



Spokane Transit

2009-2015

Transit Development Plan



Adopted by the
Spokane Transit Board of Directors
at the December 18, 2008 Board Meeting

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EXECUTIVE SUMMARY

Introduction

The Transit Development Plan provides the framework for the operation of Spokane Transit and includes the following:

- Describes all of STA's programs and services.
- Assigns general time lines for future service improvements or reductions.
- Assigns general cost requirements for ongoing projects and for future improvements to the system.

The Spokane Transit Authority Board of Directors is responsible for the development, implementation, and maintenance of public transportation services within its service area.

Mission

1. We are dedicated to providing safe, convenient and accessible public transportation services to Spokane area neighborhoods, businesses, and activity centers.
2. We are leaders in transportation and a valued partner in the community's social fabric, economic infrastructure, and quality of life.
3. We aspire to be a source of pride for the region.

Guiding Principles

1. Safety
 - Emphasize Safety in all aspects of our operations
2. Earn and Retain the Community's Trust
 - Engender trust and accountability
 - Satisfy and exceed the expectations of citizens, customers, and employees
3. Provide Outstanding Customer Service
 - To provide consistently high-quality service to customers in every interaction with Spokane Transit
4. Employee and Organizational Development
 - To have a well trained and highly productive workforce
 - To promote a healthy dialogue on important issues
 - To reduce employee injuries

Service Status and Process

In 2004 Spokane Transit began to fashion a revised system based on comments received during outreach efforts. The collective conversations and correspondence with the region's residents, business owners, and social service agencies illustrated conceptually what our community wants from its public transportation system: a system that is regional in scope but neighborhood-oriented in design; one that is convenient and innovative; and one that is customer-friendly, economy-sensitive, technologically, and collaboratively planned by the public.

These initiatives have led to improved cross-town connectivity, shorter travel times, greater geographical coverage, longer hours of service, site specific delivery, and linkage to destinations in a variety of ways (express service, neighborhood circulators, and regular routes). Community transit centers will be situated at key locations to serve as major transfer points that branch out to neighborhood shuttle routes, cross-town express routes, and a variety of other fixed and flexible routes. High capacity transit, such as light rail or bus rapid transit, remains a part of the long-term planning.

On October 16, 2005, a major service improvement was implemented that improved and realigned several existing routes. The service improvement also included the creation of new routes to provide better connectivity between major community transit centers. The service improvement was a big step in responding to the community's needs and priorities. Creation of an east-west route that connects the 5 Mile Park and Ride with Spokane Community College and the Valley Mall, and creation of a limited stop route (Route 74) that connects downtown Spokane with Mirabeau Park and Ride and Liberty Lake Park and Ride are examples of this responsive change. To date, many of these service adjustments have resulted in near term and ongoing success.

Now that some of these concepts have been implemented, Spokane Transit will work directly with neighborhood groups, jurisdictions, employers, and community advocacy groups to continually deliver service that is tailored to their varying needs. Pass programs, such as the Eastern Washington University Eagle Pass program and the County & City Bus Pass program, may be implemented at other institutions to generate ridership, mitigate congestion, and reduce green house gases (GHG). Partnerships that work to engender community trust and customized service are a critical component of this short-term and long-term planning.

A review of all service is conducted annually to ensure that routes and services are meeting the needs of our passengers and are being delivered most efficiently and effectively. Spokane Transit passengers and employees will continually be asked to contribute their ideas for improvements and enhancements to the system.

Spokane Transit's planning efforts will also be governed by achievement of measurable goals and objectives (see Section 2 for a description of these). These goals encapsulate a commitment to openness and collaboration, fiscal prudence, and adherence to the public's expectations.

Description of Sections

Below is a brief description of each section within the TDP.

Section 1: Organizational Structure

This section describes how the organization is structured and the area that it serves. Spokane Transit currently provides three types of service: fixed route, paratransit and vanpool. The agency is organized into three divisions: Operations, Finance and Administration, and Executive Administration. The area that STA serves covers 248 square miles of the metropolitan area of Spokane County.

Section 2: Priorities and Objectives

This section describes the priorities and objectives that support the primary goals of Spokane Transit.

Section 3: 2009-2015 Service Levels, Operating Programs and Capital Programs

This section describes projected service levels in fixed route, paratransit, and vanpool, operating revenues and expenditures, vehicle replacement schedules, and capital preservation and improvement programs for each of the years. Tables 3.1 to 3.4 depict projected future levels of passengers, revenue hours, and revenue miles. Tables 3.5 to 3.7 show the Bus and Van Acquisition Plan. Tables 3.8 to 3.9 show the capital budget through 2015.

Section 4: Passenger Amenities– 2009-2015

This section describes amenities planned to assist customers in the use of STA's system. This includes providing bus shelters at specific locations, installing bicycle lockers at designated park and ride facilities, and locating park and ride facilities in convenient locations.

Section 5: Issues and Challenges

This section provides added detail for some of the programs that involve STA. Some of these programs include Intelligent Transportation System (ITS) and Energy & Alternative Fuels.

Appendices

The appendices provide a more detailed description of STA's vehicle inventory, park and ride facilities, and bicycle locker locations. Other sections discussed in the appendices include fare policy, public comment process, and historical information.

