

DRAFT

2027 BUDGET

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INTRODUCTION

Agency Overview

The Spokane Transit Authority (STA) is a Public Transportation Benefit Area (PTBA) organized and operated under the Revised Code of Washington (RCW) Chapter 36.57A, as a municipal corporation in the State of Washington. STA provides public transportation services within its boundaries which extend to roughly 248 square miles. The State of Washington Office of Financial Management estimates that 481,616 people were living within the PTBA in 2025. The organization currently employs approximately 820 people.

STA services include:

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

STA also partners with organizations in our region to enhance mobility through other programs, including Special Use Van, Community Van, and through funding and administering the FTA Section 5310 program.

Governance and Organization

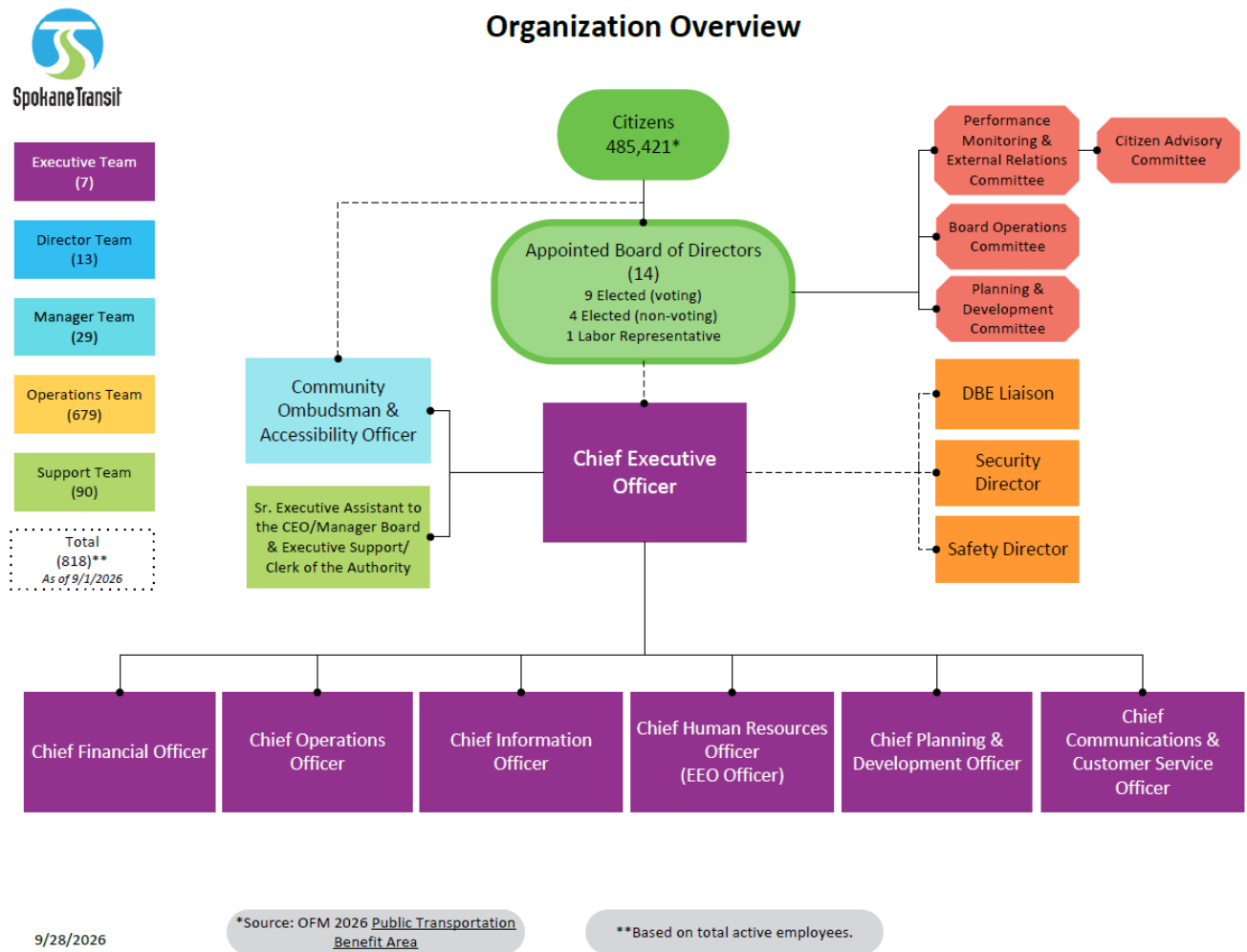
The STA Board of Directors provides policy and legislative direction for STA and oversees and approves its actions, budgets, and long-term plans. It also has the authority to levy taxes as authorized by state law (with voter approval). The board is composed of nine voting members who are elected officials appointed by the jurisdictions in the PTBA. STA jurisdictions include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley as well as Spokane County. Additionally, there are four non-voting elected officials from area small cities, and one non-voting representative of labor unions. The following is the 2026 Board:

2026 Board of Directors

Name	Jurisdiction
Council Member Lance Speirs, Chair	City of Medical Lake
Council Member Kitty Klitzke, Chair Pro Tempore	City of Spokane
Council Member Sarah Dixit	City of Spokane
Council Member Zack Zappone	City of Spokane
Council Member Michael Cathcart	City of Spokane
Commissioner Al French	Spokane County
Commissioner Josh Kerns	Spokane County
Deputy Mayor Tim Hattenburg	City of Spokane Valley
Council Member Pamela Haley	City of Spokane Valley
Council Member Dan Dunne	City of Liberty Lake (Ex-Officio)
Mayor Elsa Martin	City of Cheney (Ex-Officio)
Council Member Dan Sander	City of Millwood (Ex-Officio)
Council Member Bill Campbell	City of Airway Heights (Ex-Officio)
Ms. Rhonda Bowers	Labor Representative (non-voting)

Spokane Transit Organizational Chart

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



Vision, Mission, and Organizational Priorities

VISION:

Connecting everyone to opportunity



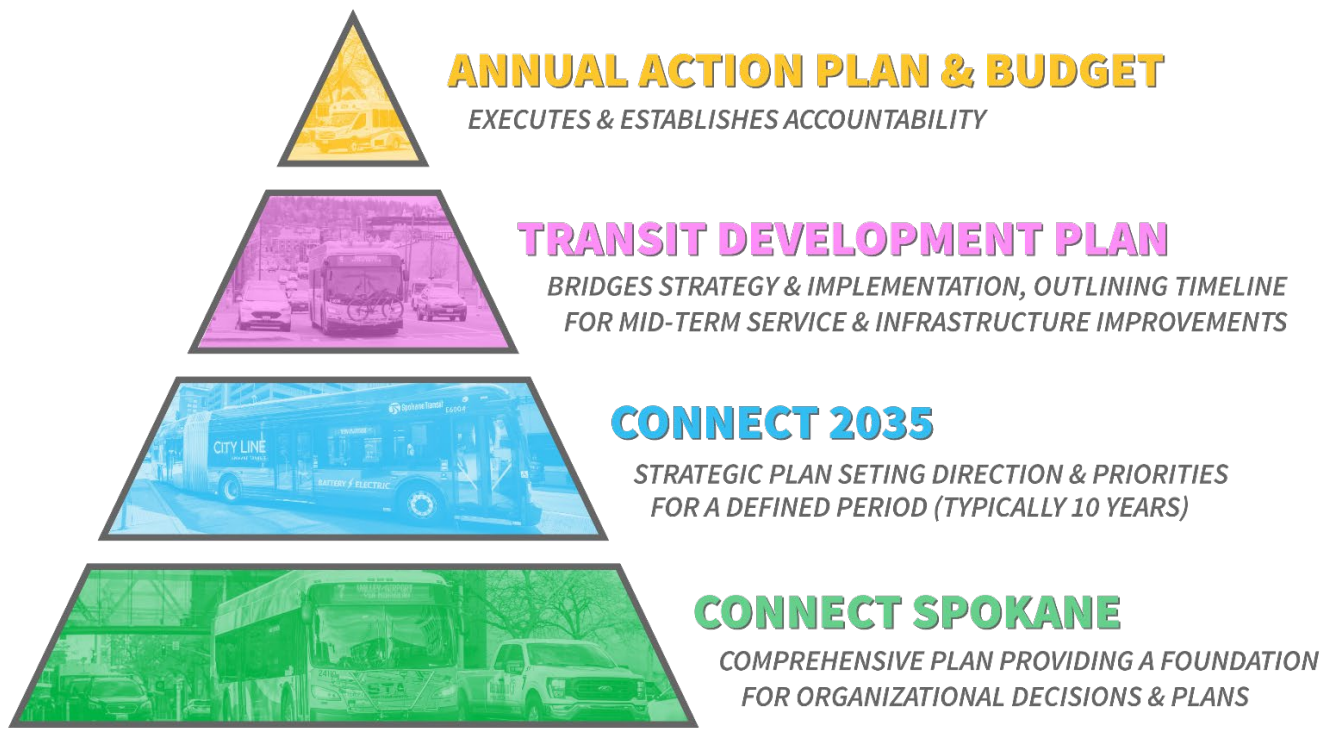
MISSION:

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

ORGANIZATIONAL PRIORITIES:

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





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

2027 ACTION PLAN

The 2027 Action Plan links STA's vision, mission, and priorities, along with adopted long-range, strategic, and development plans to actions and activities which the Agency will undertake during the year. Since the 2024 Action Plan, each annual action plan has been organized by the three strategic goals first established in *Connect 2035*. In 2027, STA will continue implementing initiatives related to STA's strategic plan, *Connect 2035*, along with other actions that advance STA's organizational priorities.

Goal 1: Elevate the customer experience.

STA provides safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. Fostering an easy-to-use, safe, and inviting experience promotes STA as a compelling transportation choice across the region. STA strives to improve the customer experience in every interaction they may have with the agency. From how to plan a trip, pay a fare, and provide feedback, STA wants every touch to reinforce the value it places on its riders. The following projects will be the agency's key deliverables in supporting this first action along with the continued refinement of its existing service, with estimated projects commencing or continuing in 2027:

- Advance **Division Street BRT** through final design and ensure readiness to secure \$82 million in federal Capital Investment Grant (CIG) program funds that were appropriated and allocated to the project in 2026. A state of readiness for securing the grant will include making any adjustments to the project schedule, budget, and timeline to align with guidance from the Federal Transit Administration (FTA) and its project management oversight consultant. STA will also advance necessary acquisition for rights-of-way and continue public outreach to address concerns and improve project awareness in the community and with property owners along the future BRT corridor.
- Advance High Performance Transit (HPT) infrastructure, including the construction of **Argonne Station Park and Ride** located on the Route 7 Valley/Airport.
- Begin design and engineering of the **Wellesley High Performance Transit (HPT) Line** to improve accessibility and service quality along STA's original crosstown and fifth-highest ridership route.
- Improve bus service through continued **service optimization**, including minor service additions to improve schedule reliability and consistency, consistent with the 2027-2029 Service Improvement Program.
- Develop alternatives and gather community and stakeholder feedback in preparation for the future restructure of bus service in Spokane Valley and neighboring communities. This service restructuring, anticipated to take place in 2028, will take advantage of mobility improvements resulting from the anticipated completion of Argonne Station Park and Ride and the Pines Road Grade Separation project
- Continue to improve bus stops, enhancing accessibility, and increasing number of passenger shelters in the system, working toward the objective of having stops with 25 or more average weekday boardings offer a covered waiting area.
- Refine STA Link service as a convenient, effective mobility-on-demand service, and launch the Liberty Lake and West Plains pilot zones.

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

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

- Establish a **community-based organization** (CBO) network to accelerate communications, strengthen relationships, and broaden partnerships.
- Increase awareness of service information for **Limited English Proficiency** (LEP) individuals and establish a framework and plan for enhancing customer information and wayfinding signage to support these individuals.
- Work with Visit Spokane to **raise awareness of transit services for visitors and events**, pursuing tactics that make transit a more convenient option for visitors, such as special fare media, wayfinding, advertising placement.
- Integrate **transit fare into event tickets**, expanding beyond the pilot project underway with the Spokane Chiefs hockey team.
- Define next steps for advancing a pilot **Transit Oriented Development** (TOD) project on STA property while working toward other future TOD opportunities (subject to feasibility study).
- Evaluate expansion of the **Community Van Program** that launched in late 2026.
- Evaluate the results of **Opportunity reduced fare program** and determine whether to extend or modify the pilot program beyond its current expiration in Q4 2027.
- Continue to expand outreach to community partners, especially civic and community-based organizations, creating more opportunities for engagement.
- Work with WSDOT to understand the magnitude of future impacts during construction of the future I-90/North Spokane Corridor (NSC) interchange, developing a plan for transit service quality and capacity to enable greater transit use and demand. This effort is intended to help our state transportation partner succeed in advancing construction while minimizing construction impacts such as traffic congestion and delay.

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

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

- Advance the **Facilities Master Plan (FMP)** Update completed in 2026 with the following milestones in 2027 or beyond:
 - Construct an **operator training course** at STA's property on Mission Avenue near Greene Street to improve training capacity and quality, while allowing STA to dispose of the STA Ballpark/Fairgrounds property in 2028.
 - Complete design of improvements and renovations of the **STA Plaza**, primarily on the second floor, to increase the functionality of the space for employees and the community.
 - Advance design of the future **Fixed Route Operations Center** to improve the quality and functionality of facilities for STA's frontline workers on the Boone Campus.
 - Advance design of the future **Paratransit and Rideshare Operations Base** in Spokane Valley.
- Complete requirements, design, and system development to enable the start of user acceptance testing by end-of-year of the **Enterprise Asset Management** software implementation and related process, including design and configuration of the software.
- Continue investments in customer service tools, by completing procurement and implementation of new **Customer Relationship Management (CRM)** software.
- Maintain a state of good repair, implement transit asset management and fleet replacement plans.
- Implement additional on-route charging locations to extend duty cycle of existing battery electric fleet.
- Advance the Technology Master Plan by implementing higher value 'quick win' initiatives and begin early phases of high value/higher effort 'transformational' initiatives.

