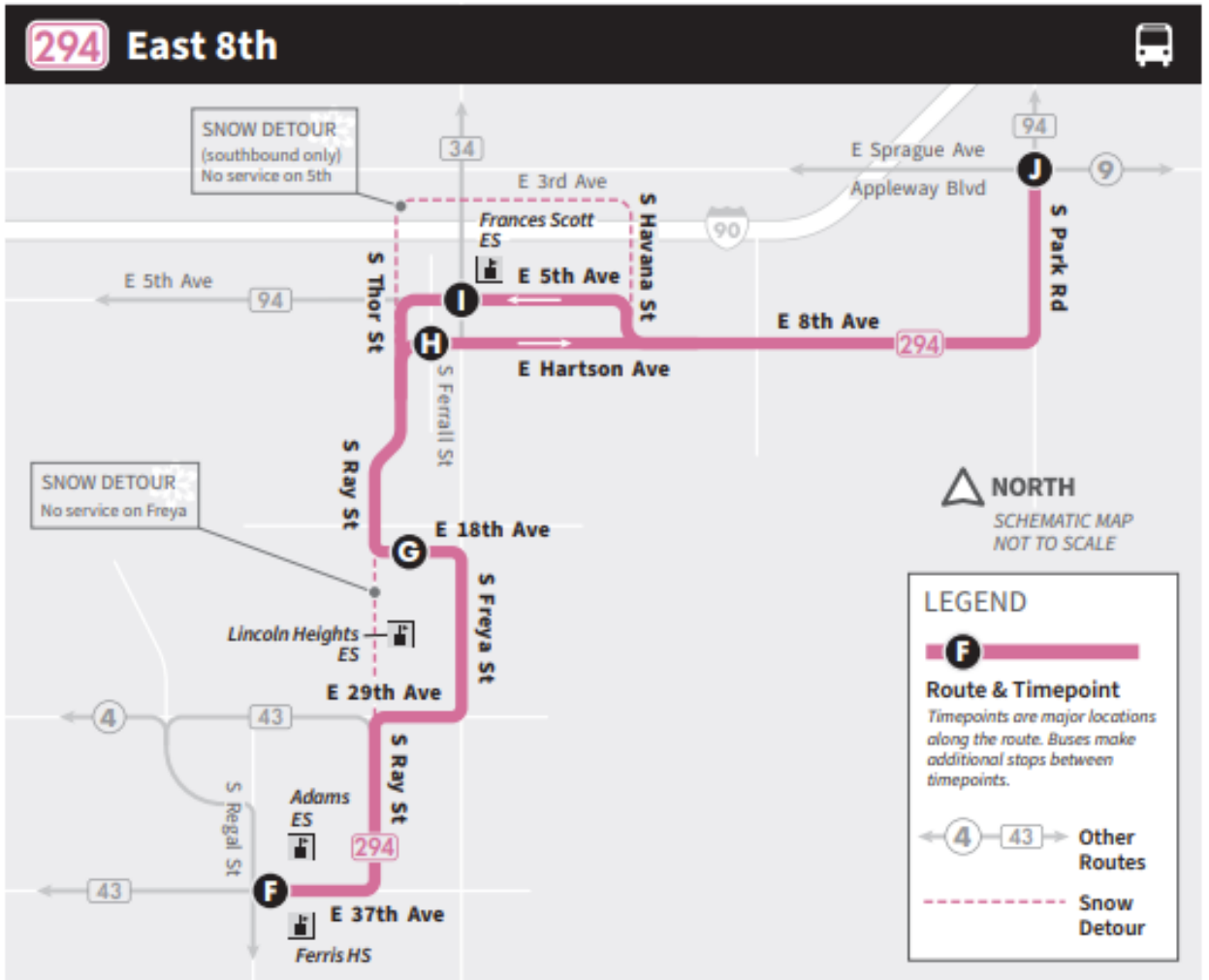
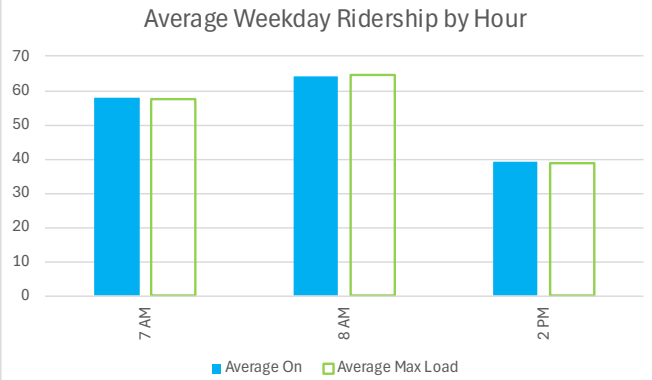