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ORGANIZATIONAL SUMMARY



ORGANIZATIONAL SUMMARY

1 Spokane Transit Authority (STA) operates within an area encompassing approximately 248 square miles of Spokane County which includes approximately 393,490 residents or 85.7 percent of the county population. STA is governed by a Board of Directors consisting of nine members appointed by the membership of the elected governing bodies of Spokane County and the seven cities (Airway Heights, Cheney, Liberty Lake, Medical Lake, Millwood, Spokane Valley and Spokane) included within its boundaries. The Board has the power to adopt a comprehensive transportation plan; acquire, operate, and regulate the use of transit properties both inside and outside its municipal boundaries; fix rates or charges for the use of STA facilities and equipment; enter into agreements with other public or private entities; and annex additional territory upon the request of another city and an affirmative vote of the people to be included. The Governing Board has adopted bylaws governing the exercise of its authority.

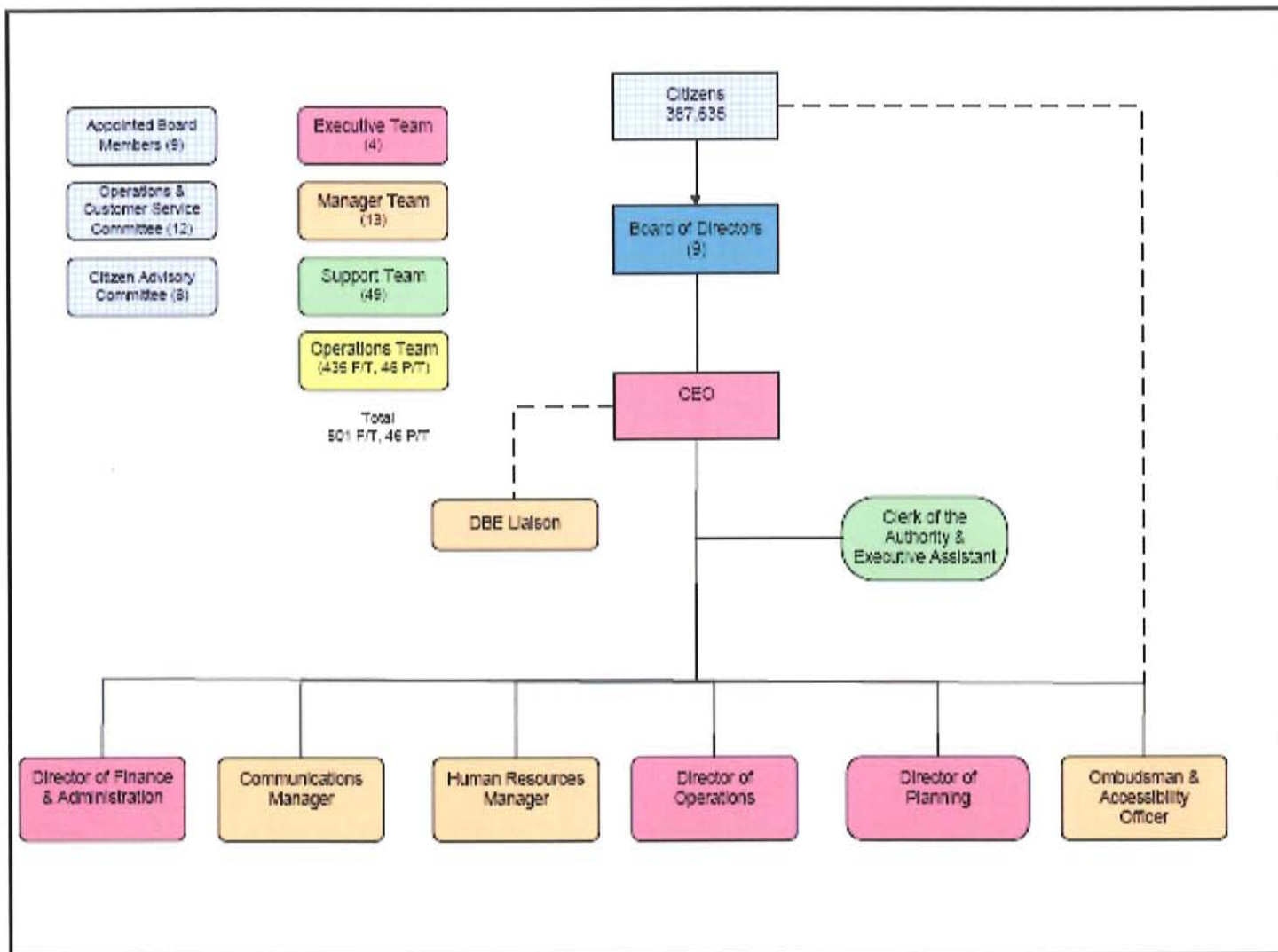
The Board elects officers, including a chairperson, and employs a Chief Executive Officer (CEO) to carry out the day-to-day operation of the system. The Board operates with a committee structure composed of Board members and/or private citizens covering key areas of the transit system. The Operations and Customer Service Committee and Citizens Advisory Committee make recommendations to the full Board for action at its regular monthly meeting.

It is the CEO's responsibility to assure that all facets of public transportation are operated in concert with the policies established by the Board of Directors. Three divisions are currently organized under the CEO: Operations, Finance and Administration, and the Executive Administration Divisions.