Advance Organizational Priorities

STA's organizational priorities are foundational to our daily activities. Some actions in 2027 are more directly tied to these priorities than a strategic goal within Connect 2035 while still deserving Board attention and executive-level accountability.

1. Ensure Safety

- Update the STA Rules of Conduct to improve clarity for the public and employees and ensure alignment with current best practices related to safety, equity, ADA, nondiscrimination, security, and customer service.

2. Earn and Retain the Community's Trust

- Develop and adopt the 2028-2033 Transit Development Plan.
- Review and update the Citizen Advisory Committee (CAC) charter.

3. Provide Outstanding Customer Service

- Complete review and make updates to fare programs, enforcement, and related practices to improve fare structure integrity and overall effectiveness in supporting customers and operations.

4. Enable Organizational Success

- Convene the quadrennial review of Board composition and PTBA Boundaries to maintain positive momentum and comply with state law.
- Successfully negotiate and enter into new three-year collective bargaining agreement with ATU 1015.
- Procure a five-year contract for purchased Paratransit transportation to begin by Q2 2028.
- Begin the next major update cycle to STA's Comprehensive Plan, *Connect Spokane*, by initiating scoping and exploring long-term frameworks.

5. Exemplify Financial Stewardship

- Successfully pass FTA's Triennial Review, scrutinizing all aspects of STA's compliance with federal laws and regulations.
- Take steps necessary to present an increase to regular and reduced fares to ensure long-term financial sustainability and compliance with board policy.

2027 BUDGET

Executive Overview

First and foremost, 2026 was a devastating year for the local community. In August, there were significant fires in the heart of the Spokane Region, causing an estimated \$1 billion of damage or more. STA responded by assisting with evacuations of the VA hospital and several nursing homes and assisted living facilities in the community. Although STA's infrastructure and fleet were spared during this emergency, several dozen employees were impacted by the fires, and four lost their homes.

2026 saw the completion of the STA moving forward goals and continuation of the Connect 2035 projects and initiatives. STA is grateful for local support in the August passage of Proposition 1, which continued .2% of the total .8% sales tax for a 20-year extension. Ridership continued to grow, estimated to be 11.2 million rides in 2026. Key highlights of 2026 include the launching of the STA Link Mobility on Demand Pilot program in Latah Valley and north Spokane Valley/Millwood in September. There was also the congressional appropriation of \$82 million in Capital Investment grants for the development of the Division Bus Rapid Transit Line (BRT) with environmental approvals and planning work occurring throughout the year. The deployment of fleet telematics at the end of 2025 and beginning of 2026 has already reflected a reduction in preventable accidents. STA purchased three parcels adjacent to the main Boone facility to construct a Driver's operations center. The agency also acquired a 10.3 acre parcel on Appleway Drive and I-90 in Spokane Valley for a future park and ride. STA also completed a lease agreement for office space and subsequent move of personnel to three separate floors of the Bank of America building in Downtown Spokane. This was to secure office space for at least five years while the Plaza and Boone facilities face repairs and rehabilitation during the time period.

As STA looks to 2027 and beyond, the Agency will continue working towards the goal of connecting everyone to opportunity by providing safe, inclusive, convenient, and efficient public transportation services to Spokane area communities. As both growth and an uncertain economic environment are occurring simultaneously, STA is focused on long-term fiscal sustainability in achieving the *Connect 2035* goals. The 2027 actions and budget consider steps to fulfill the long-term needs and vision of the Spokane Region.

Key investments in the 2027 budget include:

- The continued Planning and development for the Division BRT project as presented in Connect 2035.
- Increase of 5.0 FTE and 10.0 Part-Time Fixed Route employees for better performance.
- 10.0 FTE for vehicle and facilities maintenance.
- 7.0 FTE for HR, IT, training, Finance & Administration, and Planning.
- Implementation of a new Enterprise Asset Management (EAM) program.
- Increased IT investments in CRM software, communications, and equipment upgrades.

Capital investment in 2027 includes the Argonne Street Park and Ride, additional investments in High Performing Transit corridors and charging station infrastructure. STA will also embark on a Transit Oriented Development (TOD) pilot program in collaboration with local partners and stakeholders. Facility upgrades include electrical and fire suppression systems at the Boone Facilities, significant systemwide bus stop and facility improvements, as well as real estate property purchases to advance the Facilities Master Plan.

Budget Process

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

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



Connect 2035

What is Connect 2035?

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

CONNECT 2035 GOALS



Elevate the Customer Experience



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

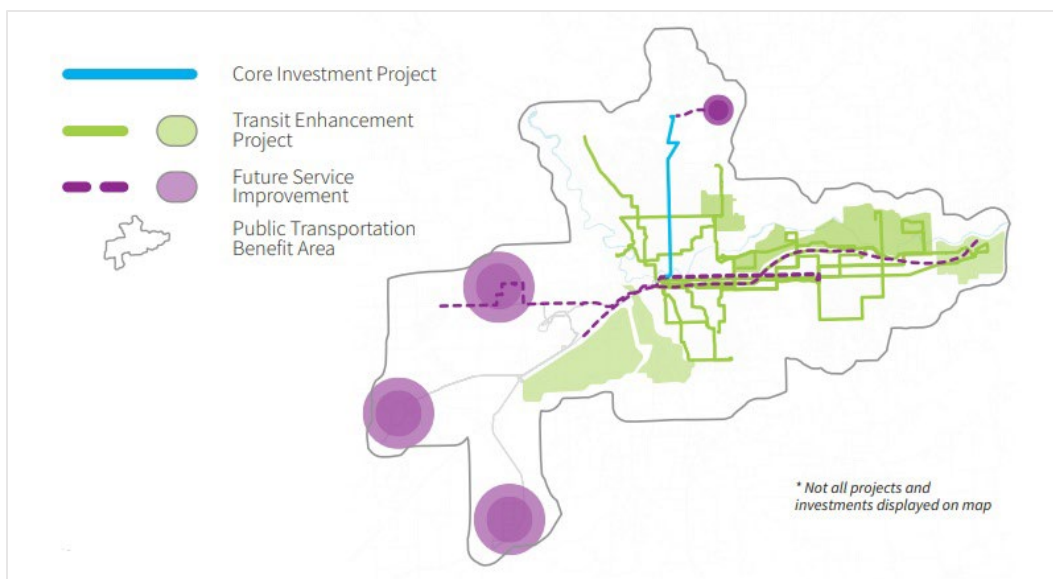


Strengthen our capacity to anticipate and respond to the demands of our region

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

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

CONNECT 2035 PROJECT MAP



Connect 2035 Initiatives in the 2027 Budget

As outlined in the 2027 Action Plan, *Connect 2035* initiatives in 2027 are included in both operating and capital budgets as follows:

2027 BUDGET – CONNECT 2035 OPERATING ENHANCEMENTS

Category	Amount
1.0 FTE Fixed Route Supervisor	\$118,140
14.0 FT/PT Coach Operators	1,191,880
1.0 FTE Vehicle Maintenance Manager	143,460
8.0 FTE Journey Vehicle Technicians – Body Shop, Electric Shop, BEB Shop	809,210
1.0 FTE Print Shop Specialist	73,435
1.0 FTE Training Manager	120,885
6.0 FTE Administration *	732,690
Customer Relationship Management (CRM) software Implementation & Operating	150,000
Enterprise Asset Management Implementation and Operating	3,150,000
Mobility on Demand expansion – add pilots to Liberty Lake and West Plains	165,000
Total Connect 2035 Operating Enhancements 2027 Budget	\$6,654,700

*Administration Employees include: 1.0 HR Manager – Recruitment & Retention, 1.0 IT Application Administrator, 1 IT Systems Administrator, 1 IS Support Specialist, 1 Management Analyst, and 1 Contract Administrator

2027 BUDGET – CONNECT 2035 CAPITAL PROJECTS

Category	Amount
Essential Support Facilities*	10,000,000
BEB Charging Infrastructure	8,730,000
Shelters, Transit Centers, and Comfort Station Improvements	7,240,000
Division Street BRT	5,336,000
Argonne Station Park and Ride	8,684,000
Mobility on Demand Vehicles	600,000
Wellesley HPT Line Design and Construction	400,000
Transit Oriented Development Pilot	350,000
Total Connect 2035 Capital Projects 2027 Budget	\$41,340,000

*Essential Support Facilities projects include Training Facility, Paratransit & Rideshare Operations Base, and the Fixed Route Operations Center

Operating Budget

STA's 2027 Operating and Capital Budgets are shown in the summary table below. Operating revenue of \$173.4M exceeds operating expenses of \$150.9M. The General Fund balance increase of \$22.5M is intentionally used to balance the budget and will be used for Special Revenue Fund Transfers in support of STA's priority of exemplifying financial stewardship by remaining debt-free. Total Sources and Uses of Funds are \$150.9M in the General Fund.

Budget Comparison 2026 to 2027

	2026 Adopted Budget	2027 Draft Budget	\$ Change from 2026 Budget	% Change from 2026 Budget
Estimated Revenues:				
Fares & Other Transit Revenue	\$ 8,096,969	\$ 8,417,598	\$ 320,629	4.0%
Sales Tax	121,622,638	129,786,624	8,163,986	6.7%
State Grants	12,642,167	12,142,167	(500,000)	-4.0%
Miscellaneous Revenue	7,201,504	9,202,750	2,001,246	27.8%
Federal Preventive Maintenance	13,229,655	13,838,465	608,810	4.6%
Subtotal: Operating Revenues	\$ 162,792,933	\$ 173,387,604	\$ 10,594,671	6.5%
Federal Capital Revenue*	4,128,686	-	(4,128,686)	-100.0%
State Capital Revenue*	10,432,086	-	(10,432,086)	-100.0%
Subtotal: Capital Revenue	\$ 14,560,772	\$ -	\$ (14,560,772)	-100.0%
Total Revenue	177,353,705	173,387,604	(3,966,101)	-2.2%
Decrease (increase) in Fund Balance	62,013,408	(22,481,486)	(84,494,894)	-142.5%
Total Source of Funds	\$ 239,367,113	\$ 150,906,118	\$ (88,460,995)	-37.0%
Estimated Expenditures:				
Fixed Route	\$ 93,206,005	\$ 97,821,589	\$ 4,615,584	5.0%
Paratransit	22,735,842	22,874,135	138,293	0.6%
Rideshare	974,531	1,147,365	172,834	17.7%
Plaza	3,994,005	3,359,375	(634,630)	-15.9%
Administration	21,292,849	24,689,659	3,396,810	16.0%
Mobility on Demand	954,948	1,013,995	59,047	100.0%
Cooperative/TOD	200,000	-	(200,000)	100.0%
Total Operating Expenses	\$ 143,358,180	\$ 150,906,118	\$ 7,547,938	5.3%
Capital Expenditures - Includes FR & PT Fleet*	86,839,534	-	(86,839,534)	-100.0%
FR & PT Fleet Replacement Allocation*	9,169,399	-	(9,169,399)	-100.0%
Total Use of Funds	\$ 239,367,113	\$ 150,906,118	\$ (88,460,995)	-37.0%

*Removed from General Fund in 2027, to be included in Special Revenue Funds going forward.

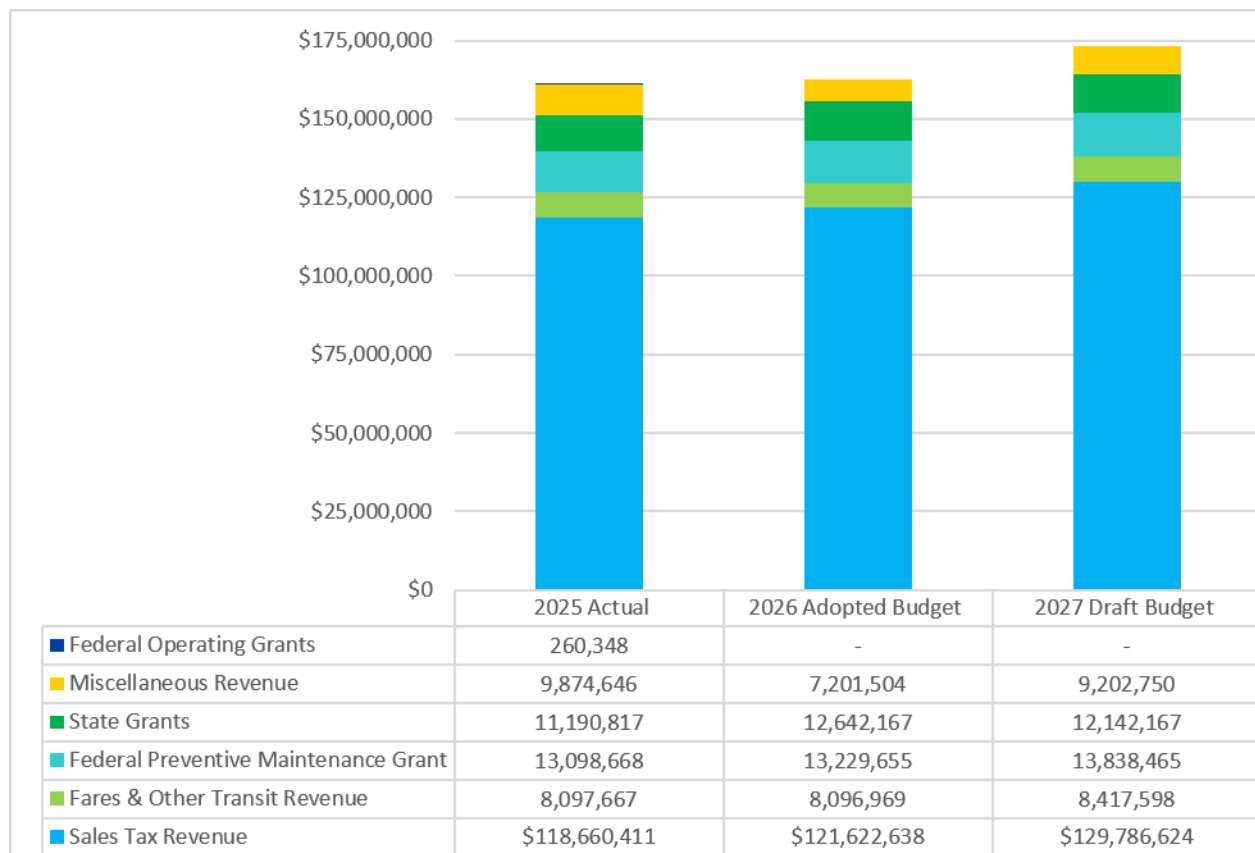
Operating Revenues

STA relies on three primary sources of revenue to fund its operations: 1) local, voter-approved sales tax, 2) fares, and 3) operating grant funding, both state and federal, along with interest and miscellaneous income. The Draft 2027 Budget includes Operating revenues of \$173,387,604. The following chart shows the major sources of revenue in tabular and graphical formats:

Operating Revenues by Category – 2025 Actual, 2026 Adopted Budget, 2027 Draft Budget

Revenue Type	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change 2027 to 2026 (\$)	Change 2027 to 2026 (%)
Sales Tax Revenue	\$118,660,411	\$121,622,638	\$129,786,624	\$8,163,986	6.7%
Fares & Other Transit Revenue	8,097,667	8,096,969	8,417,598	320,629	4.0%
Federal Preventive Maintenance Grant	13,098,668	13,229,655	13,838,465	608,810	4.6%
Federal Operating Grants	260,348	-	-	-	0.0%
State Grants	11,190,817	12,642,167	12,142,167	(500,000)	-4.0%
Miscellaneous Revenue	9,874,646	7,201,504	9,202,750	2,001,246	27.8%
Total Revenues	\$161,182,557	\$162,792,933	\$173,387,604	\$10,594,671	6.5%

OPERATING REVENUE CHART



Sales Tax – Budgeted sales tax, provided by a local voter-approved sales tax rate of 0.8 percent levied within the PTBA, is the most significant source of operating revenue. Sales tax represents 74.9 percent of the 2027 Operating Revenue budget. STA has experienced favorable sales tax revenue growth over the last three years (actual versus budget), with increases of 6.3%, 0.8%, and 2.8% for 2024, 2025, and 2026 (YTD through August), respectively. The

2027 Budget looks at both the current year trending growth rate and the broader state of the national and local economy.

As such, the sales tax budget growth assumption is a 3.8% increase over the 2026 forecasted amount. For 2027, this is an increase of 6.7% over the 2026 budget. STA continues to closely monitor collections of sales tax so it can take any necessary compensating actions should economic conditions deteriorate. Any excess revenue generated by favorable sales tax collection variances are reinvested in the Agency's capital and operating program to support initiatives in the 10-year strategic plan, *Connect 2035*.

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

Ridership Summary

	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change from 2026 Budget	% Change from 2026 Budget
Fixed Route	10,433,702	10,486,000	10,837,000	351,000	3.3%
Paratransit	402,176	421,489	410,220	(11,269)	-2.7%
Rideshare	105,868	133,274	122,509	(10,765)	-8.1%
Total Ridership	10,941,746	11,040,763	11,369,729	328,966	3.0%

The average fare per fixed route boarding is expected to be \$0.66. Average fare per boarding varies due to the blend of fare types and overall ridership. While there is no projected fare increase included in the 2027 Budget, STA will be conducting a Fare Structure Review during the year to determine potential fare increases for the future. The last fare increase occurred in 2019. The current Adult Fare is \$2.00 with a daily cap of \$4.00. The current Reduced Fare is \$1.00, with a daily cap of \$2.00. Youth who are 18 years of age and younger ride free. An eligibility-based, low-income fare pilot program, Opportunity, was approved in 2025 and is expected to reduce fare revenue by about \$306,000 per year over three years. This is part of the *Connect 2035* initiatives planned over the next ten years.

STA's fare philosophy is anchored in its comprehensive plan, *Connect Spokane*, which articulates that ridership increases are achieved by making public transportation cost effective and simple to use. Depending on the operating environment, type of transit service, and current demand, fares can play a role in the increase or decrease of ridership. The collection of fares means there is opportunity to provide more service for more people with the additional revenues received. Fares and Other Transit Revenue represent 4.9 percent of the Operating Revenues.

Federal Preventive Maintenance – STA is a recipient of Federal section 5307 formula grant funds for preventive maintenance. Use of these funds for maintenance is authorized by the Federal Transit Administration (FTA). An increase in 5307 funding came with the passage of the Infrastructure Investment and Jobs Act which apportioned additional funding to transit agencies across the United States beginning in 2022 and is expected to continue over the next 5 years. In 2027, this federal operating funding represents 8.0 percent of Operating Revenues.

State Grants – STA receives funding from the Washington State Department of Transportation for special needs transportation. In addition, STA started receiving funding in 2023 from the Move Ahead Washington legislation, the state transportation package that provides funding for public transportation over the next 16 years. It is funded by the Climate Commitment Act. The Transit Support Grant requires agencies to provide zero-fare for all youth, eighteen years of age and under. These operating grants represent 7.0 percent of 2027 Operating revenues.

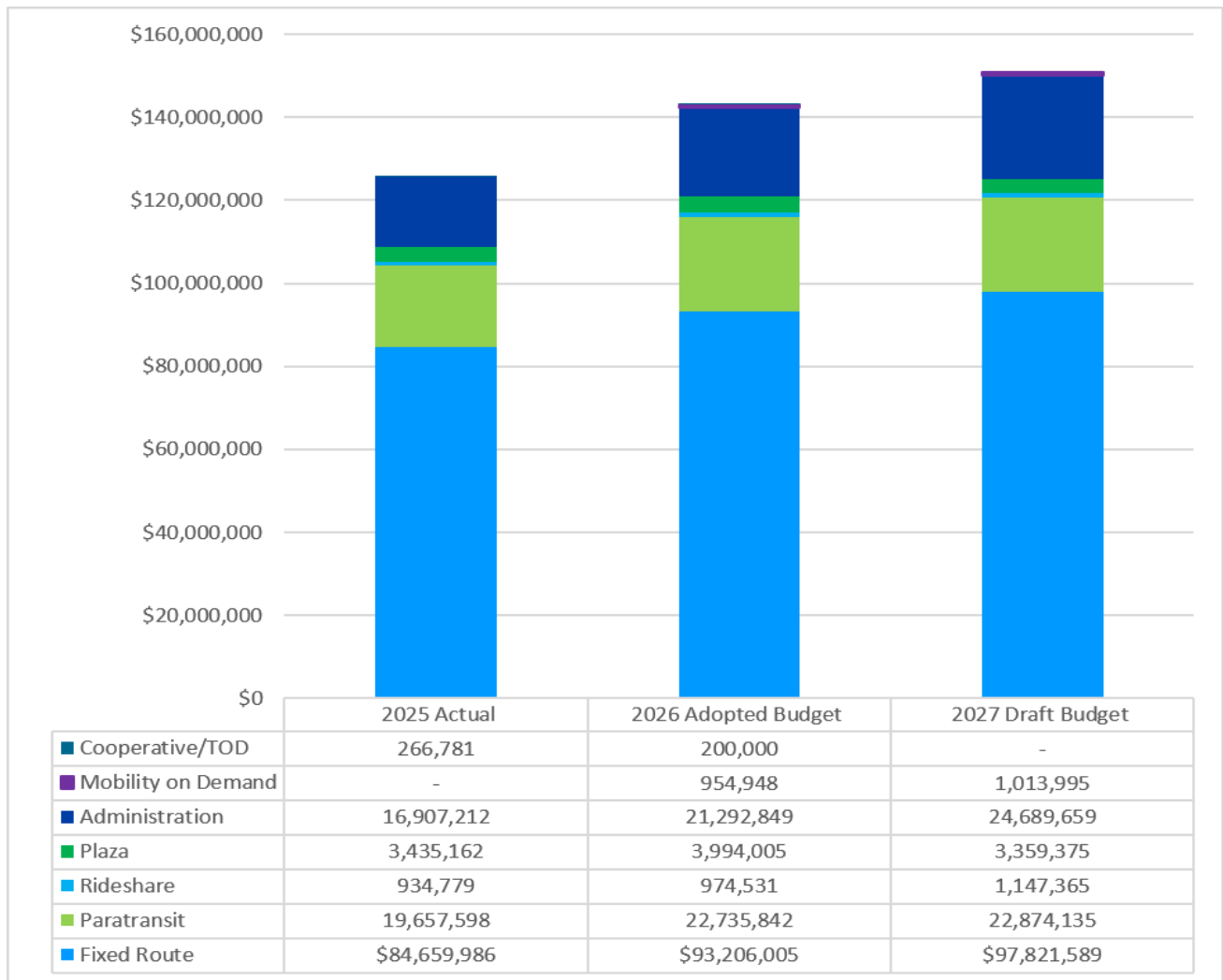
Miscellaneous – This revenue consists primarily of investment earnings. Interest income is impacted by average cash balance and interest rates. The interest rate assumption for 2027 is estimated to be about 3.1 percent.

Operating Expenses

The Draft 2027 Operating Expense budget totals \$150,906,118 which represents the cost to maintain existing service levels in line with STA's Action Plan. Expenses are comprised of the following major functional and natural categories:

Expense Type by Cost Center					
Expense Type	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change 2027 to 2026 (\$)	Change 2027 to 2026 (%)
Fixed Route	\$84,659,986	\$93,206,005	\$97,821,589	\$4,615,584	5.0%
Paratransit	19,657,598	22,735,842	22,874,135	138,293	0.6%
Rideshare	934,779	974,531	1,147,365	172,834	17.7%
Plaza	3,435,162	3,994,005	3,359,375	(634,630)	-15.9%
Administration	16,907,212	21,292,849	24,689,659	3,396,810	16.0%
Mobility on Demand	-	954,948	1,013,995	59,047	6.2%
Cooperative/TOD	266,781	200,000	-	(200,000)	-100.0%
Total Expenses	\$125,861,518	\$143,358,180	\$150,906,118	\$7,547,938	5.3%

Expense Type by Natural Category					
Expense Type	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change 2027 to 2026 (\$)	Change 2027 to 2026 (%)
Salaries & Wages	\$53,742,152	\$59,847,916	\$63,738,331	\$3,890,415	6.5%
Benefits	28,018,304	36,788,418	38,517,093	1,728,675	4.7%
Services	6,624,903	8,966,689	7,585,997	(1,380,692)	-15.4%
Contract Transportation	8,413,706	9,300,190	10,036,911	736,721	7.9%
Materials	20,962,150	19,320,499	20,784,725	1,464,226	7.6%
Other	7,883,522	8,934,468	10,243,061	1,308,593	14.6%
Cooperative/TOD	266,781	200,000	-	(200,000)	-100.0%
Total Expenses	\$125,861,518	\$143,358,180	\$150,906,118	\$7,547,938	5.3%



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

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

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

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

The following charts show the comparison of revenue hours and revenue miles by mode for 2025 Actual, 2026 Adopted Budget, and the 2027 Draft Budget:

Revenue Hours by Mode

	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change from 2026 Budget	% Change from 2026 Budget
Fixed Route	538,010	541,790	554,294	12,504	2.3%
Paratransit	162,446	174,595	165,693	(8,902)	-5.1%
Rideshare	38,820	34,157	41,091	6,934	20.3%
Total Revenue Hours	739,276	750,542	761,078	10,536	1.4%

Revenue Miles by Mode

	2025 Actual	2026 Adopted Budget	2027 Draft Budget	Change from 2026 Budget	% Change from 2026 Budget
Fixed Route	7,403,636	7,505,725	7,638,575	132,850	1.8%
Paratransit	2,506,060	2,679,427	2,556,181	(123,246)	-4.6%
Rideshare	1,165,805	1,090,269	1,242,731	152,462	14.0%
Total Revenue Miles	11,075,501	11,275,421	11,437,487	162,066	1.4%

Salaries & Wages – While directly influenced by the 2027 revenue hours assumptions and the associated labor required to provide the services, STA administers a competitive compensation program with wages inclusive of step increases for employees based on their tenure with the Agency, along with general wage increases. Staffing additions for 2027 include 22 new positions, bringing the total number of budgeted employees to 862. Some of the new positions are necessary for the implementation of the *Connect 2035* initiative, such as fourteen coach operators and a supervisor. These employees are necessary to keep up with service demand. Departmental employee details can be found in the Employee section below. Overall, the increase in salaries & wages over 2026 reflects the additional cost of the new positions; contracted and step increases for AFSCME 3939; step increases for ATU 1015 and ATU 1598; and general wage increases for management and administrative staff.

Benefits – The benefits budget includes assumptions for established cost increases, as well as known changes in required contribution rates. The two primary medical insurance programs offered by STA to its employees are estimated to increase by 8 percent, while the dental insurance premium are estimated to increase by 8 percent as well over the 2026 rates. The Public Employees Retirement System (PERS) rate was reduced by the Department of Retirement Systems effective July 1, 2027, to 5.04 percent. The 2027 draft budget reflects the PERS rate of 5.58 from January through June decreasing to 5.04 for the July to December timeframe.

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

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

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

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



Departmental Overview

Operations

Fixed Route

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

Paratransit

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

Rideshare

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

Mobility-on-Demand

STA Link launched in 2026 providing pilot mobility-on-demand service to Latah Valley and North Spokane Valley. It will expand to Liberty Lake and West Plains pilot zones in 2027. This service is a shared, on-demand public transportation service that provides curbside pickup for connections to STA's broader bus network, as well as curb-to-curb trips within designated service areas.