Route 247: Lincoln Heights/Ferris

Outbound to South Hill Park & Ride	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 3	5	0	South Hill Park & Ride Bay 4	6	0
Stevens @ Sprague	0	0	Southeast Blvd @ Regal	0	0
3rd @ Washington	0	0	37th @ Regal	18	1
3rd & Pine	0	1	Ray @ 35th	1	0
3rd @ Cowley	0	2	Ray @ 32nd	0	0
3rd @ Sherman	0	0	29th @ Thor	0	1
3rd @ Sprague Way	0	0	Freya @ 28th	0	1
3rd @ Arthur	0	0	Freya @ 24th	1	1
Arthur @ 5th	1	0	Freya @ 22nd	0	2
Newark @ Laura	0	0	Freya @ Congress	0	0
Perry @ 9th Avenue	1	0	18th @ Freya	0	2
Perry @ 12th	1	0	Ray @ 18th Avenue	1	2
Perry @ 15th	0	0	17th @ Fiske	1	2
17th @ Madelia	1	0	17th @ Cook	2	4
17th @ Cook	2	1	17th @ Madelia	0	1
17th @ Fiske	2	0	Perry @ 17th	0	0
18th @ Ray	2	0	Perry @ 15th	0	0
18th Avenue @ Freya	2	0	Perry @ 11th	2	1
Freya @ Congress	2	0	Perry @ 8th	7	1
Freya @ 22nd	1	0	Newark @ Richard Allen Ct	2	1
Freya @ 24th	1	0	Arthur @ 5th	2	1
Freya @ 28th	1	0	2nd @ Arthur	1	0
Freya @ 29th Avenue	0	0	2nd @ Hatch	1	0
29th @ Thor	0	0	2nd @ Sherman	1	0
Ray @ 32nd	1	0	2nd @ Cowley	3	1
Ray @ 35th	0	13	2nd @ Browne	2	1
37th @ Regal	1	1	2nd @ Washington	1	1
Southeast Blvd @ Regal	0	0	Sprague @ Stevens	0	3
South Hill Park & Ride Bay 4	0	4	Plaza Bay 13	0	28
	24	23		52	55

Route 294: East 8th

2025 Route Indicators	
One Way Route Length (Miles)	6.19
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	285
Annual Unallocated Cost	\$44,842.46
Total Ridership	25,817
Boardings Per Revenue Hour	90.59
Average Weekday Ridership	77.2
Annual Fare Revenue	\$963.81



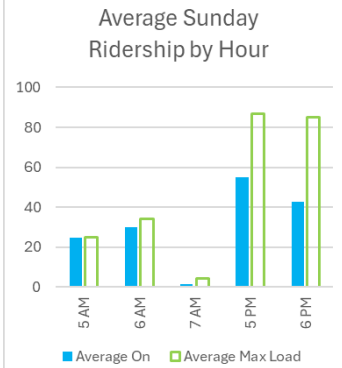
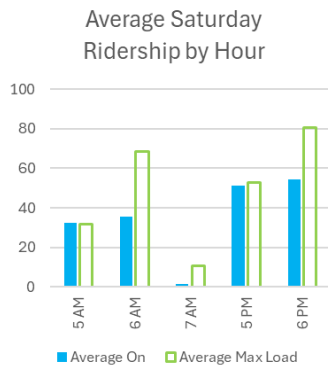
Route 294: East 8th

Outbound to Ferris HS	Average Weekday	
	On	Off
Park @ Sprague	1	0
Park @ 5th	0	0
8th @ Park	6	0
8th @ Coleman	3	0
8th @ Thierman	14	0
8th @ Eastern	5	0
8th @ 6th	3	0
8th @ Woodlawn	1	0
8th @ McKinnon	2	0
8th @ Carnahan	1	0
8th @ Custer	4	0
8th @ Havana	0	0
5th @ Florida	3	0
5th @ Rebecca	7	0
5th @ Freya	0	0
Thor @ Hartson	3	0
Thor @ Hartson	25	0
Thor @ 8th	3	0
Ray @ 15th	2	1
18th @ Ray	0	0
18th Avenue @ Freya	1	0
Freya @ Congress	0	0
Freya @ 22nd	0	0
Freya @ 24th	1	0
Freya @ 28th	0	0
Freya @ 29th Avenue	0	0
29th @ Thor	0	0
Ray @ 32nd	0	0
Ray @ 35th	0	51
Ray @ 35th	0	36
37th @ Regal	0	1
	83	89

Inbound to Park @ Sprague	Average Weekday	
	On	Off
37th @ Regal	27	0
Ray @ 35th	0	0
Ray @ 32nd	0	0
29th @ Thor	0	0
Freya @ 28th	0	0
Freya @ 24th	0	1
Freya @ 22nd	0	1
Freya @ Congress	0	0
18th @ Freya	0	1
Ray @ 18th Avenue	0	0
Ray @ 15th	0	1
Thor @ 8th	0	6
Hartson @ Ferrall	0	3
8th @ Custer	0	3
8th @ Carnahan	0	0
8th @ McKinnon	0	1
8th @ Woodlawn	0	0
8th @ 6th	0	1
8th @ Eastern	0	1
8th @ Thierman	0	3
8th @ Coleman	0	1
8th @ Park	0	1
Park @ 5th	0	0
Park @ 3rd	0	0
Park @ Sprague	0	0
	27	24

Route 633: Geiger Shuttle

2025 Route Indicators	
One Way Route Length (Miles)	12.51
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	345
Annual Unallocated Cost	\$54,286.92
Total Ridership	13,115
Boardings Per Revenue Hour	38.01
Average Weekday Ridership	n/a
Annual Fare Revenue	\$9,724.03



Route 633 operates on weekends only



Route 633: Geiger Shuttle

Outbound to Geiger @ Amazon	Average Saturday	
	On	Off
Plaza Bay 10	9	0
Sprague @ Monroe	0	0
Leave @ Jefferson Lot	0	0
West Plains TC Bay 2	0	0
Geiger @ Amazon	0	8
	9	8