Figure 1.1 shows the most current organizational chart for Spokane Transit. A description of each division and its function follows.



**FIGURE 1.1
2008 SPOKANE TRANSIT
ORGANIZATION CHART**



Operations Division

The Operations Division encompasses four departments: 1) *Transportation*; 2) *Paratransit*; 3) *Customer Service*; and 4) *Vehicle Maintenance & Facilities*;

The *Transportation Department* is responsible for the operation of all fixed route services within the STA service area. This service is comprised of 40 routes operating on published schedules 365 days a year. Additionally, special event service is provided for many community events. The fixed-route fleet consists of 152 vehicles (142 buses; 3 streetcar replicas; and 7 vans) that range in age from one to nineteen years. All buses are either lift or ramp equipped in accordance with the Americans with Disabilities Act (ADA).

The *Paratransit Department* is responsible for all paratransit service conducted either by STA or by a private contractor selected by STA. All services provided are in compliance with federal and state laws for services to people who are disabled. Paratransit service is available the same days and hours as fixed route service. Spokane Transit's paratransit fleet is comprised of 67 owned vehicles with a capacity for up to 14 passengers each. Contracted/purchased transportation supplements STA's service as the primary service provider during early mornings, nights, and weekends and augments capacity during peak service hours. The contracted service fleet is comprised of 31 vehicles.

The *Customer Service Department* is STA's single point of contact for Plaza activities and provides a range of customer service activities. The Plaza serves as a centralized transit facility in downtown Spokane. Its Customer Service *Bus Shop* represents a needed personal connection from STA to our customers. *The Bus Shop* and its satellite facility, *The Bus Shop Too*, at Boone Avenue provide schedule information, pass sales, an information call center, and other services to STA customers.

The *Vanpool (Rideshare) Program* is also contained in the Customer Service Department. The Vanpool Program augments STA's public transportation system through the assignment of passenger vans to vanpool groups. The 94 vans in the program are comprised of 14/15-passenger vans and 8-passenger vans. A vanpool can be formed by a group of 8 to 15 people whose origin or destination is within the STA service area.

The *Vehicle Maintenance & Facilities Department* provides maintenance of all revenue vehicles for the three operating modes (fixed route, paratransit, & vanpool) and all support vehicles. It is also responsible for all maintenance of STA owned or operated facilities.

- Facilities and grounds maintenance responsibility extends to locations throughout STA's service area:
 - STA's main administration, operations, and maintenance facility is located at 1230 West Boone Avenue, Spokane. In addition to administrative offices, the Boone Avenue Facility houses the storage and maintenance activity for all rideshare vans and the majority of buses, paratransit vans, and support vehicles.
 - The Charles H. Fleck Service Center located at 127 South Bowditch Road. The Fleck Service Center provides bus and van storage for up to 32 vehicles, light service, fueling capabilities, and a vehicle washing system.
 - All STA Park & Ride lots and Transit/Transfer Centers.
 - All Passenger Shelter locations and bus stops.

Finance and Administration Division

The Finance and Administration Division includes three departments: 1) **Budget and Accounting**; 2) **Purchasing**; and 3) **Information Systems**.

The *Budget and Accounting Department* is responsible for all financial accounting functions within the organization. These include general ledger, payroll, accounts payable, accounts receivable, as well as all revenue associated with fare instruments and cash fares collected on revenue vehicles. Additionally, financial statements, financial reporting on open grants, annual budget preparation, risk and claims funding, and oversight for the annual audit are assigned to this department.

The *Purchasing and Stores Department* is responsible for all procurements exceeding \$300 and vehicle parts inventory at STA. Responsibilities include contracting for services, capital purchases (fleet coaches, vans, trucks, and cars), negotiated procurement process, invitation to bid, administration of and compliance with DBE federal contract regulations in capacity of DBE Liaison Officer, and tracking and initiating contract expiration dates.

The *Information Systems Department* handles data processing and all computer needs involved with the daily operations at STA. Current work includes operating and planning software upgrades, telecommunications projects, an access, security and master timekeeping system, AVL, automated ADA stop announcement, on-board vehicle camera implementation, and finance/maintenance software upgrade.

Executive Administration Division

In addition to supervising all divisions at Spokane Transit, the CEO oversees: 1) **Legislative Activity**; 2) **Board Relations**; 3) **Community Ombudsman & Accessibility**; 4) **Human Resources**; 5) **Communications**; and 6) **Planning and Grants**

The Chief Executive Officer, with assistance from the Community Ombudsman, and a Government Relations Consultant, carry out the Washington State *Legislative Activity* for STA. During the legislative session, the Government Relations Consultant in Olympia actively promotes the legislative priorities adopted by the STA Board of Directors. These priorities may include issues germane specifically to STA or the Spokane region. Outside the legislative session, efforts are made to keep the Spokane area Legislators informed about STA and to answer any questions they may have about STA and public transportation. Federal *Legislative Activity/Government Relations Consultant* is monitored through resources provided by the American Public Transportation Association.

Board Relations receives the utmost priority in the Executive Administration offices. The Clerk of the Authority, who assists the Chief Executive Officer, is charged with providing timely, accurate information upon request from individual Board members or through the Board's Committee and Board meeting cycles.