Vehicle Maintenance

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



Facilities & Grounds Maintenance

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

Administrative

Executive

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

Planning & Development

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

Human Resources

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

Finance and Administration

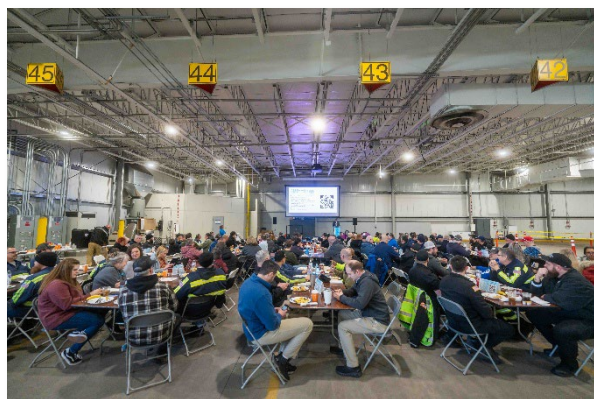
Finance and Administration is responsible for recording and maintaining the Agency's financial transactions and supporting documentation in conformance with all state and federal accounting regulations, Generally Accepted Accounting Principles (GAAP), and the Agency's own policies. Procurement and Records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

Information Services

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

Communications & Customer Service

Communications staff is responsible for Agency marketing and communications, along with media relations. The department produces informational and educational materials about the Agency, and it promotes awareness about STA's transit services. The Department manages the website and real-time customer communications and



social media. The Customer Service team is responsible for pass/fare sales and assisting customers with schedules and trip planning.

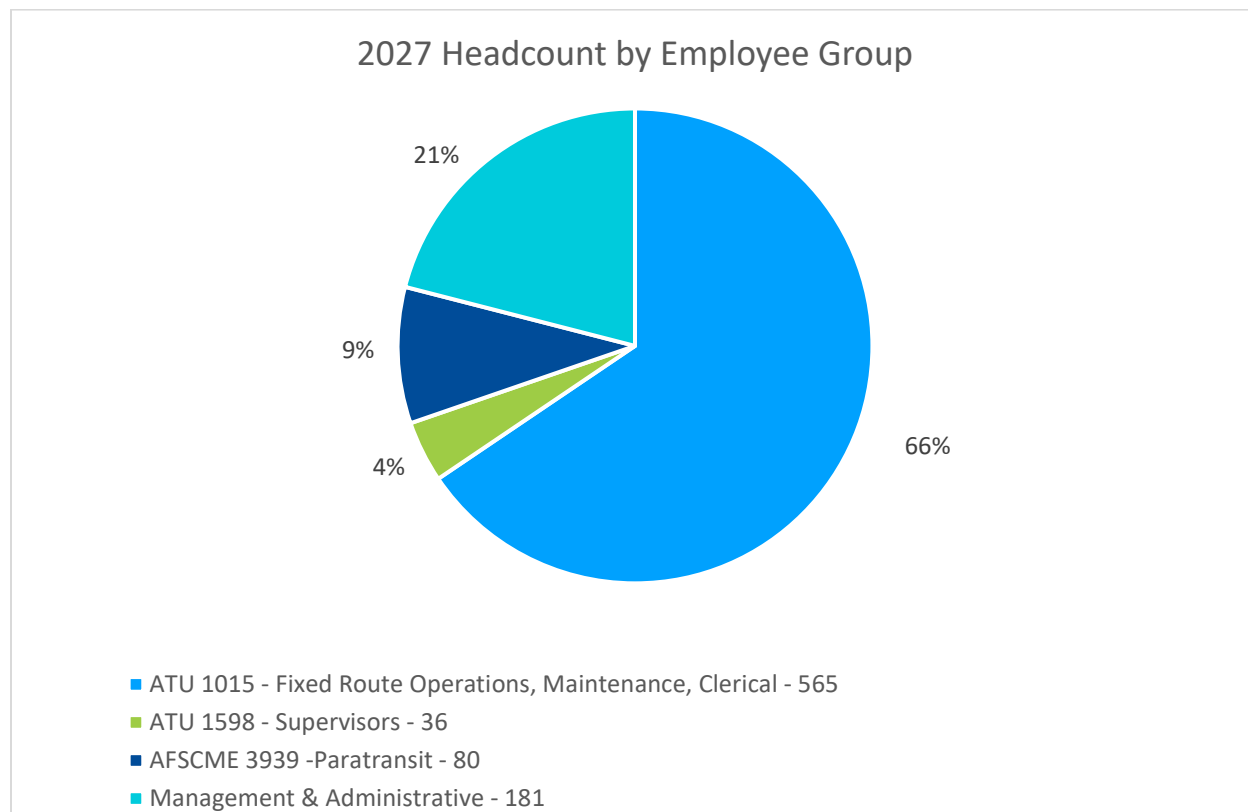
Employees

STA's Draft 2027 budgeted workforce consists of 827 full-time and 35 part-time employees, summarized across Departments as follows. A full detail of positions by functions is included in the Appendix section.

Department	Headcount		Total
	Full-Time	Part-Time	
Operations			
Fixed Route	384	35	419
Paratransit (directly operated)	88	0	88
Rideshare	2	0	2
Vehicle Maintenance	124	0	124
Facilities & Grounds Maintenance	39	0	39
Total Operations	637	35	672
Administrative			
Executive	4	0	4
Planning & Development	27	0	27
Human Resources including Security	77	0	77
Finance and Administration	30	0	30
Information Services	24	0	24
Communications & Customer Service	28	0	28
Total Administrative	190	0	190
Total Agency Headcount	827	35	862



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



Staffing in 2027 includes an increase of 22 positions from the 2026 budget.

The new positions include, by function:

Fixed Route

1 Fixed Route Supervisors
14 Coach Operators (4 FT / 10PT)

Safety and Training

1 Training Manager

Maintenance & Facilities

1 Vehicle Maintenance Manager
8 Journeyman Vehicle Repair Technician
1 Print Shop Specialist

Paratransit

-10 Van Operators

Administration

1 HR Recruitment & Retention Manager
1 IS Support Specialist-Downtown
1 IT Application Administrator
1 IT System Adm
1 Management Analyst
1 Contracts Administrator

Capital Budget

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

Spokane Transit Authority 2027 Capital Budget Summary						
Program Category	Program Name	2027 Capital Budget in TDP	Qty	Local Funding	State Funding	Federal Funding
Vehicles	Fixed Route Fleet Replacement	\$ -	-	\$ -	\$ -	\$ -
	Paratransit Van Replacement	-	-	-		
	Mobility-on-Demand Vehicles	600,000	9	600,000		
	Rideshare Vehicle Replacement	680,000	11	680,000		
	Non-Revenue Vehicles	742,500	14	742,500		
	Rolling Stock Miscellaneous Equipment & Fixtures	1,050,000		1,050,000		
Total Vehicles		\$3,072,500	34	\$3,072,500	\$ -	\$ -
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	\$952,046		\$952,046	\$ -	\$ -
	Fleck Center - Preservation and Improvements	348,543		348,543	-	-
	Miscellaneous Equipment and Fixtures	1,114,712		1,114,712	-	-
	Facility Master Plan Program	10,120,000		9,720,000	400,000	-
Total Facilities - Maintenance & Administration		\$12,535,301		\$12,135,301	\$400,000	\$ -
Facilities - Passenger & Operational	Route & Stop Facility Improvements	\$14,293,698		\$10,068,934	\$4,224,764	\$ -
	Park and Ride Upgrades	22,510		22,510	-	-
	Plaza Preservation and Improvements	3,543,482		3,543,482	-	-
	Transit Center Upgrades	2,779,000		2,779,000	-	-
	Near Term Investments	306,814		306,814	-	-
Total Facilities - Passenger & Operational		\$20,945,504		\$16,720,740	\$4,224,764	\$ -
Technology	Business Systems Replacement	\$4,150,000		\$4,150,000	\$ -	\$ -
	Communications Technology Upgrades	1,936,247		1,936,247	-	-
	IS Infrastructure and End User Equipment	2,224,900		2,224,900	-	-
	Operating & Customer Service Software	1,025,000		1,025,000	-	-
	Security and Access Technology	905,012		905,012	-	-
Total Technology		\$10,241,159		\$10,241,159	\$ -	\$ -
High-Performance Transit Implementation	Cheney Line	\$398,665		\$398,665	\$ -	\$ -
	I-90/Valley Line	9,834,382		1,237,596	7,546,786	1,050,000
	Monroe-Regal Line	568,964		568,964	-	-
	Sprague Line	912,953		912,953	-	-
	West Broadway Line	30,000		30,000	-	-
	Division Street BRT	5,336,215		1,838,109	3,498,106	-
	Wellesley Line	400,000		400,000	-	-
Total High-Performance Transit Implementation		\$17,481,179		\$5,386,287	\$11,044,892	\$1,050,000
Transit Oriented Development	TOD Pilot - Joint Development	\$350,000		\$350,000	\$ -	\$ -
Transit Oriented Development		\$350,000		\$350,000	\$ -	\$ -
Total 2027 Capital Budget		\$64,625,643		\$47,905,987	\$15,669,656	\$1,050,000

Rolling Stock (Vehicles)

STA's 2027 Capital Budget includes \$3.1 million for procurement of 34 revenue, non-revenue vehicles, and miscellaneous equipment for rolling stock.

Revenue Vehicles – The budget for revenue vehicles is \$1.3 million for procurement of 20 vehicles. Revenue vehicles are those coaches and vans used to provide revenue service to passengers in the STA Public Transportation Benefit Area (PTBA). There are 9 mobility-on-demand vans at about \$0.6 million, and 11 rideshare vehicles at about \$0.7 million.

Non-Revenue Vehicles – Non-revenue vehicles include vehicles needed for operations such as security vehicles, supervisor trucks, service vehicles, maintenance trucks, and facilities vans. STA plans to replace 14 non-revenue vehicles at a cost of \$0.7 million in 2027.

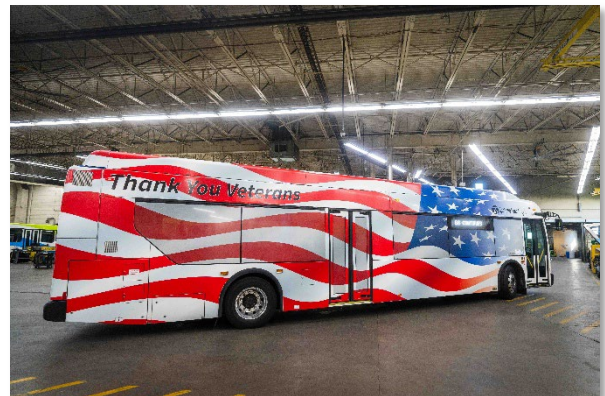
Rolling Stock Miscellaneous Equipment – The 2027 capital budget includes \$1.1M for battery electric bus (BEB) performance enhancement measures as well as BEB midlife replacements to maintain the battery electric fleet in a state of good repair.

Facilities – Maintenance & Administration

STA's Facilities Maintenance & Administration total budget for 2027 amounts to \$12.5 million. This includes \$1.0 million for preservation and enhancement of the STA maintenance and administration facilities at Boone which includes updates to a steam pit lift, HVAC maintenance, Clean Building projects, the NW garage fire suppression upgrade, and other miscellaneous preservation projects. Fleck Center preservation and improvements of \$0.3 million for 2027 include tenant improvements to property acquired in 2025, adjacent to the Fleck Center. The capital budget for Facilities Maintenance and Administration also includes \$10.1 million for projects related to the Facility Master Plan including the Training Facility, the Fixed Route Operations Center, and the Paratransit/Rideshare Operations Base. In addition, \$1.1 million is budgeted for other miscellaneous equipment and fixture needs of the Agency.

Facilities – Passenger & Operational

STA Facilities for Passenger and Operational needs for the 2027 budget is \$20.9 million. Included are upgrades to Park and Rides and Transit Centers, \$2.8 million of which includes a West Plains Transit Center Comfort Station and Facilities and Grounds Building. STA plans to spend \$3.5 million for preservation and improvements to the STA Plaza focused on the design and construction of Plaza Bay 1 and design for second floor improvements to include public meeting space. Route and Stop Facility Improvements and Near-Term Investments focus on those operational improvements for passengers and operations such as shelters, lighting, updates to bus stops, operator comfort stations, and accessibility improvements. The 2027 budget for Route and Stop Facility Improvements and Near-Term Investments is \$14.6 million.



Technology

The total budget for Technology projects for 2027 is \$10.2 million. This includes Enterprise Asset Management System Implementation, yard management software, Communications Technology, Information Systems Infrastructure and End User Equipment, Operating and Customer Service applications, and Security and Access Technology.

High Performance Transit Implementation

STA's budget for 2027 High Performance Transit Implementation totals \$17.4 million. This includes the Cheney Line at \$0.4 million, along with I-90/Valley Line projects including construction of the Argonne Station Park and Ride

and continuation of I-90/Valley HPT Route 7 projects at \$9.8 million. The Sprague Line will continue with a 2027 budget of \$0.9 million along with the Monroe-Regal Line and the West Broadway Line at \$0.6 million. The budget for the Division Street Bus Rapid Transit (BRT) project and the Wellesley HPT Line Design is \$5.3 million and \$0.4 million, respectively. These, along with other projects in the capital budget, are part of the *Connect 2035* initiatives.

Transit Oriented Development

STA's capital budget for 2027 includes \$0.4 million for a transit-oriented development pilot joint development. The pilot includes planning for redevelopment of an existing Park and Ride to include a residential, mixed-use, or commercial development integrated with transit services.

The 2027 Capital Budget includes \$41.5 million for *Connect 2035* initiatives.

Fund and Reserve Summary

STA is a debt-free Agency and, as such, manages its resources to create a sustainable and balanced budget. STA has established six Special Revenue Funds representing the available resources of the Agency starting in 2027.