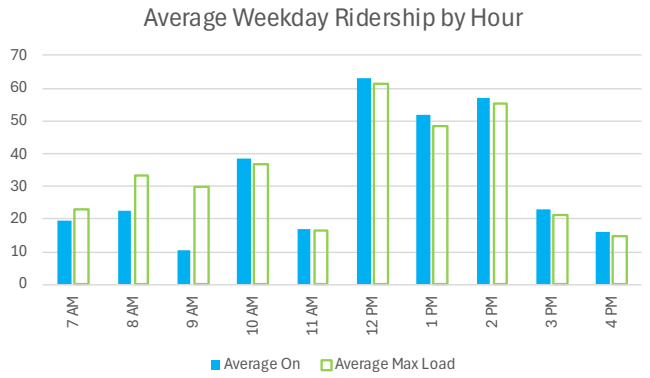
Inbound to Downtown	Average Saturday	
	On	Off
Geiger @ Amazon	7	0
Geiger @ Hayford	0	0
West Plains TC Bay 3	0	1
Walnut @ 5th (Jefferson Lot)	0	0
3rd @ Cedar	0	0
Lincoln @ Sprague	0	1
Plaza Bay 7	0	6
	7	8

Outbound to Geiger @ Amazon	Average Sunday	
	On	Off
Plaza Bay 10	10	0
Sprague @ Monroe	0	0
Leave @ Jefferson Lot	1	0
West Plains TC Bay 2	1	0
Geiger @ Amazon	0	11
	12	11

Inbound to Downtown	Average Sunday	
	On	Off
Geiger @ Amazon	8	0
Geiger @ Hayford	0	0
West Plains TC Bay 3	0	7
Walnut @ 5th (Jefferson Lot)	0	0
3rd @ Cedar	0	0
Lincoln @ Sprague	0	0
Plaza Bay 7	0	2
	8	9

Route 661: EWU Express

2025 Route Indicators	
One Way Route Length (Miles)	16.35
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	62
Annual Revenue Hours	1,211
Annual Unallocated Cost	\$190,559.23
Total Ridership	23,005
Boardings Per Revenue Hour	19.00
Average Weekday Ridership	90.6
Annual Fare Revenue	\$4,500.21