The *Community Ombudsman & Accessibility Program Officer* works to remove barriers to public transportation and enhance confidence in Spokane Transit by responding to citizen ideas, concerns, commendations and grievances in a confidential, impartial, accessible, efficient, flexible, and timely manner. With a minimum of formality, the Ombudsman strives to: build public confidence by respecting each individual's right to fair treatment and promoting open government; contribute to the ongoing improvement of Spokane Transit through suggestions based upon citizen input; assure policies and practices are fair, reasonable, appropriate, and open; resolve disputes from a neutral viewpoint; and encourage and communicate employee commendations from customers. The *Accessibility Program* assures that STA continues to meet its commitment of accessible service for people who have a disability. Fixed route is the first choice of public transportation for everyone – including people with disabilities. People applying for Paratransit service will be evaluated for their ability to use the bus. The goal of increasing ridership will be promoted with increased media information, accessible bus demonstrations, and group and individual training. To this end, STA contracts with Paratransit Inc. to conduct a Mobility Training Program to assist individuals to learn how to use the fixed route system. Those whose disabilities prevent them from using the bus will be evaluated for Paratransit service eligibility.

The *Human Resources Department* includes Human Resources, Affirmative Action/Equal Employment Opportunity (AA/EEO), Training and Organizational Development, Labor Relations, Records Management, Safety & Workers Compensation, and Security. The primary goal of the Human Resources department is to provide

support to the organization and its employees through creative recruiting, effective training, and fair and equitable labor agreements resulting in a diverse, customer-driven workforce.

The *Safety & Workers Compensation* functions institute and ensure programs designed to: 1) provide safe customer service, including safe and comfortable places to access service; 2) reduce personal injury to customers and employees; 3) assist employee recovery and return to productive employment as soon as possible after injury; 4) reduce accidental and intentional damage to STA property; and, 5) recover assets lost due to this damage.

The *Security Department* is managed by Human Resources. STA's Security Team is responsible for the protection of all STA properties, personnel, and customers. The team is comprised of a Security Coordinator, eight STA officers and 24 contract officers. Since The Plaza opened in 1995, the STA Security Team has become a force for protecting STA interests, providing security for Plaza merchants, and acting as STA ambassadors downtown. The Team maintains records required by the federal government which are useful in local investigations. Spokane Transit uses mobile and static patrols, as well as electronic security devices to further enhance its security program.

The mission of the Spokane Transit *Communications Department* is to engage the regional public, riders and non-riders, in conversations about the organization and the services it provides to the community. This is accomplished using a variety of communication methods in order to achieve a higher level of public awareness and understanding of the mission, goals, services, and operations of the agency. The department has three staff, a Communications Manager and two Communication Specialists, with emphasis on both internal and external communications.

The objectives of the Communications Department are to:

- Increase the public's awareness of the scope and features of the agency and its services
- Support the public involvement aspects of all regulatory approval processes
- Provide the public with technical information including budgets, technical reports, surveys, ridership information, service levels, operating programs and capital programs
- Create venues that enable the public to comment and receive responses on any and all aspects of the organization
- In partnership with the Community Ombudsmen, provide support for Spokane Transit's Citizen Advisory Committee
- Engage the media through agency efforts

The *Planning and Grants Department* responsibilities include: schedule long range planning, intergovernmental planning and funding coordination, federal and state grant program management, federal, and state non-financial reporting, planning passenger amenities, park and ride lot development, the Transit Monitoring Program (TMP), and land use and demographic monitoring/partnering. The purpose of the TMP is to provide accurate detailed fixed route service information upon which decisions regarding improvements of or adjustments to, transit service are made. The TMP also provides reports to State and Federal agencies. The data collection methodology follows NTD guidelines to assure random sampling at an acceptable confidence (95 percent) and precision levels (10 percent).

Fixed Route and Paratransit Illustrations

The following figures illustrate the current fixed route system and the paratransit boundary for the Spokane region:

Figure 1.2 provides a map of the fixed route system. The system operates over 400,000 annual fixed route revenue hours (weekday 5:00a.m. - 12:00a.m., Saturday 5:30a.m. - 11:00p.m., Sunday 7:00a.m. - 8:00p.m., holidays, and special events). The current system covers geographical areas of Medical Lake, Airway Heights, Cheney, Liberty Lake, Millwood, Spokane, Spokane Valley, and Spokane County.

Figure 1.3 provides a map of the paratransit service boundary. The boundary is ¼ mile from the fixed route system in accordance with federal ADA requirements.