Special Revenue Funds

The Board adopted Resolution 855-26, rescinding previous resolutions, in April 2026 to establish new funds beginning with the 2027 budget, departing from the single STA fund that had been historically used for all revenues and expenses agency-wide. The new funds include: General Fund, Operating Reserve Fund, Capital Projects Fund, Vehicle Replacement Fund, Technology Fund, and Real Estate Acquisition Fund. This Risk Reserve and Claims Reserve (L&I required) are included in the General Fund.

General Fund – The general operating revenues and expenditures of STA. The general fund includes the following reserves:

1. **Self-Insurance Risk Reserve** — A total of \$5.5 million was designated to provide catastrophic self-insurance coverage for underground storage tanks to protect the Agency from exposure beyond the financial resources available through the Agency's insurance coverage.
2. **Claims Reserve** – A reserve for \$357,000 required by the Department of Labor and Industries to enable STA to remain self-insured for worker's compensation.

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

Capital Projects Fund – The fund includes funding for general capital and facilities projects. The intention is for the Board to approve annual support transfers to the Capital Projects Fund from the General Fund during the annual budget process to support the Capital Improvement Program.

Vehicle Replacement Fund – This fund is to be used for all vehicle and equipment replacement, with annual appropriated transfers from the General Fund to fulfill the long-term vehicle replacement plan of STA.

Technology Projects Fund – This fund will house all Information Technology Projects and upgrades and will be intended to be appropriated annually during the budget process with annual budgeted transfers from the General Fund.

Real Estate Acquisition Fund — This fund will be maintained at a Board approved minimum level during annual budget appropriations, funded with revenues from the General Fund and proceeds from any sale or disposal of STA real estate superseding Resolution 804-22 which established a Real Estate Acquisition reserve.

The Special Revenue Fund proposed beginning balances for 2027 are shown below.

Fund Number	Description	Projected 2026 Year-End Balance	Proposed 2027 Beginning Balance	Notes
01	General Fund	\$ 225,939,163	\$12,046,808	Includes required insurance and claims risk reserves
02	Operating Reserve Fund	\$ -	\$22,635,918	15% of draft operating budget (rounded up to nearest \$10k)
03	Capital Projects Fund	\$ -	\$112,640,661	The initial reserve target for each fund equals 100% of the projected local funding requirement for the budget year, plus declining weighted amounts for the subsequent five years of the six-year adopted Capital Improvement Program
04	Vehicle Replacement Fund	\$ -	\$37,969,998	
05	Technology Projects Fund	\$ -	\$25,645,778	
06	Real Estate Acquisition Fund	\$ -	\$15,000,000	
	All Funds Total	\$225,939,163	\$225,939,163	

The 2027 beginning and ending Fund Balances are shown below.

	01 - General Fund	02 - Operating Reserve Fund	03 - Capital Projects Fund	04 - Vehicle Replacement Fund	05 - Technology Projects Fund	06 - Real Estate Acquisition Fund
Beginning Fund Balance 1/1/27	\$12,047,000	\$22,636,000	\$112,641,000	\$37,970,000	\$25,646,000	\$15,000,000
Total Revenues	\$173,388,000		\$16,720,000	\$ -		
Total Expenditures	\$150,906,000		\$51,312,000	\$3,072,500	\$10,241,000	
Estimated Ending Fund Balance 12/31/27	\$34,529,000	\$22,636,000	\$78,049,000	\$34,897,500	\$15,405,000	\$15,000,000
Board Committed Reserves	\$5,857,000	\$22,636,000				\$15,000,000
Total Uncommitted General Fund *	\$28,672,000					

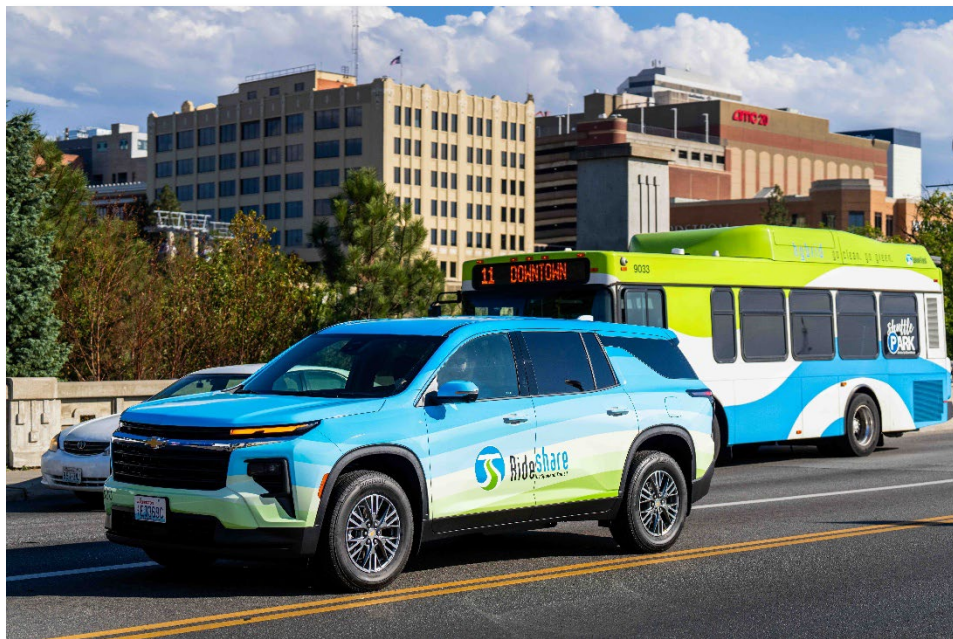
***Estimated balance before transfers to other funds are made as part of the 2028 budget process.**

KEY PERFORMANCE INDICATORS

Fixed Route Key Operating Indicators (Allocated)	2027 Draft Budget	2026 Adopted Budget	2025 Actual
Operating Expense	\$121,154,810	\$114,126,030	\$101,022,841
Revenue Hours	554,294	541,790	538,010
Passengers	10,837,000	10,486,000	10,433,702
Revenue Miles	7,638,575	7,505,725	7,403,636
Farebox Revenue	\$7,110,375	\$6,748,223	\$6,861,101
Recovery % for Standard Fare Rate	17.9%	18.4%	20.7%
Average Fare	\$0.66	\$0.64	\$0.66
Cost per Passenger	\$11.18	\$10.88	\$9.68
Operating Cost per Revenue Hour	\$218.57	\$210.65	\$187.77
Operating Cost per Revenue Mile	\$15.86	\$15.21	\$13.65
Passengers per Revenue Hour	19.55	19.35	19.39
Passengers per Revenue Mile	1.42	1.40	1.41
Vehicles Operated in Maximum Service	163	162	162

Paratransit Key Operating Indicators (Allocated)	2027 Draft Budget	2026 Adopted Budget	2025 Actual
Operating Expense	\$28,330,264	\$27,838,886	\$23,456,470
Revenue Hours	165,693	174,595	162,446
Passengers	420,220	421,489	402,176
Revenue Miles	2,556,181	2,679,427	2,506,060
Farebox Revenue	\$584,848	\$590,904	\$573,392
Recovery % for Standard fare rate	2.9%	3.0%	3.4%
Average Fare	\$1.43	\$1.40	\$1.43
Cost per Passenger	\$69.06	\$66.05	\$58.32
Operating Cost per Revenue Hour	\$170.98	\$159.45	\$144.40
Operating Cost per Revenue Mile	\$11.08	\$10.39	\$9.36
Passengers per Revenue Hour	2.48	2.41	2.48
Passengers per Revenue Mile	0.16	0.16	0.16
Vehicles Operated in Max Service-Directly Operated	75	75	75
Vehicles Operated in Max Service- Contracted	49	49	49

Rideshare Key Operating Indicators (Allocated)	2027 Draft Budget	2026 Adopted Budget	2025 Actual
Operating Expense	\$1,421,044	\$1,193,264	\$1,115,426
Revenue Hours	41,091	34,157	38,820
Passengers	122,509	133,274	105,868
Revenue Miles	1,242,731	1,090,269	1,165,805
Farebox Revenue	\$368,200	\$325,275	\$297,296
Farebox Recovery Ratio	25.9%	27.3%	26.7%
Average Fare	\$3.01	\$2.44	\$2.81
Cost per Passenger	\$11.60	\$8.95	\$10.54
Operating Cost per Revenue Hour	\$34.58	\$34.93	\$28.72
Operating Cost per Revenue Mile	\$1.14	\$1.09	\$.96
Passengers per Revenue Hour	2.98	3.90	2.73
Passengers per Revenue Mile	0.10	0.12	0.09
Vehicles Operated in Maximum Service	93	87	91



APPENDIX

Glossary

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

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

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

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

Beginning Balance — The cash balance as of January 1.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ending Balance — The cash balance as of December 31.

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

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

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

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

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

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

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

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

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

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

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

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

Mobility on Demand — Shared, on-demand public transportation service used to travel from designated service zones to the nearest regular bus stop or a paratransit pickup location.

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

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

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

PTBA — Public Transportation Benefit Area is a special taxing district established by Washington State for the purpose of providing public transportation. The PTBA includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley, as well as portions of the unincorporated county of Spokane surrounding those municipalities where the Agency provides public transportation services within its boundaries which extend to roughly 248 square miles.

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

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

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

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

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

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

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

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

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

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

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

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

2027 Staffing by Function

	FUNDED 2018	FUNDED 2019	FUNDED 2020	FUNDED 2021	FUNDED 2022	FUNDED 2023	FUNDED 2024	FUNDED 2025	FUNDED 2026	FUNDED 2026 Changes	FUNDED 2027	2027 Compared to 2026
01 FIXED ROUTE DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	25	25	25	27	32	32	32	34	38	36	37	1
SCHEDULING OF TRANSPORTATION (021)	3	3	3	3	4	4	4	4	4	4	4	0
REVENUE VEHICLE OPERATIONS (030)	245	266	277	290	296	313	327	327	333	333	337	4
REVENUE VEHICLE OPERATIONS (030)	25	25	25	25	22	25	25	25	25	25	35	10
ADMINISTRATION OF MAINTENANCE (041)	5	6	7	7	8	8	8	8	7	7	8	1
ADMINISTRATION OF FACILITIES & GROUNDS (042)	1	1	1	1	1	1	1	1	1	1	1	0
SERVICE REVENUE VEHICLES (051)	13	15	15	20	20	24	24	24	24	24	24	0
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	46	48	51	54	56	58	64	63	65	65	73	8
MAINTENANCE FACILITIES AND GROUNDS (124)	24	25	27	32	33	33	33	33	36	36	37	1
FARE COLLECTION (150)	2	2	2	2	2	1	1	1	1	1	1	0
SECURITY (161)	13	13	13	13	13	19	27	40	55	54	54	0
CUSTOMER SERVICE (162)	13	14	14	14	15	16	15	15	16	16	16	0
CUSTOMER SERVICE (162)	0	0	0	0	0	0	0	0	0	0	0	0
LOSS CONTROL (165)	2	2	2	2	2	2	2.5	3.5	5.0	5.0	5.0	0
SAFETY AND TRAINING (166)	4	4	4	4	4	7	6.5	6.5	6.0	6.0	7.0	1
PURCHASING AND STORES (172)	4	4	4	4	5	5	6	7	7	7	7	0
GENERAL ADMINISTRATION (176)	2	2	2	2	2	2	2	4	6	6	6	0
FIXED ROUTE STAFFING TOTALS:	427	455	472	500	515	550	578	596	629	626	652	26.0
% CHANGE YEAR TO DATE	2.4%	6.6%	3.7%	5.9%	3.0%	6.8%	5.1%	3.1%	5.5%	5.0%	3.7%	
TOTAL REVENUE HOURS (BUDGETED)	426,689	453,013	465,480	459,196	482,774	508,550	530,131	541,671	541,790	541,790	554,294	
% CHANGE YEAR TO DATE	4.5%	6.2%	2.8%	-1.4%	5.1%	5.3%	4.2%	2.2%	2.2%	2.2%	2.3%	
02 PARATRANSIT DIVISION - FUNCTION												
ADMINISTRATION OF TRANSPORTATION (010)	15	15	19	19	19	20	20	20	19	19	19	0
SCHEDULING OF TRANSPORTATION (021)	8	8	8	8	8	8	8	8	9	9	9	0
REVENUE VEHICLE OPERATIONS (030)	57	61	61	52	56	62	62	65	70	70	60	-10
REVENUE VEHICLE OPERATIONS (030)	3	2	2	2	1	5	5	0	0	0	0	0
SERVICE REVENUE VEHICLES (051)	4	5	5	5	5	5	5	7	7	7	7	0
INSPECTION/MAINTENANCE REVENUE VEHICLES (061)	9	9	9	9	10	10	10	12	12	12	12	0
PARATRANSIT STAFFING TOTALS:	96	100	104	95	99	110	110.00	112.00	117.00	117.00	107.00	-10.0
% CHANGE YEAR TO DATE	1.1%	4.2%	4.0%	-8.7%	4.2%	11.1%	0.0%	1.8%	4.5%	4.5%	-8.5%	
TOTAL REVENUE HOURS (BUDGETED)	160,583	164,038	160,084	107,634	121,188	142,441	165,861	167,339	174,595	174,595	165,693	
% CHANGE YEAR TO DATE	1.8%	2.2%	-2.4%	-32.8%	12.6%	17.5%	16.4%	0.9%	4.3%	4.3%	-5.1%	
03 ADMINISTRATIVE DIVISION - FUNCTION												
COMMUNITY DEVELOPMENT (145)					1	4	4	4	4	4	4	0
OMBUDSMAN (162)	1	1	1	1	1	1	1	1	1	1	1	0
COMMUNICATIONS (163)	7	8	8	8	8	10	11	9	11	12	12	0
TRAINING (166)					1	1	1	1	2	2	2	0
HUMAN RESOURCES (167)	6	7	7	7	7	7	7	8	8	8	9	1
INFORMATION SYSTEMS (170)	9	10	10	11	11	11	13	15	17	21	24	3
FINANCE (171)	10	10	10.6	10.6	10.6	10.6	10.6	10.6	10	10	11	1
PURCHASING (172)	3	4	5	5	6	8	8	8	8	8	9	1
ENGINEERING (173)	5	6	8	8	9	11	11	11	11	12	12	0
RECORDS MANAGEMENT (175)	1	1	1	1	1	2	2	2	2	2	2	0
GENERAL ADMINISTRATION (176)	4	4	4	4	4	4	4	4	4	3	3	0
PLANNING (177)	7	7	7	8	9	9	9	9	10	11	11	0
DATA COLLECTION (190)	0	0	0	0	0	0	0	0	0	0	0	0
ADMINISTRATIVE STAFFING TOTALS:	53.0	58.0	61.60	63.60	67.60	78.60	81.60	82.60	88.00	94.00	100.00	6.0
% CHANGE YEAR TO DATE	3.9%	9.4%	6.2%	3.2%	6.3%	16.3%	3.8%	1.2%	6.5%	13.8%	21.1%	
04 PLAZA DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)						1	1	1	1	1	1	0
PLAZA STAFFING TOTALS:						1	1	1	1	1	1	0
% CHANGE YEAR TO DATE						100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
05 RIDESHARE DIVISION - FUNCTION												
GENERAL ADMINISTRATION (176)	2	2	2	2	2	1	2	2	2	2	2	0
RIDESHARE STAFFING TOTALS:	2	2	2	2	2	1	2	2	2	2	2	0
% CHANGE YEAR TO DATE	0.0%	0.0%	0.0%	0.0%	0.0%	-50.0%	100.0%	0.0%	0.0%	0.0%	0.0%	
REVENUE HOURS (BUDGETED)	29,933	31,081	29,079	28,092	26,970	26,830	30,142	32,734	34,157	34,157	41,091	
% CHANGE YEAR TO DATE	-20.9%	3.8%	-6.4%	-3.4%	-4.0%	-0.5%	12.3%	8.6%	4.3%	4.3%	20.3%	
STAFFING GRAND TOTAL:	578.00	615.00	639.60	660.60	683.60	739.60	772.60	793.60	837.00	840.00	862.00	22.00