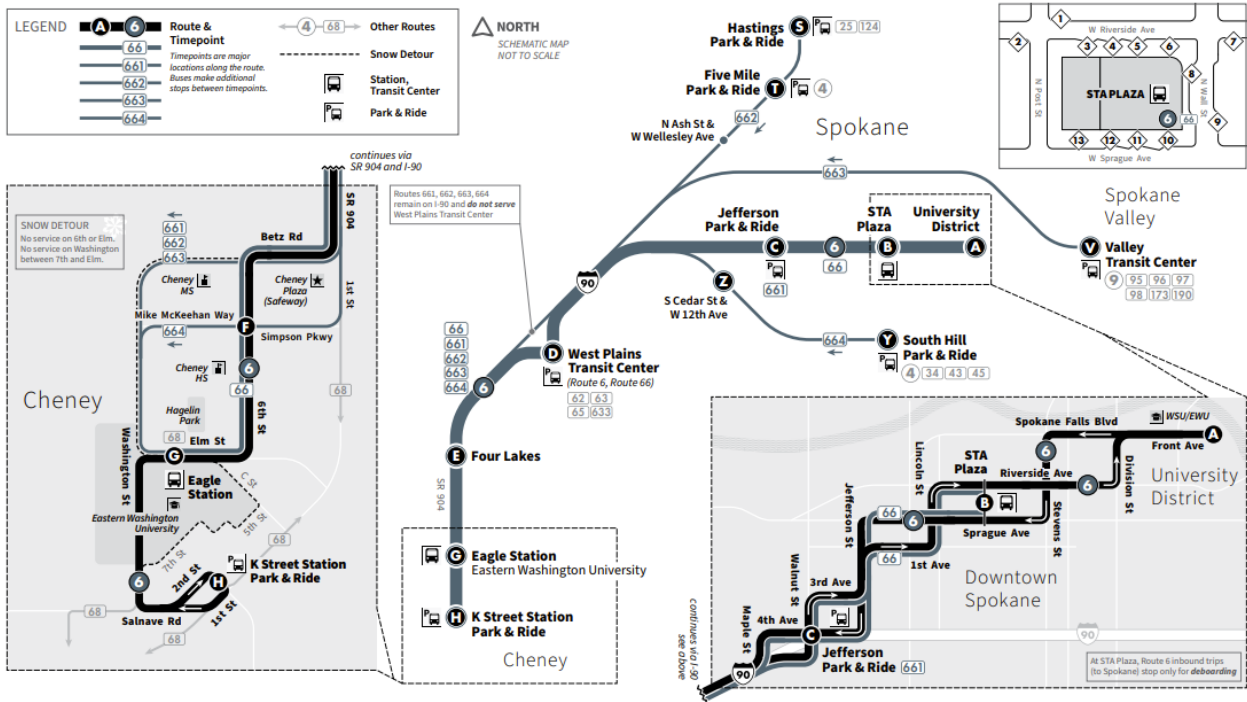


6 **Cheney**

66 EWU
661 EWU Express

662 EWU North Express
663 EWU VTC Express

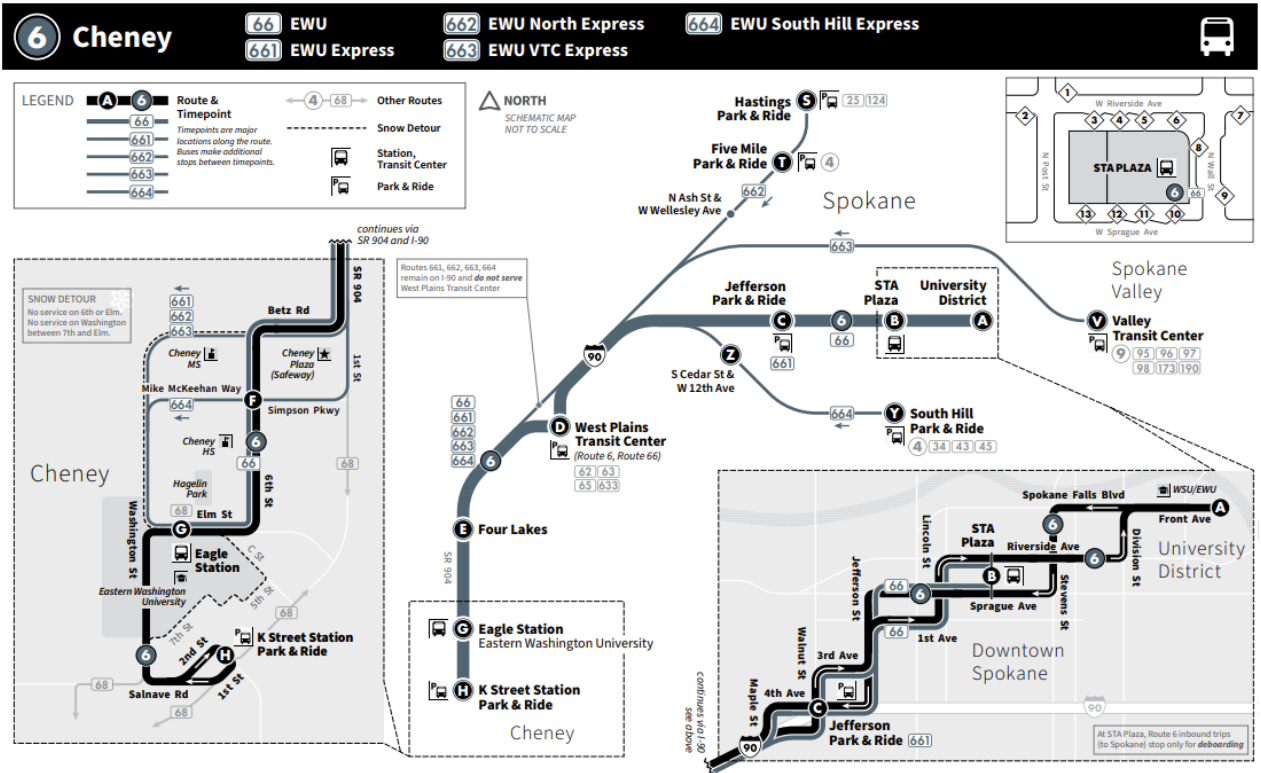
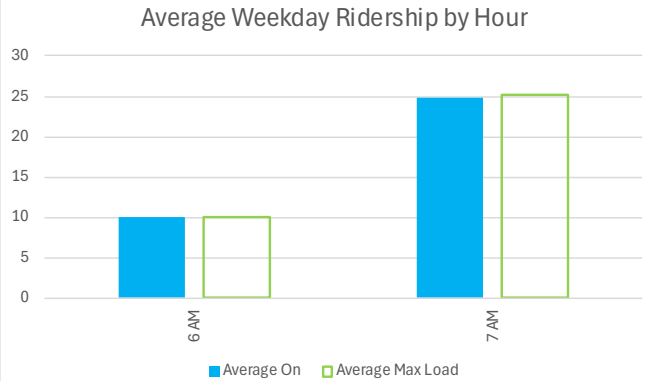
664 EWU South Hill Express



Outbound to EWU	Average Weekday	
	On	Off
Leave @ Jefferson Lot	30	0
SR 904 @ 1st (Four Lakes)	0	0
Betz @ Al Ogdon Way	0	0
Eagle Station Bay 2	0	29
	30	29