Figure 1.2 STA Current Fixed Route Service Map

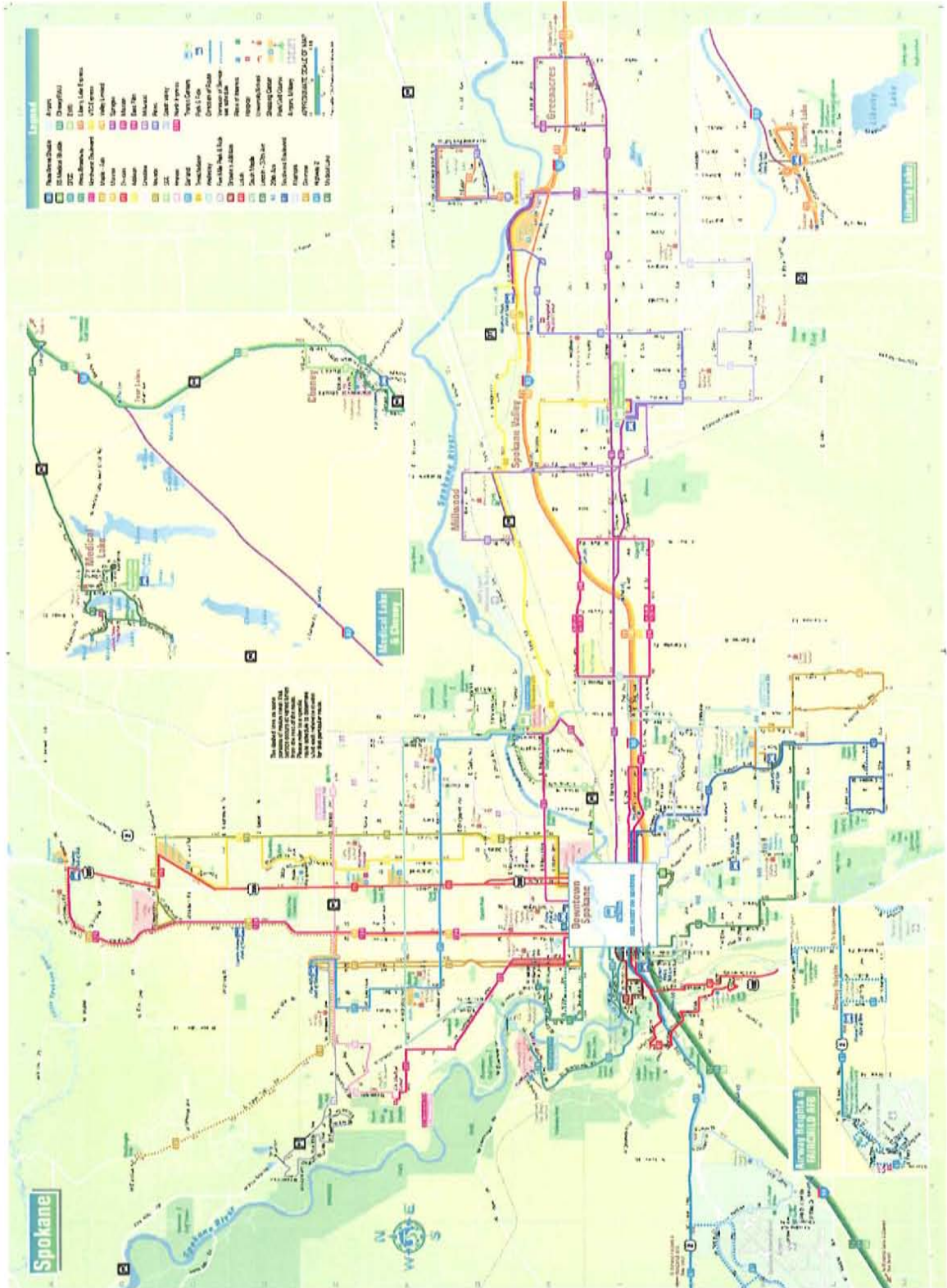
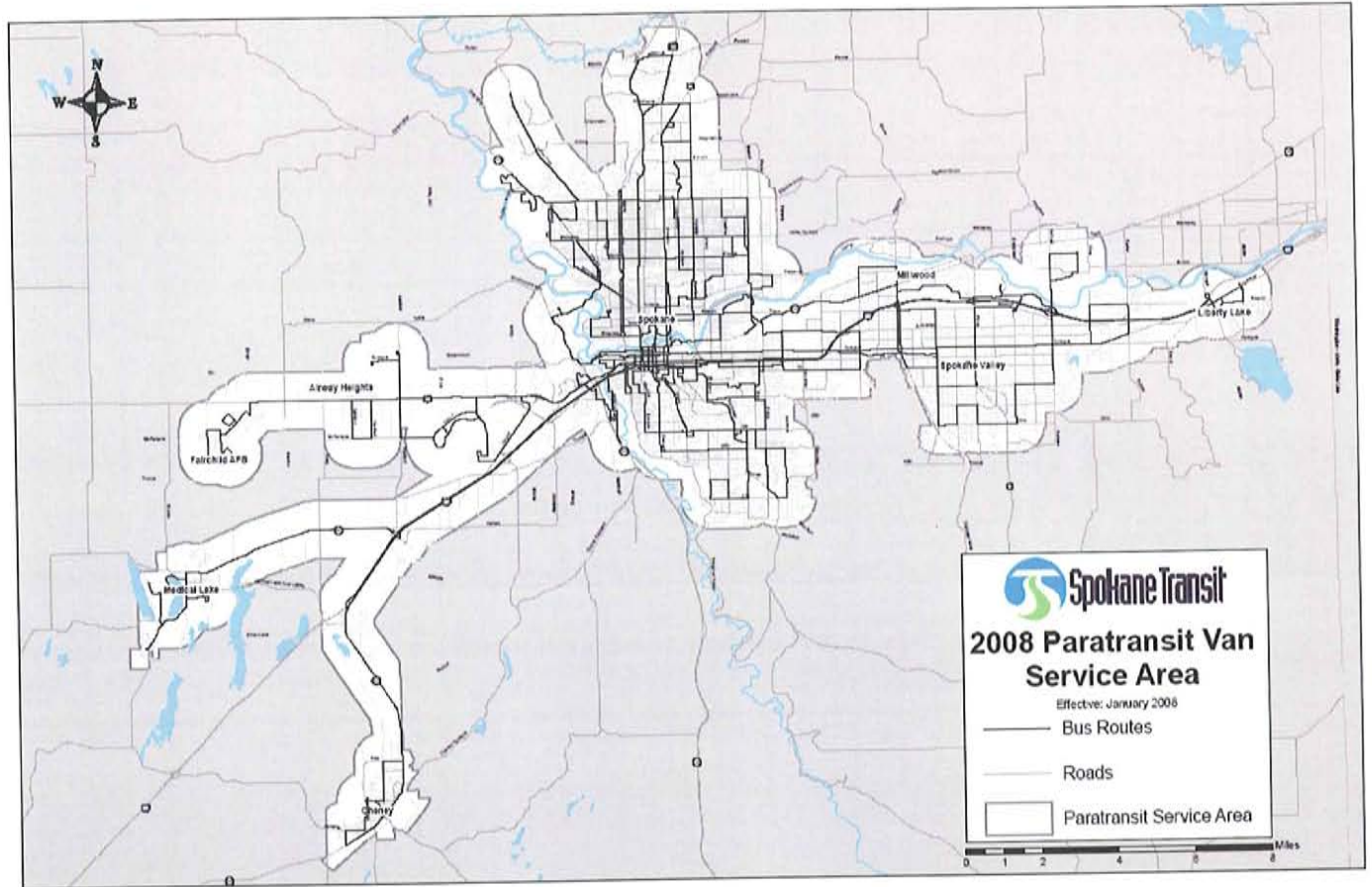