Capital Improvement Plan by Projects

Spokane Transit Authority
2027-2032 Capital Improvement Program - Final

New Projects added								2027 by Funding Source										2027-2032		
Program Category	Program Name	ID	Project Name	Financial Status	Budget Control	Expenditure PTD as of 12/31/2025	Remaining Budget	QTY	2027 - Local	2027 - State	2027 - Federal	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2032 Total	Total CP		
Vehicles	Fixed Route Fleet - Replacement	1029	Fixed Route Fleet Replacement-2029	Funded		2,742,209	-	2,742,209	3	-	-	-	-	-	2,742,209	-	-	2,742,209		
		1146	Fixed Route Fleet Replacement 40'-2031	Funded		6,845,342	-	6,845,342	7	-	-	-	-	-	-	-	6,845,342	6,845,342		
		1153	Fixed Route Fleet Replacement 60'-2032	Funded		4,512,708	-	4,512,708	3	-	-	-	-	-	-	-	-	4,512,708	4,512,708	
	Fixed Route Fleet - Replacement Total					14,100,259	-	14,100,259	13	-	-	-	-	-	-	2,742,209	-	6,845,342	4,512,708	14,100,259
	Paratransit Vans	961	Paratransit Fleet Replacement-2028	Funded		3,724,229	-	3,724,229	20	-	-	-	-	3,724,229	-	-	-	-	3,724,229	
		1031	Paratransit Fleet Replacement-2029	Funded		3,910,441	-	3,910,441	20	-	-	-	-	-	3,910,441	-	-	-	3,910,441	
		1147	Paratransit Fleet Replacement-2031	Funded		3,490,752	-	3,490,752	16	-	-	-	-	-	-	-	3,490,752	-	3,490,752	
		1178	Paratransit Fleet Replacement - 2032	Funded		6,741,510	-	6,741,510	30	-	-	-	-	-	-	-	-	6,741,510	6,741,510	
	Paratransit Vans Total					17,866,932	-	17,866,932	86	-	-	-	-	3,724,229	3,910,441	-	3,490,752	6,741,510	17,866,932	
	Rideshare Vans	881	Rideshare Replacement 2027	Funded		680,000	-	680,000	11	680,000	-	-	680,000	-	-	-	-	-	680,000	
		947	Rideshare New/ Replacement 2028	Funded		700,000	-	700,000	11	-	-	-	-	700,000	-	-	-	-	700,000	
		1030	Rideshare Replacement 2029	Funded		725,000	-	725,000	11	-	-	-	-	-	725,000	-	-	-	725,000	
		1102	Rideshare Vehicle Replacement-2030	Funded		820,000	-	820,000	10	-	-	-	-	-	-	820,000	-	-	820,000	
		1148	Rideshare Replacements-2031	Funded		765,000	-	765,000	11	-	-	-	-	-	-	-	765,000	-	765,000	
		1179	Rideshare Replacements - 2032	Funded		791,000	-	791,000	11	-	-	-	-	-	-	-	-	791,000	791,000	
	Rideshare Vans Total					4,481,000	-	4,481,000	65	680,000	-	-	680,000	700,000	725,000	820,000	765,000	791,000	4,481,000	
	Mobility on Demand - New			1177	2035: Mobility on Demand Vehicles	Funded-2035	600,000	-	600,000	9	600,000	-	-	600,000	-	-	-	-	600,000	
	Mobility on Demand - New Total					600,000	-	600,000	9	600,000	-	-	600,000	-	-	-	-	-	600,000	
	Non-Revenue Vehicles	879	Security Patrol Vehicles	Funded		90,000	-	90,000	5	90,000	-	-	90,000	-	-	-	-	-	90,000	
		880	Supervisor Support Vehicles	Funded		300,000	-	300,000	5	300,000	-	-	300,000	-	-	-	-	-	300,000	
		932	Shelter Response Truck	Funded		72,500	-	72,500	1	72,500	-	-	72,500	-	-	-	-	-	72,500	
		944	Security Support Vehicle	Funded		50,000	-	50,000	1	-	-	-	-	50,000	-	-	-	-	50,000	
		1164	Journeyman service vans	Funded		270,000	-	270,000	2	100,000	-	-	100,000	-	-	-	-	-	100,000	
		1182	Electric Pilot Vehicle - 2027	Funded		100,000	-	100,000	1	100,000	-	-	100,000	-	-	-	-	-	100,000	
	Non-Revenue Vehicles Total					882,500	-	882,500	15	742,500	-	-	742,500	50,000	-	-	-	-	792,500	
	Rolling Stock Miscellaneous Equipment and Fixtures		Battery Electric Bus Midlife Replacements and State of Good																	
		1100	Repair	Funded		9,000,000	-	9,000,000	-	450,000	-	-	450,000	3,500,000	4,700,000	-	-	-	8,650,000	
		1181	BEB Performance Enhancements-New Flyer	Funded		600,000	-	600,000	-	600,000	-	-	600,000	-	-	-	-	-	600,000	
	Rolling Stock Miscellaneous Equipment and Fixtures Total					9,600,000	-	9,600,000	-	1,050,000	-	-	1,050,000	3,500,000	4,700,000	-	-	-	9,250,000	
Vehicles Total					47,530,691	-	47,530,691	188	3,072,500	-	-	3,072,500	7,974,229	12,077,650	820,000	11,101,094	12,045,218	47,090,691		
Facilities - Maintenance & Administration	Boone - Preservation and Enhancements	324	Boone Facility Fire Alarm Upgrade	Funded		350,000	153	349,847	-	199,847	-	-	199,847	-	-	-	-	-	199,847	
		745	West Boone Avenue Crosswalk	Funded		400,000	28,045	371,955	-	25,840	-	-	25,840	-	-	-	-	-	25,840	
		779	Capital Replacement of BEB Electric Charging-2023-2027	Funded		221,824	-	221,824	-	112,551	-	-	112,551	-	-	-	-	-	112,551	
		876	Steam Pit Lift	Funded		240,000	-	240,000	-	240,000	-	-	240,000	-	-	-	-	-	240,000	
		920	HVAC, Capital Replacement M&A Facilities 2023-2027	Funded		86,100	-	86,100	-	44,100	-	-	44,100	-	-	-	-	-	44,100	
		921	HVAC, Capital Replacement M&A Facilities 2028-2032	Funded		365,520	-	365,520	-	-	-	-	-	66,150	69,458	72,930	76,577	80,405	365,520	
		926	Overhead Garage Door Replacement 2023-27	Funded		350,943	111,705	239,238	-	136,991	-	-	136,991	-	-	-	-	-	136,991	
		927	Overhead Garage Door Replacement 2028-32	Funded		400,058	-	400,058	-	-	-	-	-	75,353	77,613	79,942	82,340	84,810	400,058	
		963	Capital Replacement of BEB Electric Charging-2028-2032	Funded		615,474	-	615,474	-	-	-	-	-	115,928	119,405	122,987	126,677	130,477	615,474	
		971	Automated Load Management	Funded		300,000	64,927	235,073	-	40,000	-	-	40,000	40,000	40,000	75,073	-	-	195,073	
		1024	Boone Clean Buildings- Dept of Commerce Work	Funded		443,090	43,090	400,000	-	100,000	-	-	100,000	100,000	100,000	-	-	-	300,000	
		1025	NW Boone Fire Suppression Upgrade	Funded		384,644	84,644	300,000	-	25,000	-	-	25,000	-	-	-	-	-	25,000	
		1161	Boone Battery Storage Room	Funded		351,200	23,483	327,717	-	27,717	-	-	27,717	-	-	-	-	-	27,717	
	Boone - Preservation and Enhancements Total					4,508,853	356,046	4,152,807	-	952,046	-	-	952,046	397,431	406,476	350,932	285,594	295,692	2,688,171	
	Fleck Center - Preservation and Improvements			1166	Fleck TI Projects	Funded	650,000	51,457	598,543	-	348,543	-	-	348,543	-	-	-	-	348,543	
	Fleck Center - Preservation and Improvements Total					650,000	51,457	598,543	-	348,543	-	-	348,543	-	-	-	-	-	348,543	
	Facility Master Plan Program			1041	Tenant Improvements	Funded	200,000	-	200,000	-	120,000	-	-	120,000	-	-	-	-	-	120,000
		1150	2035: Training Course	Funded-2035	5,000,000	-	5,000,000	-	4,000,000	-	-	4,000,000	800,000	-	-	-	-	-	4,800,000	
		1151	2035: Clean Energy Base #1	Funded-2035	10,000,000	-	10,000,000	-	-	-	-	-	-	-	5,000,000	5,000,000	-	-	10,000,000	
	Facility Master Plan Program Total					15,200,000	-	15,200,000	-	4,120,000	-	-	4,120,000	800,000	-	-	5,000,000	5,000,000	14,920,000	
	Facility Master Plan Program-Boone			1207	2035: Fixed Route Operations Center	Funded-2035	18,000,000	-	18,000,000	-	4,000,000	-	-	4,000,000	6,500,000	6,850,000	-	-	17,350,000	
	Facility Master Plan Program-Boone Total					18,000,000	-	18,000,000	-	4,000,000	-	-	4,000,000	6,500,000	6,850,000	-	-	-	17,350,000	
	Facility Master Plan Program-Fleck			1208	2035: Paratransit & Rideshare Operations Base	Funded-2035	30,000,000	-	30,000,000	-	1,600,000	400,000	2,000,000	17,000,000	10,500,000	-	-	-	29,500,000	
	Facility Master Plan Program-Fleck Total					30,000,000	-	30,000,000	-	1,600,000	400,000	-	2,000,000	17,000,000	10,500,000	-	-	-	29,500,000	
	Miscellaneous Equipment and Fixtures		TI Projects 2023-2027	Funded		726,553	376,906	349,647	-	190,727	-	-	190,727	-	-	-	-	-	190,727	
			916 TI Projects 2028-2032	Funded		615,477	-	615,477	-	-	-	-	-	115,928	119,406	122,988	126,678	130,477	615,477	
			924 Miscellaneous Equipment and Fixtures 2023-2027	Funded		160,141	61,599	98,543	-	53,985	-	-	53,985	-	-	-	-	-	53,985	
			925 Miscellaneous Equipment and Fixtures 2028-2032	Funded		255,844	-	255,844	-	-	-	-	-	48,189	49,635	51,124	52,658	54,238	255,844	
			1132 Miscellaneous Vehicle Equipment Improvements	Funded		1,800,000	-	1,800,000	-	300,000	-	-	300,000	300,000	300,000	300,000	-	-	1,500,000	
		1184 Steri-Kone Sky Lift	Funded		500,000	-	500,000	-	500,000	-	-	500,000	-	-	-	-	-	500,000		
		1185 Stenman Technik Pantograph Arm	Funded		70,000	-	70,000	-	70,000	-	-	70,000	-	-	-	-	-	70,000		
Miscellaneous Equipment and Fixtures Total					4,128,015	438,585	3,689,430	-	1,114,712	-	-	1,114,712	464,117	469,041	474,112	479,336	184,715	3,186,033		
Facilities - Maintenance & Administration Total					72,488,868	846,088	71,642,780	-	12,135,301	400,000	-	12,535,301	25,161,548	18,225,517	5,825,044	5,764,930	480,407	67,992,747		
Facilities - Passenger & Operational	Route & Stop Facility Improvements	888	Bus Stop Accessibility Improvement Project 2024-2028	Funded		1,116,250	-	1,116,250	-	280,000	-	-	280,000	280,000	306,250	-	-	866,250		
		894	Cooperative Projects 2022-2027	Funded		2,499,290	1,223,044	1,276,246	-	650,000	-	-	650,000	-	-	-	-	650,000		
		896	Indian Trail Layover Improvement Project	Funded		800,000	27,674	772,326	-	72,326	-	-	72,326	-	-	-	-	72,326		