Route 662: EWU North Express

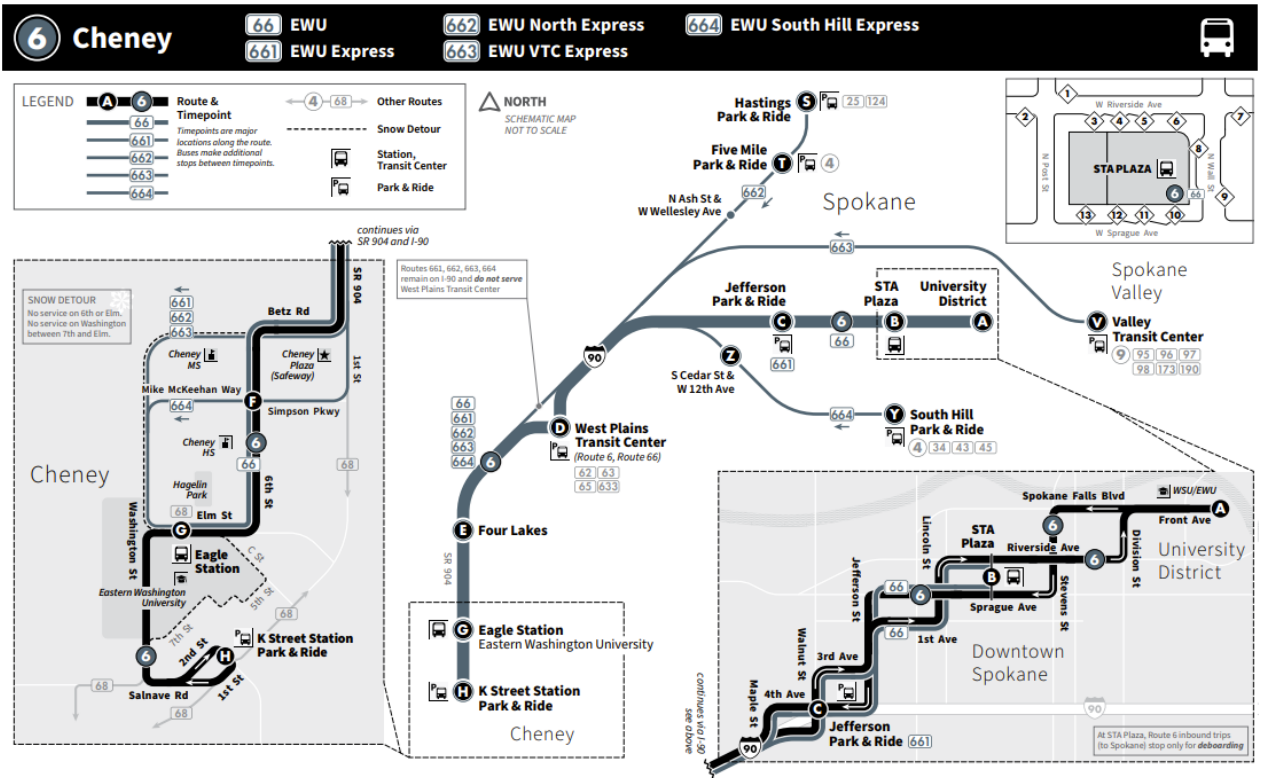
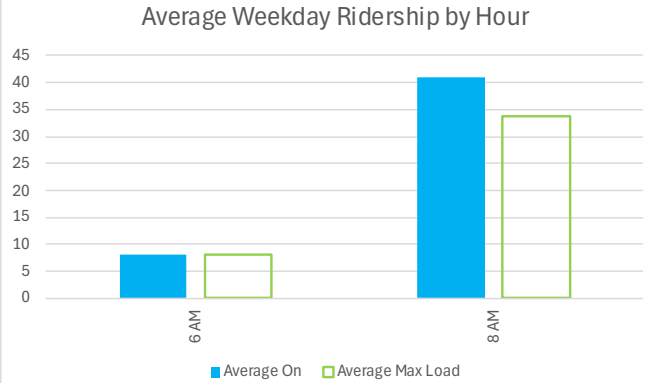
2025 Route Indicators	
One Way Route Length (Miles)	25.23
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	62
Annual Revenue Hours	314
Annual Unallocated Cost	\$49,378.25
Total Ridership	5,732
Boardings Per Revenue Hour	18.27
Average Weekday Ridership	22.6
Annual Fare Revenue	\$2,526.51



Outbound to EWU	Average Weekday	
	On	Off
Hastings Park & Ride Bay 2	15	0
5 Mile Park & Ride	9	0
Ash @ Wellesley	1	0
SR 904 @ 1st (Four Lakes)	0	0
Betz @ Al Ogdon Way	0	0
Eagle Station Bay 2	0	23
	25	23