Figure 1.3 Paratransit Boundary



PRIORITIES AND OBJECTIVES



PRIORITIES AND OBJECTIVES

2

The following priorities and objectives illustrate the primary goals of Spokane Transit.

I. SAFETY

A. Emphasize safety in all aspects of our operations

1. Objective:

- The safety and well-being of our employees and customers

2. Performance Measures

- **Accident Rate (Property)**

Fixed Route

Measurement -- (2 measures) Total accidents; Preventable accidents

Goal - Zero. The Standard is 2.0 (or less) per 100,000 miles (total accidents); 0.5 (or less) per 100,000 miles (preventable accidents)

Measured - Quarterly

Paratransit

Measurement -- (2 measures) Total accidents; Preventable accidents

Goal - Zero. The Standard is 2.0 (or less) per 100,000 miles (total accidents); 1.0 (or less) per 100,000 miles (preventable accidents)

Measured - Quarterly

Vanpool

Measurement -- (1 measure) Total accidents

Goal - Zero The Standard is 3.0 (or less) per 100,000 miles

Measured - Quarterly

- **New Measure -- Accident Free Days.** This will measure the number of days without a preventable accident. It will be cumulative throughout the year. The goal is 100%

II. EARN AND RETAIN THE COMMUNITY'S TRUST

A. Engender trust and accountability—satisfy and exceed the expectations of citizens, customers, and employees

1. Objectives:

- Increase ridership
- Operate an efficient, cost-effective operation
- Maintain tight control of operational, administrative, and capital expenditures of public resources
- Provide service that is responsive and tailored to the area's needs
- Focus on communications
- Make decisions based on internal and external input (Board, committees, employees, community)
- Communicate decisions thoroughly internally and externally

2. Performance Measures

- **Ridership**

- Fixed Route

- Measurement – Number of unlinked trips

- Goal - 4% increase from 2007 to 2008 / 1.5% annual increase thereafter

- Measured - Monthly (by system, by route, by day of week)

- Paratransit

- Measurement – Number of unlinked trips

- Goal -- 3% increase from 2007 to 2008

- Measured - Monthly

- Vanpool

- Measurement - Number of unlinked trips

- Goal – 30% increase from 2007 to 2008

- Measured - Monthly

- **Cost Efficiency**

- Fixed Route

- Measurement – Cost per Revenue Hour

- Goal – 94% of average cost of urban systems in Washington State

- Measured - no more than Quarterly

- Paratransit

- Measurement - Cost per Revenue Hour

- Goal -- 94% of average cost of urban systems in Washington State

- Measured - Quarterly

- Vanpool

- Measurement – Cost per Mile

- Goal – Recover 100% of Operational and Administrative costs and 80% of Capital costs through user fares and residual value of capital equipment.