Program Category	Program Name	ID	Project Name	Financial Status	Budget Control	Expenditure PTD as of 12/31/2025	Remaining Budget	QTY	2027 - Local	2027 - State	2027 - Federal	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2032 Total	2027-2032 Total CIP		
Operational	Route & Stop Facility Improvements	898	Route Segment Investment Projects	Funded	1,767,500	146,418	1,621,082	-	410,103	-	-	410,103	400,000	400,000	60,979	-	-	1,271,082		
		899	2035: Shelters & Lighting Program	Funded-2035	991,200	231,033	760,167	-	285,167	-	-	285,167	-	-	-	-	-	285,167		
		903	2035: Whitworth University Comfort Station	Funded-2035	565,000	495,920	69,080	-	16,000	-	-	16,000	-	-	-	-	-	16,000		
		1015	North Spokane Bus Stops (2027-2029)	Funded	1,350,000	-	1,350,000	-	-	-	-	-	100,000	200,000	1,000,000	50,000	-	1,350,000		
		1016	South Spokane Bus Stops (2027-2029)	Funded	1,075,000	-	1,075,000	-	-	-	-	-	-	75,000	150,000	800,000	50,000	1,075,000		
		1017	Spokane Valley Bus Stops (2027-2029)	Funded	1,035,000	-	1,035,000	-	200,000	-	-	200,000	700,000	50,000	-	-	-	950,000		
		1018	West Plains Bus Stops (2027-2029)	Funded	650,000	-	650,000	-	-	-	-	-	-	-	50,000	100,000	500,000	650,000		
		1019	Sprague Ave - Division Street to Post Street	Funded	3,700,000	-	3,700,000	-	-	-	-	-	-	-	3,675,000	-	-	3,675,000		
		1022	Veterans Administration -Bus Stop & Crosswalk	Funded	500,000	-	500,000	-	475,000	-	-	475,000	-	-	-	-	-	475,000		
		1055	Property Acquisition Due Diligence-Latah Valley	Funded	300,000	-	300,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000		
		1056	Annual Service Change-2025	Funded	725,000	141,892	583,108	-	183,108	-	-	183,108	-	-	-	-	-	183,108		
		1057	Annual Service Change-2026	Funded	734,000	-	734,000	-	50,000	-	-	50,000	-	-	-	-	-	50,000		
		1058	Annual Service Change-2027	Funded	650,000	-	650,000	-	600,000	-	-	600,000	-	-	-	-	-	600,000		
		1059	Annual Service Change-2028	Funded	1,000,000	-	1,000,000	-	200,000	-	-	200,000	700,000	50,000	-	-	-	950,000		
		1060	Annual Service Change-2029	Funded	300,000	-	300,000	-	-	-	-	-	-	45,000	240,000	15,000	-	300,000		
		1061	Annual Service Change-2030	Funded	300,000	-	300,000	-	-	-	-	-	-	-	45,000	240,000	15,000	300,000		
		1062	Bus Stop Improvements-2030	Funded	300,000	-	300,000	-	-	-	-	-	-	-	45,000	240,000	15,000	300,000		
		1063	2035: Comfort Station Program	Funded-2035	3,220,000	-	3,220,000	-	1,280,000	-	-	1,280,000	930,000	960,000	-	-	-	3,170,000		
		1064	2035: Enhanced Customer Information Signage	Funded-2035	241,000	76	240,924	-	205,924	-	-	205,924	-	-	-	-	-	205,924		
		1066	2035: On-route BEB charging infrastructure - Route 9 HPT	Funded-2035	4,900,000	35,679	4,864,321	-	1,356,357	1,717,964	-	3,074,321	-	-	-	-	-	3,074,321		
		1133	Cooperative Projects 2028-2031	Funded	2,000,000	-	2,000,000	-	-	-	-	-	-	500,000	500,000	500,000	500,000	-	2,000,000	
		1134	2035: Shelters & Lighting Program 2028-2031	Funded-2035	2,513,000	-	2,513,000	-	-	-	-	-	-	584,000	610,000	637,000	682,000	-	2,513,000	
		1135	Annual Service Change - 2031	Funded	300,000	-	300,000	-	-	-	-	-	-	-	-	45,000	240,000	15,000	300,000	
		1136	Bus Stop Improvements - 2031	Funded	300,000	-	300,000	-	-	-	-	-	-	-	-	45,000	240,000	15,000	300,000	
		1137	2035: Downtown Charging and Layover Facility	Funded-2035	10,450,000	-	10,450,000	-	3,150,000	2,506,800	-	5,656,800	4,443,200	-	-	-	-	-	10,100,000	
		1138	2035: Electric Vehicle Charging Program	Funded-2035	1,372,000	-	1,372,000	-	-	-	-	-	-	-	435,000	457,000	480,000	-	1,372,000	
		1140	Stand-Alone Bench Program	Funded	441,000	-	441,000	-	74,000	-	-	74,000	76,000	79,000	83,000	88,000	-	-	400,000	
		1168	Annual Service Change - 2032	Funded	1,200,000	-	1,200,000	-	-	-	-	-	-	-	-	-	-	1,200,000	1,200,000	
		1169	Bus Stop Improvements - 2032	Funded	1,200,000	-	1,200,000	-	-	-	-	-	-	-	-	-	-	1,200,000	1,200,000	
		1170	Cooperative Projects - 2032	Funded	500,000	-	500,000	-	-	-	-	-	-	-	-	-	-	500,000	500,000	
		1171	2035: Shelter Program - 2032	Funded-2035	700,000	-	700,000	-	-	-	-	-	-	-	-	-	-	700,000	700,000	
		1172	Community Hubs/Nodes	Funded	2,200,000	-	2,200,000	-	380,949	-	-	380,949	407,316	435,475	465,553	497,685	13,022	2,200,000		
		1173	2035: Non-Shelter Bus Stop Lighting	Funded-2035	100,000	-	100,000	-	100,000	-	-	100,000	-	-	-	-	-	-	100,000	
		1174	Operational Improvements - 2032	Funded	200,000	-	200,000	-	-	-	-	-	-	-	-	-	-	200,000	200,000	
		1175	Route 25 - Decommissioning	Funded	175,000	-	175,000	-	-	-	-	-	-	-	75,000	100,000	-	-	175,000	
Route & Stop Facility Improvements Total					52,370,240	2,301,735	50,068,505	-	10,068,934	4,224,764	-	14,293,698	9,165,516	4,505,725	7,763,532	3,707,685	4,393,022	43,829,178		
Plaza Preservation and Improvements	Plaza Preservation and Improvements	845	Plaza Preservation and Improvements 2023-2027	Funded	273,420	156,972	116,448	-	85,173	-	-	85,173	-	-	-	-	-	85,173		
		958	Plaza Preservation & Improvements 2028-2032	Funded	316,971	-	316,971	-	-	-	-	-	59,703	61,494	63,339	65,239	67,196	316,971		
		1026	Plaza Clean Buildings- Dept of Commerce Work	Funded	3,000,000	2,536,401	463,599	-	7,219	-	-	7,219	-	-	-	-	-	7,219		
		1051	Plaza Miscellaneous Equipment	Funded	646,842	-	646,842	-	106,090	-	-	106,090	150,000	175,000	112,752	-	-	543,842		
		1053	HVAC, Capital Replacement Plaza 2025-2030	Funded	375,000	29,326	345,674	-	60,000	-	-	60,000	75,000	85,000	70,674	-	-	290,674		
		1067	Plaza Bay 1 Design and Construction	Funded	810,000	-	810,000	-	785,000	-	-	785,000	-	-	-	-	-	785,000		
		1149	Plaza Clean Buildings Performance - Phase II	Funded	3,200,000	-	3,200,000	-	-	-	-	-	100,000	1,500,000	1,500,000	100,000	-	3,200,000		
		1152	2035: Plaza Tenant Improvements	Funded-2035	8,300,000	-	8,300,000	-	2,500,000	-	-	2,500,000	4,530,000	870,000	-	-	-	7,900,000		
		Plaza Preservation and Improvements Total					16,922,233	2,722,699	14,199,534	-	3,543,482	-	-	3,543,482	4,914,703	2,691,494	1,746,765	165,239	67,196	13,128,879
		Park and Ride Upgrades	Park and Ride Upgrades	918	Park and Ride Major Preservation 2023-2027	Funded	44,364	-	44,364	-	22,510	-	-	22,510	-	-	-	-	-	22,510
				919	Park and Ride Major Preservation 2028-2032	Funded	123,091	-	123,091	-	-	-	-	-	23,185	23,880	24,597	25,334	26,095	123,091
Park and Ride Upgrades Total					167,455	-	167,455	-	22,510	-	-	22,510	23,185	23,880	24,597	25,334	26,095	145,601		
Transit Center Upgrades	Transit Center Upgrades	1141	2035: West Plains Transit Center - Comfort Station	Funded-2035	1,413,000	-	1,413,000	-	1,263,000	-	-	1,263,000	-	-	-	-	-	1,263,000		
		1142	2035: West Plains Transit Center - Facilities & Grounds Building	Funded-2035	1,666,000	-	1,666,000	-	1,516,000	-	-	1,516,000	-	-	-	-	-	1,516,000		
Transit Center Upgrades Total					3,079,000	-	3,079,000	-	2,779,000	-	-	2,779,000	-	-	-	-	-	2,779,000		
Near Term Investments	Near Term Investments	948	Bus Stops for Hayford & McFarlane (West Plains)	Funded-NT	600,000	-	600,000	-	-	-	-	-	600,000	-	-	-	-	600,000		
		949	Route 95 Improvements	Funded-NT	794,000	200,525	593,475	-	306,814	-	-	306,814	-	-	-	-	-	306,814		
		950	East Fifth Avenue Bus Stop Accessibility & Improvements	Funded-NT	348,000	630	347,370	-	-	-	-	-	347,370	-	-	-	-	347,370		
Near Term Investments Total					1,742,000	201,155	1,540,845	-	306,814	-	-	306,814	947,370	-	-	-	1,254,184			
Facilities - Passenger & Operational Total					74,280,928	5,225,589	69,055,339	-	16,720,740	4,224,764	-	20,945,504	15,090,774	7,221,099	9,534,894	3,890,258	4,486,313	61,136,842		
Technology	Business Systems Replacement	841	Enterprise Asset Management System Implementation	Funded	5,500,000	145,578	5,354,422	-	3,150,000	-	-	3,150,000	854,422	-	-	-	-	4,004,422		
		1183	Yard Management Software	Funded	1,500,000	-	1,500,000	-	1,000,000	-	-	1,000,000	100,000	100,000	100,000	100,000	-	1,500,000		
	Business Systems Replacement Total					7,000,000	145,578	6,854,422	-	4,150,000	-	-	4,150,000	954,422	100,000	100,000	100,000	5,504,422		
	Communications Technology Upgrades	Communications Technology Upgrades	1068	2035: Small Real-Time Digital Signage Pilot	Funded-2035	80,000	3,753	76,247	-	36,247	-	-	36,247	-	-	-	-	-	36,247	
			1100	Digital Signage Replacement	Funded	2,000,000	-	2,000,000	-	1,000,000	-	-	1,000,000	1,000,000	-	-	-	-	2,000,000	
			1101	Motorola Two Way Radio Replacement consulting/ due diligence	Funded	300,000	-	300,000	-	300,000	-	-	300,000	-	-	-	-	-	300,000	
			1124	Motorola Two Way Radio Replacement	Funded	8,670,000	-	8,670,000	-	-	-	-	-	-	2,690,000	5,780,000	-	-	8,670,000	
	1204	Motorola Radio Dispatch System Replacement	Funded	1,200,000	-	1,200,000	-	600,000	-	-	600,000	600,000	-	-	-	-	1,200,000			
	Communications Technology Upgrades Total					12,250,000	3,753	12,246,247	-	1,936,247	-	-	1,936,247	1,600,000	2,890,000	5,780,000	-	-	12,206,247	
	Computer Equipment Preservation and Updates	Computer Equipment Preservation and Updates	1007	Mobile Data Router Replacement 2028	Funded	500,000	-	500,000	-	-	-	-	-	500,000	-	-	-	-	500,000	
1008			Mobile Data Router Replacement 2029-All except FR	Funded	513,000	-	513,000	-	-	-	-	-	-	513,000	-	-	-	513,000		
Computer Equipment Preservation and Updates Total					1,013,000	-	1,013,000	-	-	-	-	-	500,000	513,000	-	-	-	1,013,000		
Fare Collection and Sales Technology					227,250	-	227,250	-	-	-	-	-	-	-	-	227,250	-	227,250		
Fare Collection and Sales Technology Total					227,250	-	227,250	-	-	-	-	-	-	-	-	227,250	-	227,250		
IS End User Equipment	IS End User Equipment	1087	PC Refresh	Funded	653,000	-	653,000	-	428,000	-	-	428,000	225,000	-	-	-	-	653,000		