Route 663: EWU VTC Express

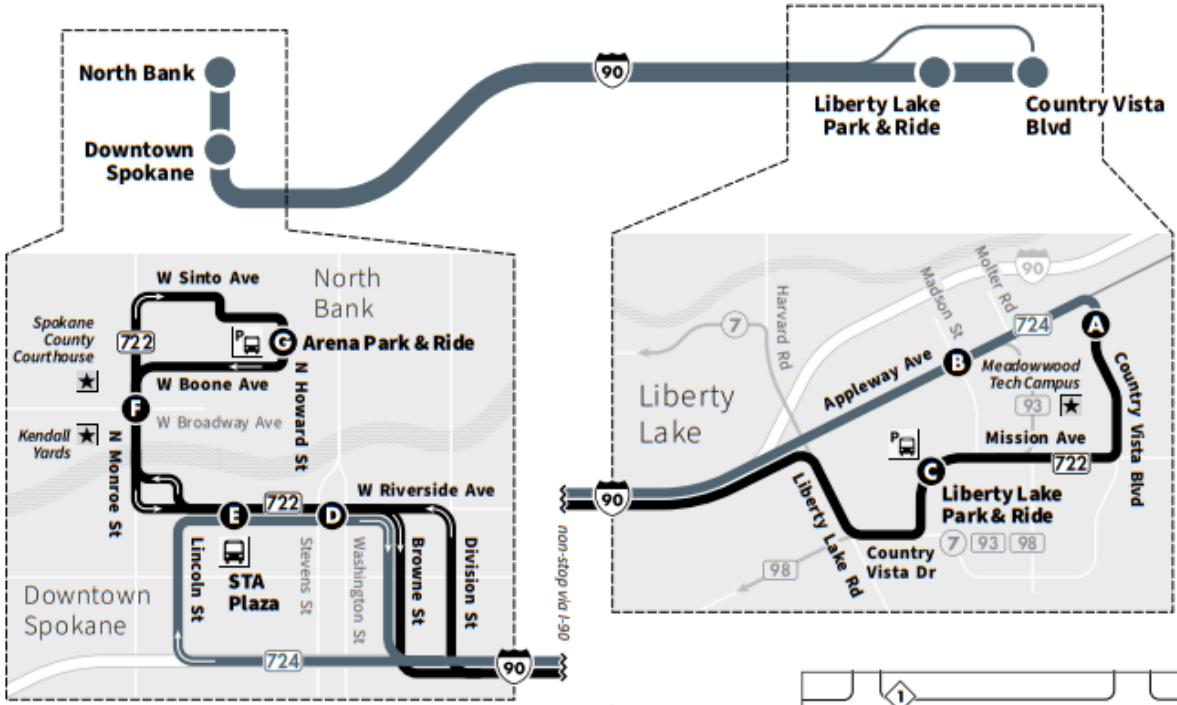
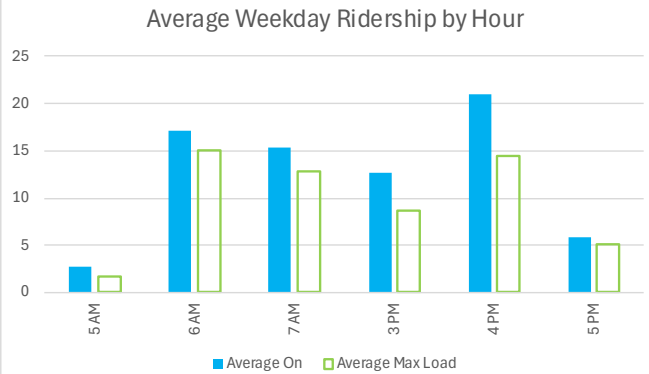
2025 Route Indicators	
One Way Route Length (Miles)	24.96
Typical Vehicle Length (Feet)	60
Typical Seat Capacity	62
Annual Revenue Hours	219
Annual Unallocated Cost	\$34,387.62
Total Ridership	6,748
Boardings Per Revenue Hour	30.88
Average Weekday Ridership	26.6
Annual Fare Revenue	\$2,866.97



Outbound to EWU	Average Weekday	
	On	Off
Valley Transit Center Bay 4	27	0
I90 @ Division WB	0	0
SR 904 @ 1st (Four Lakes)	0	0
Betz @ Al Ogdon Way	0	0
Eagle Station Bay 2	0	27
	28	27

Route 722: Liberty Lake Express

2025 Route Indicators	
One Way Route Length (Miles)	19.44
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	703
Annual Unallocated Cost	\$110,686.62
Total Ridership	5,050
Boardings Per Revenue Hour	7.18
Average Weekday Ridership	71
Annual Fare Revenue	\$9,402.28

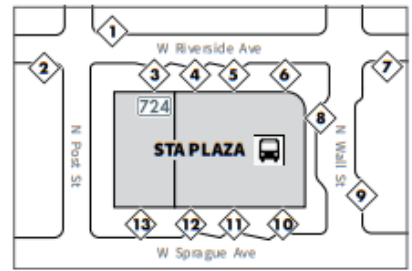


LEGEND

- Route & Timepoint**
Timepoints are major locations along the route.
Buses make additional stops between timepoints.
- Other Routes**
- Station, Transit Center** **Park & Ride**

At STA Plaza...