- Measured how often – No More Than Quarterly

- **Cost Effectiveness**

- Fixed Route

- Measurement - Cost per Passenger

- Goal – 94% of average cost of urban systems in Washington State

- Measured - Quarterly

- Paratransit

- Measurement – Cost per Passenger

- Goal – less than 94% of average cost of urban systems in Washington State

- Measured - Quarterly

- **Service Effectiveness**

- Fixed Route

- Measurement - Passengers per revenue hour

- Goal – 22 system wide average

- Measured - Quarterly

- Paratransit

- Measurement - Passengers per revenue hour

- Goal – 3.0

- Measured - Quarterly

- **Customer Security**

- Fixed Route

- Measurement – Response to two questions on annual survey: Customer assessment of personal safety & drivers' driving safe

- Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

- Measured – Annually

- Paratransit

- Measurement – Response to two questions on annual survey: Customer assessment of personal safety & drivers driving safe

- Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

- Measured – Annually

- **Maintenance Cost**

- Fixed Route

- Measurement – Cost per total mile by fleet

- Goal – \$0.95 per mile

- Measured - Quarterly

- Paratransit

- Measurement – Cost per total mile

- Goal – \$0.48 per mile

- Measured – Quarterly

III. PROVIDE EXCELLENT CUSTOMER SERVICE

1. **Objectives:**

- a. To provide consistently high-quality service to customers at every interaction with Spokane Transit
- b. To be rated by customers, the community, and employees as providing excellent customer service as measured annually in surveys.

2. **Performance Measures**

- **On Time Performance**

- Fixed Route

- Measurement – 0 to 5 minutes from scheduled time point

- Goal – 95% on time

- Measured – Quarterly

- Paratransit

- Measurement – 0 to 30 minutes from scheduled pick up time

- Goal – 95% on time

- Measured – Monthly

- **Customer Service Observations**

- Fixed Route/Paratransit/Customer Service/Administration

- Measurement – Average score on independent “Mystery Shopper” evaluations

- Goal – To be developed based on 2008 experience

- Measured - Quarterly

- **Driver Courtesy**

- Fixed Route

- Measurement – Response to question on annual customer survey

- Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

- Measured – Annually

Paratransit

Measurement – Response to question on annual customer survey

Goal – Score an average of 4.5 or greater on a scale of 1 to 5

Measured – Annually

- **Driver Announcements**

Fixed Route

Measurement – Response to question on annual customer survey

Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

Measured - Annually

- **Cleanliness of coach / van**

Fixed Route

Measurement – Response to question on annual customer survey

Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

Measured - Annually

Paratransit

Measurement – Response to question on annual customer survey

Goal – 5 on a scale of 1 to 5. Score an average of 4.5 or greater as a standard

Measured - Annually

- **Complaint Rate**

Fixed Route

Measurement – Number of complaints received

Goal – 1 complaint per 22,000 boardings

Measured - Monthly

Paratransit

Measurement – Number of complaints received

Goal – 1 complaint per 2,000 boardings

Measured how often - Monthly

- **Customer Service Response Time**

Fixed Route

Measurement – Number of days to make initial contact to customer

Goal – 2 business days to contact

Measured - Monthly

Paratransit

Measurement – Number of days to make initial contact with customer

Goal – 2 business days to contact

Measured - Monthly

- **Maintenance Reliability**

Fixed Route

Measurement – Number of Road Calls

Goal – Less than 1 per 6,800 miles

Measured - Monthly

Paratransit

Measurement – Number of Road Calls

Goal – Less than 1 per 200,000 miles

Measured - Monthly

IV. PROVIDE ORGANIZATIONAL AND EMPLOYEE DEVELOPMENT**1. Objectives:**

- a. To have a well-trained and highly productive workforce
- b. To promote healthy dialogue on important issues
- c. To reduce employee injuries

2. Performance Measures

- **Injury Rate (Employee)**

- Fixed Route

- Measurement – Work days lost due to injury

- Goal – 0.02 per 1000 employee hours

- Measured - Quarterly

- Paratransit

- Measurement -- Workers Comp Lost Days

- Goal – 0.04 per 1000 employee hours

- Measured - Quarterly

- Maintenance

- Measurement – Workers Comp Lost Days

- Goal – 0.03 per 1000 employee hours

- Measured - Quarterly

- **Employee Turnover Rate**

- Agency-wide

- Measurement – Percent employee turnover

- Goal – Less than 10% annually

- Measured - Quarterly

2009 – 2015 SERVICE LEVELS, OPERATING PROGRAM AND CAPITAL PROGRAMS



2009 – 2015 SERVICE LEVELS, OPERATING PROGRAM AND CAPITAL PROGRAMS

3 The planning process is based on the Transit Development Plan (TDP) including the formation of capital improvement programs and the setting of priorities. Once this has been established and there is agreement on the general direction, scope, and time frames in the seven-year document, the annual budget process follows. Any annual budget may financially constrain the achievement of parts of the TDP in any year; however, the overall plan keeps the priority focus on what the agency ultimately strives to accomplish. This plan remains a general, flexible, long-range, goal-oriented plan and is always subject to available funding. Approval of this plan does not constitute Board action to implement any individual project. All projects in the plan are subject to subsequent Board review, appropriation approval and procurement award.

OPERATING PROGRAM

Spokane Transit derives the majority of its total revenue from a six-tenths percent retail sales and use tax levy approved by voters in 1981 (.03%) and 2008 (0.3%). Other revenues for STA are derived from the operating revenues of fixed route, paratransit, and vanpool services; Federal Section 5307 preventive maintenance and capital assistance; other federal and state special needs and capital assistance; investment income, and; advertising revenues.

Table 3 summarizes the Spokane Transit Authority adopted budget for 2008. Estimated revenues and expenses are shown on figures 3 & 3.A respectively.