Program Category	Program Name	ID	Project Name	Financial Status	Budget Control	Expenditure FYD as of 12/31/2025	Remaining Budget	QTY	2027 - Local	2027 - State	2027 - Federal	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2032 Total	2027-2032 Total CIP
Technology	IS End User Equipment Total				653,000	-	653,000	-	428,000	-	-	428,000	225,000	-	-	-	-	653,000
	IS Infrastructure and End User Equipment																	
		336	Fiber Communications	Funded	895,055	547,155	347,900	-	115,900	-	-	115,900	119,400	-	-	-	-	235,300
		936	Cyber Security Technologies	Funded	290,000	-	290,000	-	75,000	-	-	75,000	-	-	-	-	-	75,000
		941	Desktop and Laptop Refresh	Funded	653,000	-	653,000	-	225,000	-	-	225,000	-	-	-	-	-	225,000
		1071	Archival Storage	Funded	175,000	-	175,000	-	-	-	-	-	-	175,000	-	-	-	175,000
		1075	Uninterruptable Power System-various racks	Funded	45,000	-	45,000	-	-	-	-	-	-	45,000	-	-	-	45,000
		1077	Firewalls-Plaza Edge	Funded	29,000	-	29,000	-	-	-	-	-	29,000	-	-	-	-	29,000
		1079	Network Switches	Funded	531,000	-	531,000	-	121,000	-	-	121,000	-	204,000	-	-	-	325,000
		1080	Primary Storage	Funded	148,000	-	148,000	-	-	-	-	-	96,000	-	-	-	-	96,000
		1081	Servers-Boone	Funded	382,520	152,065	230,455	-	-	-	-	-	-	225,000	-	-	-	225,000
		1082	Servers-Plaza	Funded	322,000	-	322,000	-	-	-	-	-	-	-	179,000	-	-	179,000
		1084	Wireless Controllers and AP's	Funded	153,000	44,357	108,643	-	-	-	-	-	42,643	-	66,000	-	-	108,643
		1120	Firewalls-Edge 2031	Funded	103,500	-	103,500	-	-	-	-	-	-	-	-	103,500	-	103,500
		1121	Firewalls-Internal 2031	Funded	83,657	-	83,657	-	-	-	-	-	-	-	-	-	83,657	83,657
		1122	Storage - Flashblade 2031	Funded	250,000	-	250,000	-	-	-	-	-	-	-	-	-	250,000	250,000
		1123	Mobile Routers-Non-Revenue Vehicles and Paratransit	Funded	501,146	-	501,146	-	-	-	-	-	-	-	-	-	501,146	501,146
		1125	Network Access Control 2031	Funded	202,500	-	202,500	-	-	-	-	-	-	-	-	-	202,500	202,500
		1126	Network Switches 2031	Funded	621,996	-	621,996	-	-	-	-	-	-	-	-	-	621,996	621,996
		1127	Primary Storage 2031	Funded	112,571	-	112,571	-	-	-	-	-	-	-	-	-	112,571	112,571
		1166	Core Switches-Boone/Plaza	Funded	400,000	-	400,000	-	-	-	-	-	-	-	-	-	400,000	400,000
		1167	Datacenter Servers-Plaza	Funded	225,000	-	225,000	-	-	-	-	-	-	225,000	-	-	-	225,000
		1168	Desktop and Laptop Replacement	Funded	250,000	-	250,000	-	-	-	-	-	250,000	-	-	-	-	250,000
		1169	Edge Routers	Funded	181,000	-	181,000	-	-	-	-	-	-	81,000	-	-	100,000	181,000
		1190	External Firewalls	Funded	250,000	-	250,000	-	-	-	-	-	250,000	-	-	-	-	250,000
		1191	Internal Firewalls	Funded	175,000	-	175,000	-	-	-	-	-	-	175,000	-	-	-	175,000
		1192	Network Switches-various	Funded	100,000	-	100,000	-	100,000	-	-	100,000	-	-	-	-	-	100,000
		1193	Plaza Conference Room AV	Funded	300,000	-	300,000	-	300,000	-	-	300,000	-	-	-	-	-	300,000
		1194	Southside Conference Room AV	Funded	250,000	-	250,000	-	250,000	-	-	250,000	-	-	-	-	-	250,000
		1196	Storage-Flashblade (Immutable)	Funded	250,000	-	250,000	-	250,000	-	-	250,000	-	-	-	-	-	250,000
		1197	Storage-UCS Arrays	Funded	300,000	-	300,000	-	150,000	-	-	150,000	150,000	-	-	-	-	300,000
		1198	TBD Conference Room 1	Funded	30,000	-	30,000	-	30,000	-	-	30,000	-	-	-	-	-	30,000
		1199	TBD Conference Room 2	Funded	30,000	-	30,000	-	30,000	-	-	30,000	-	-	-	-	-	30,000
		1200	Voice Gateway & SIP Router	Funded	25,000	-	25,000	-	-	-	-	-	-	-	-	-	25,000	25,000
		1206	Sharepoint Intranet Implementation	Funded	208,750	-	208,750	-	150,000	-	-	150,000	11,750	11,750	11,750	11,750	11,750	208,750
	IS Infrastructure and End User Equipment Total				8,475,695	743,577	7,730,118	-	1,796,900	-	-	1,796,900	950,793	1,141,750	256,750	1,887,120	536,750	6,570,863
	Operating & Customer Service Software				1,000,000	200,636	799,364	-	275,000	-	-	275,000	274,364	-	-	-	-	549,364
		1038	Fare Collection System Upgrades - 2024-2028	Funded				-										
		1114	2035: Customer Relationship Management (CRM) Software	Funded-2035	610,000	-	610,000	-	150,000	-	-	150,000	90,000	90,000	90,000	90,000	90,000	510,000
		1201	Data Loss Protection	Funded	725,000	-	725,000	-	350,000	-	-	350,000	75,000	75,000	75,000	75,000	75,000	725,000
		1202	Interactive Voice Response Solution	Funded	525,000	-	525,000	-	150,000	-	-	150,000	75,000	75,000	75,000	75,000	75,000	525,000
		1203	Security Information and Event Management (SIEM)	Funded	600,000	-	600,000	-	100,000	-	-	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Operating & Customer Service Software Total				3,460,000	200,636	3,259,364	-	1,025,000	-	-	1,025,000	614,364	340,000	340,000	340,000	250,000	2,909,364
	Security and Access Technology																	
		1088	Security Cameras/NVR-Boone	Funded	313,000	-	313,000	-	-	-	-	-	-	313,000	-	-	-	313,000
		1089	Security Cameras/NVR-City Line BRT	Funded	300,000	-	300,000	-	-	-	-	-	300,000	-	-	-	-	300,000
		1090	Security Cameras/NVR-Hastings P&R	Funded	90,000	-	90,000	-	-	-	-	-	-	90,000	-	-	-	90,000
		1091	Security Cameras/NVR-Jefferson P&R	Funded	69,000	-	69,000	-	-	-	-	-	-	69,000	-	-	-	69,000
		1092	Security Cameras/NVR-Liberty Lake P&R	Funded	108,000	-	108,000	-	-	-	-	-	-	108,000	-	-	-	108,000
		1093	Security Cameras/NVR-Mirabeau P&R	Funded	147,000	50,072	96,928	-	-	-	-	-	-	-	82,000	-	-	82,000
		1095	Security Cameras/NVR-Plaza	Funded	250,000	-	250,000	-	-	-	-	-	250,000	-	-	-	-	250,000
		1096	Security Cameras/NVR-South Hill P&R	Funded	94,000	-	94,000	-	-	-	-	-	-	94,000	-	-	-	94,000
		1097	Security Cameras/NVR-VTC	Funded	275,000	-	275,000	-	-	-	-	-	-	125,000	-	-	-	125,000
		1098	Security Cameras/NVR-West Plains TC	Funded	147,000	-	147,000	-	-	-	-	-	-	-	82,000	-	-	82,000
		1119	Security Cameras/NVR-Mirabeau P&R	Funded	81,250	-	81,250	-	-	-	-	-	-	-	-	81,250	-	81,250
		1129	Onboard Surveillance System Replacement/Upgrade	Funded	3,065,036	-	3,065,036	-	905,012	-	-	905,012	905,012	905,012	-	-	-	2,715,036
		1205	Security Cameras/NVR Moran Park & Ride	Funded	75,000	-	75,000	-	-	-	-	-	-	-	-	-	75,000	75,000
	Security and Access Technology Total				5,014,286	50,072	4,964,214	-	905,012	-	-	905,012	1,455,012	1,596,012	272,000	81,250	75,000	4,384,286
	Technology Total				38,091,231	1,143,617	36,947,613	-	10,241,159	-	-	10,241,159	6,239,591	6,580,762	6,976,000	2,408,370	961,750	33,467,632
	High Performance Transit Implementation																	
	Airway Heights High Performance Transit Corridor	1143	2035: Route 61 HPT - Highway 2 to Fairchild AFB - 60% Design & Land Acquisition	Funded-2035	850,000	-	850,000	-	-	-	-	-	-	-	300,000	550,000	-	850,000
	Airway Heights High Performance Transit Corridor Total				850,000	-	850,000	-	-	-	-	-	-	-	300,000	550,000	-	850,000
	Cheney Line	764	MF: Cheney Corridor Improvements	Funded-MF	4,490,000	3,941,335	548,665	-	398,665	-	-	398,665	-	-	-	-	-	398,665
	Cheney Line Total				4,490,000	3,941,335	548,665	-	398,665	-	-	398,665	-	-	-	-	-	398,665
	I-90/Valley Line	955	2035: Argonne Station Park and Ride	Funded-2035	13,000,000	815,618	12,184,382	-	688,586	6,945,796	1,050,000	8,684,382	500,000	-	-	-	-	9,184,382
		1020	1-90/Valley HPT, Route 7	Funded	6,150,000	1,052,524	5,097,476	-	549,010	600,990	-	1,150,000	2,500,000	447,476	-	-	-	4,097,476
	I-90/Valley Line Total				19,150,000	1,868,142	17,281,858	-	1,237,596	7,546,786	1,050,000	9,834,382	3,000,000	447,476	-	-	-	13,281,858
	Monroe-Regal Line	479	MF: Monroe-Regal Shelter and Stop Enhancements	Funded-MF	5,810,798	4,861,127	949,671	-	243,671	-	-	243,671	-	-	-	-	-	243,671
		897	Monroe-Regal Line HPT Branding	Funded	688,937	63,644	625,293	-	325,293	-	-	325,293	-	-	-	-	-	325,293
	Monroe-Regal Line Total				6,499,735	4,924,771	1,574,964	-	568,964	-	-	568,964	-	-	-	-	-	568,964
	Sprague Line	540	MF: Sprague HPT Improvements	Funded-MF	6,556,000	5,505,607	1,050,393	-	118,022	-	-	118,022	-	-	-	-	-	118,022
		901	Sprague Line HPT Branding	Funded	1,207,607	247,607	960,000	-	794,931	-	-	794,931	165,069	-	-	-	-	960,000
		1144	2035: A Line between Argonne Station & Appleway Station - Preliminary Design & Land Acquisition	Funded-2035	650,000	-	650,000	-	-	-	-	-	-	-	250,000	400,000	-	650,000
	Sprague Line Total				8,413,607	5,751,214	2,662,393	-	912,953	-	-	912,953	165,069	-	250,000	400,000	-	1,728,022

Program Category	Program Name	ID	Project Name	Financial Status	Budget Control	Expenditure PTD as of 12/31/2025	Remaining Budget	QTY	2027 - Local	2027 - State	2027 - Federal	2027 Total	2028 Total	2029 Total	2030 Total	2031 Total	2032 Total	2027-2032 Total CIP
Implementation	BRT Fleet	1028	2035: BRT Fleet - 2029	Funded-2035	39,497,438	-	39,497,438	12	-	-	-	-	-	19,748,719	19,548,719	200,000	-	39,497,438
	BRT Fleet Total				39,497,438	-	39,497,438	12	-	-	-	-	-	19,748,719	19,548,719	200,000	-	39,497,438
	Division Street BRT	895	2035: Division Line BRT: Project Development	Funded-2035	15,082,218	6,603,176	8,479,043	-	1,238,109	1,248,106	-	2,486,215	-	-	-	-	-	2,486,215
		956	2035: Division BRT Construction and Implementation	Funded-2035	111,925,344	-	111,925,344	-	300,000	2,250,000	-	2,550,000	25,500,000	39,800,000	39,525,344	2,800,000	-	110,175,344
		1145	2035: Division Street BRT Artwork	Funded-2035	500,000	-	500,000	-	300,000	-	-	300,000	-	-	-	-	-	300,000
		1160	2035: Ruby Street Pedestrian/Bicycle Facility	Funded-2035	15,000,000	-	15,000,000	-	-	-	-	-	-	-	-	5,000,000	10,000,000	15,000,000
	Division Street BRT Total				142,507,562	6,603,176	135,904,386	-	1,838,109	3,498,106	-	5,336,215	25,500,000	39,800,000	39,525,344	7,800,000	10,000,000	127,961,559
	Wellesley Line	1069	2035: Wellesley HPT Line Design and Construction	Funded-2035	9,675,000	584	9,674,416	-	400,000	-	-	400,000	1,500,000	4,000,000	3,000,000	574,416	-	9,474,416
	Wellesley Line Total				9,675,000	584	9,674,416	-	400,000	-	-	400,000	1,500,000	4,000,000	3,000,000	574,416	-	9,474,416
	West Broadway Line	952	West Broadway Line Improvements	Funded-NT	850,000	70,618	779,382	-	30,000	-	-	30,000	-	-	-	-	-	30,000
	West Broadway Line Total				850,000	70,618	779,382	-	30,000	-	-	30,000	-	-	-	-	-	30,000
High Performance Transit Implementation Total					231,935,342	23,159,839	208,775,503	12	5,386,287	11,044,892	1,050,000	17,481,179	30,165,069	63,996,195	62,624,063	9,524,416	10,000,000	193,790,922
Transit Oriented Development	Transit Oriented Development	1176	2035: TOD Pilot - Joint Development	Funded-2035	1,850,000	-	1,850,000	-	350,000	-	-	350,000	1,500,000	-	-	-	-	1,850,000
	Transit Oriented Development Total				1,850,000	-	1,850,000	-	350,000	-	-	350,000	1,500,000	-	-	-	-	1,850,000
	Transit Oriented Development Total				1,850,000	-	1,850,000	-	350,000	-	-	350,000	1,500,000	-	-	-	-	1,850,000
Grand Total					466,173,060	30,375,133	435,797,927	200	47,905,987	15,669,656	1,050,000	64,625,643	86,151,211	108,101,223	85,780,001	32,697,068	27,973,688	405,328,834