Route 724 boards at Bay 3



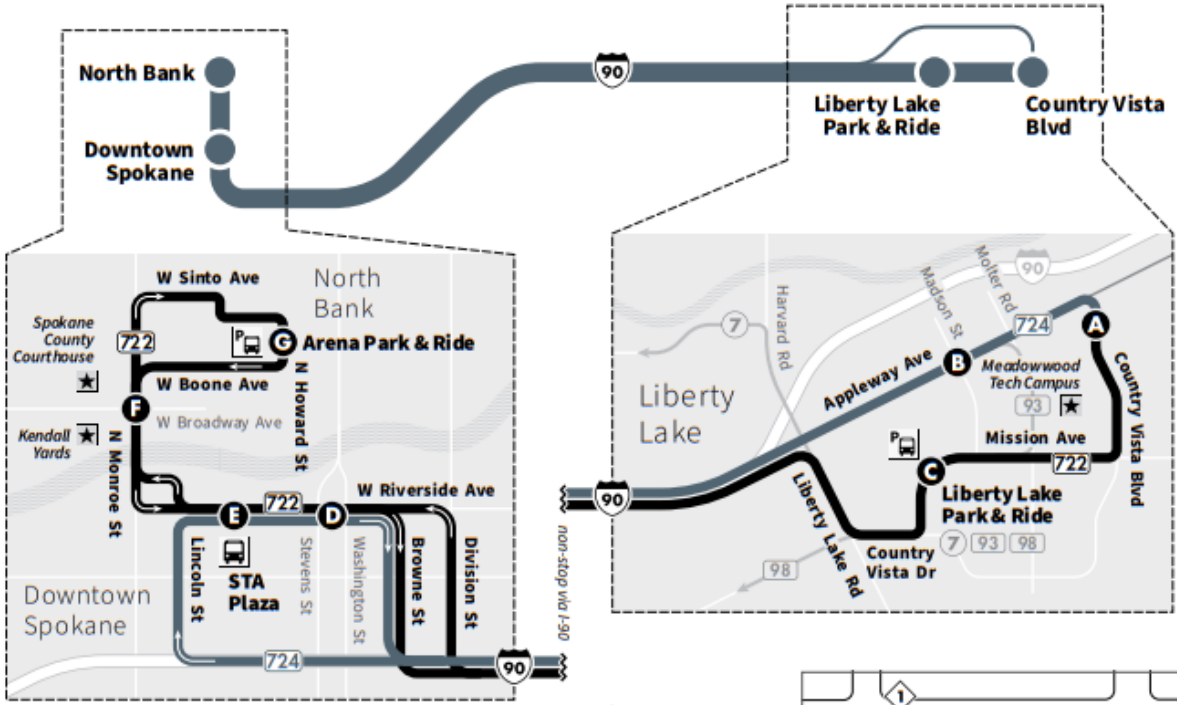
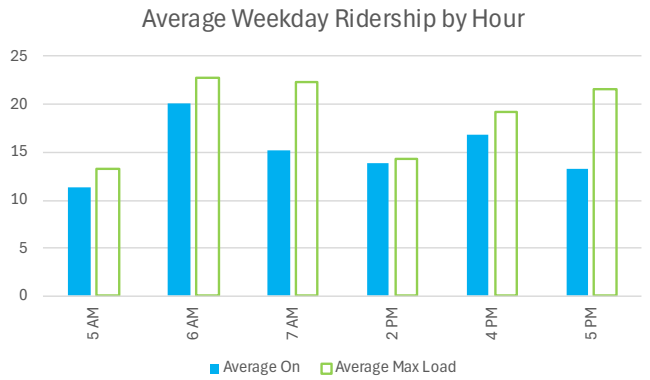
Route 722: Liberty Lake Express

Outbound to Liberty Lake	Average Weekday	
	On	Off
Arena Bay 1	11	0
Monroe @ Gardner	1	0
Monroe @ Broadway	2	0
Monroe @ Summit	0	0
Riverside @ Monroe	8	0
Riverside @ Washington	11	0
I90 @ Division EB	0	0
I90 @ Argonne EB	0	0
Liberty Lake Rd @ Appleway (Pita Pit)	0	1
Country Vista @ Liberty Lake Rd	0	0
Liberty Lake Park & Ride Bay 1	7	22
Mission @ Signal	0	0
Mission @ Homestead Dr	0	0
Mission @ E 23102	0	0
Mission @ Molter	4	0
Mission @ Country Vista	0	1
Country Vista @ Hawkstone	0	1
	44	25

Inbound to Spokane Arena Shuttle Park	Average Weekday	
	On	Off
Country Vista @ Hawkstone	1	0
Mission @ Country Vista	1	0
Mission @ Malvern	1	2
Mission @ Molter	0	0
Mission @ Madson	0	0
Mission @ Signal	0	0
Liberty Lake Park & Ride Bay 1	29	4
Country Vista @ Lib Lk Rd	0	0
Lib Lk Rd @ Country Vista (McDonalds)	1	0
I90 @ Argonne WB	0	0
I90 @ Division WB	0	0
Riverside @ Division	0	2
Riverside @ Bernard	0	1
Riverside @ Stevens	0	25
Monroe @ Summit Parkway	0	1
Monroe @ Broadway	0	1
Monroe @ Boone	0	1
Arena Bay 1	0	2
	33	39

Route 724: Liberty Lake Tech Express

2025 Route Indicators	
One Way Route Length (Miles)	17.29
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	1,575
Annual Unallocated Cost	\$247,822.25
Total Ridership	12,172
Boardings Per Revenue Hour	7.73
Average Weekday Ridership	47.9
Annual Fare Revenue	\$11,386.63

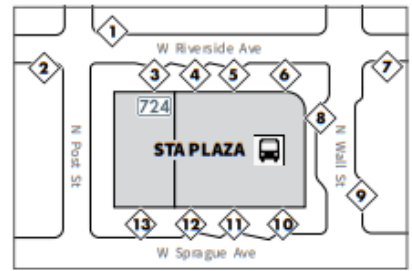


LEGEND

- Route & Timepoint**
Timepoints are major locations along the route.
Buses make additional stops between timepoints.
- Other Routes**
- Station, Transit Center**
- Park & Ride**

At STA Plaza...

Route 724 boards at Bay 3

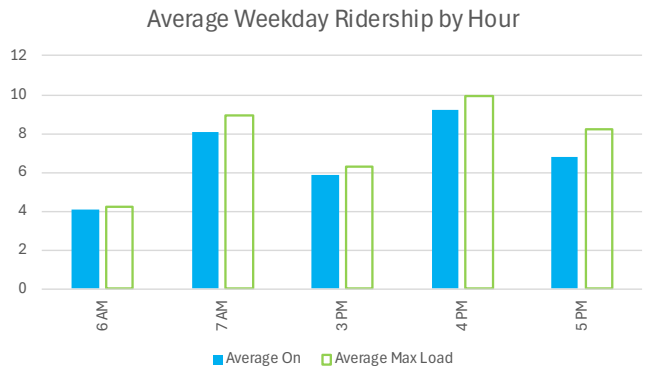


Route 724: Liberty Lake Tech Express

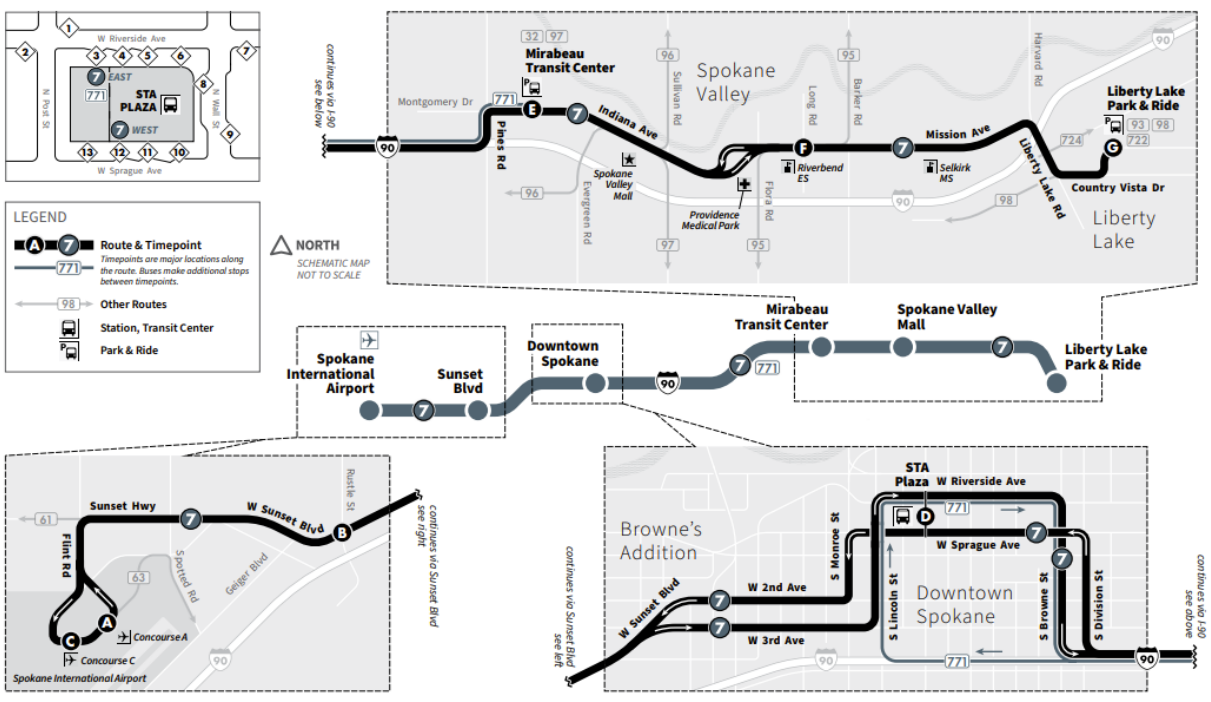
Outbound to Liberty Lake	Average Weekday		Inbound to Plaza	Average Weekday	
	On	Off		On	Off
Plaza Bay 3	21	0	Country Vista @ Hawkstone	0	0
Riverside @ Washington	1	0	Appleway @ Molter	7	0
Appleway @ Meadowood Ln	0	2	Appleway @ Madson	0	0
Appleway @ Signal	0	1	Appleway @ E 22910	1	0
Appleway @ Madson	0	1	Appleway @ Meadowood Ln	2	1
Appleway @ Molter	0	8	Lincoln @ 2nd	1	2
Appleway @ Swing (Huntwood)	0	3	Lincoln @ Sprague	0	0
Country Vista @ Hawkstone	0	0	Plaza Bay 3	0	13
			Plaza Bay 7	0	3
	22	15		11	18

Route 771: Mirabeau Express

2025 Route Indicators	
One Way Route Length (Miles)	10.19
Typical Vehicle Length (Feet)	40
Typical Seat Capacity	39
Annual Revenue Hours	1,172
Annual Unallocated Cost	\$184,353.00
Total Ridership	10,527
Boardings Per Revenue Hour	8.99
Average Weekday Ridership	41.4
Annual Fare Revenue	\$13,183.21



7 Valley/Airport 771 Mirabeau Express



Outbound to Mirabeau Transit Center	Average Weekday	
	On	Off
Plaza Bay 3	19	0
Riverside @ Washington	1	0
I90 @ Division EB	0	0
I90 @ Argonne EB	0	0
Indiana @ 12410	0	4
Indiana @ E 12718	0	1
Mirabeau Transit Center Bay 5	0	13
	20	18

Inbound to Plaza	Average Weekday	
	On	Off
Mirabeau Transit Center Bay 2	16	0
Indiana @ E 12718	0	0
Indiana @ Pines	3	0
Lincoln @ 2nd	0	0
Lincoln @ Sprague	0	1
Plaza Bay 2	0	5
Plaza Bay 3	0	13
	19	19