SIGNIFICANT ASSUMPTIONS

The service levels and supporting capital plan in this TDP represent the current near-term response to the confluence of three significant developments over the last ten months: 1. Significant impact on operational expenses due to recent increases in fuel costs; 2. Significant reduction in sales tax revenue due to unfavorable changes in local, regional, and national economic activity; and 3. Unprecedented increases in system ridership and demand for services.

Forecasting three to seven years for any of these developments requires significant assumptions, any of which results in different versions of a sustainable plan. Given such uncertainty over the term of the TDP, and the challenges identified, our priority is to sustain current service levels and fund essential capital expenditures in 2009.

Consequently, this TDP addresses ridership growth within the current service architecture and funds replacement of our oldest vehicles. Additionally, it sustains key planning and preparation activities in 2009 so STA remains poised to meet new demands and implement future customer support and organizational improvements, if economic conditions improve.

If current economic conditions persist, then current service and capital levels will not be sustainable without additional sources of revenue. However, this plan allows STA to maintain its forward momentum until the two to five year projections of fuel costs, sales tax revenue, and ridership increases become more clear.



TABLE 3.0
2008 Operating & Capital Budget Summary

2008 Operating & Capital Budget Summary	
<u>Operating Activities</u>	Million \$
Revenue (Includes \$72K JARC Revenue)	\$65.3
Operating Expenses (Includes \$300K Election Costs & \$194K JARC Expense)	(57.6)
Revenue Over Operating Expenses	\$7.8
<u>Capital & Cooperative Projects Use of Funds</u>	
Capital Expense	(\$24.3)
Cooperative Street/Road Projects	(9.4)
Total Capital & Cooperative Street/Road Projects Use of Funds	(\$33.7)
<u>Capital & Cooperative Projects Source of Funds</u>	
Revenue Over Operating Expenses	\$7.8
State and Federal Capital Grants	3.5
Local Funds for Capital and Cooperative Street/Road Projects	22.5
Total Capital and Cooperative Street/Road Source of Funds	\$33.7

SPOKANE TRANSIT
2008 Budget

Estimated Revenues:

Operating Revenues	\$7,116,542
State DOE Reimbursements	530,000
Sales Tax	48,145,288
State Grant	897,744
Miscellaneous	2,420,301
Federal Prev. Maintenance Grant	6,151,139
Subtotal: (Exc. Capital & JARC)	65,261,015
Job Access Reverse Commute (JARC) Grant	72,000
State Capital Revenue	1,853,831
Federal Capital Revenue	1,596,907
Subtotal: Capital & JARC Revenue	3,522,738
Total Revenue (Inc. Capital & JARC)	68,783,753
Decrease in Cash	22,474,510
Total Resources	\$91,258,263

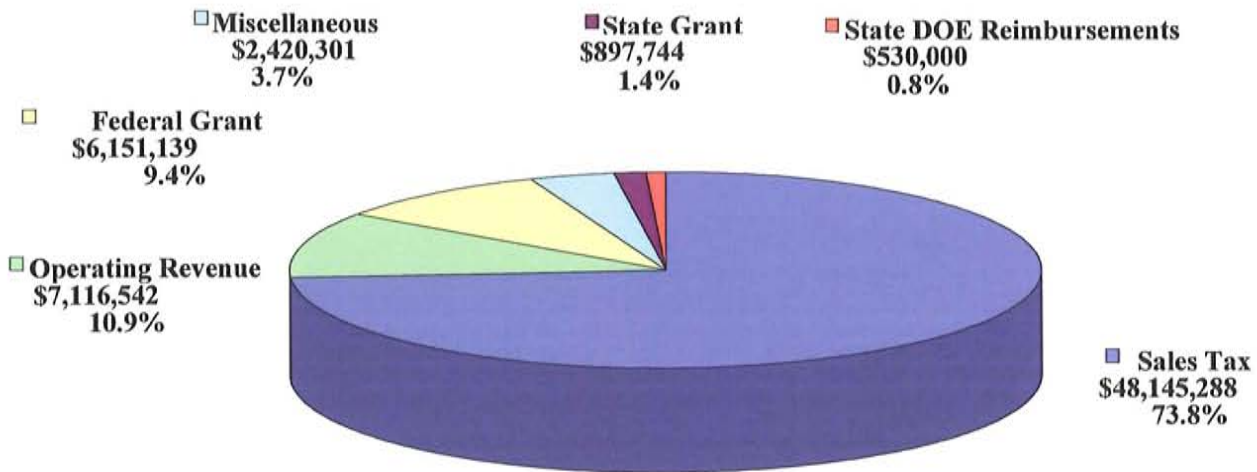
Estimated Expenses:

Fixed Route	\$38,989,197
Paratransit	10,896,809
Vanpool	528,974
Plaza	1,290,345
Administrative	5,365,256
Operating Expense	57,070,582
Job Access Reverse Commute (JARC) Grant	193,980
Capital Expense	24,288,381
Total Expenditures (Inc. Capital & JARC)	81,552,943
Approved Cooperative Street/Road Projects	9,405,320
Non-Recurring Election Cost	300,000
Increase in Cash	0
Total Use Of Resources	\$91,258,263



FIGURE 3.0

**SPOKANE TRANSIT
2008 Budget
Estimated Revenue by Source
(Excluding Capital Assistance & JARC)
\$65,261,015**

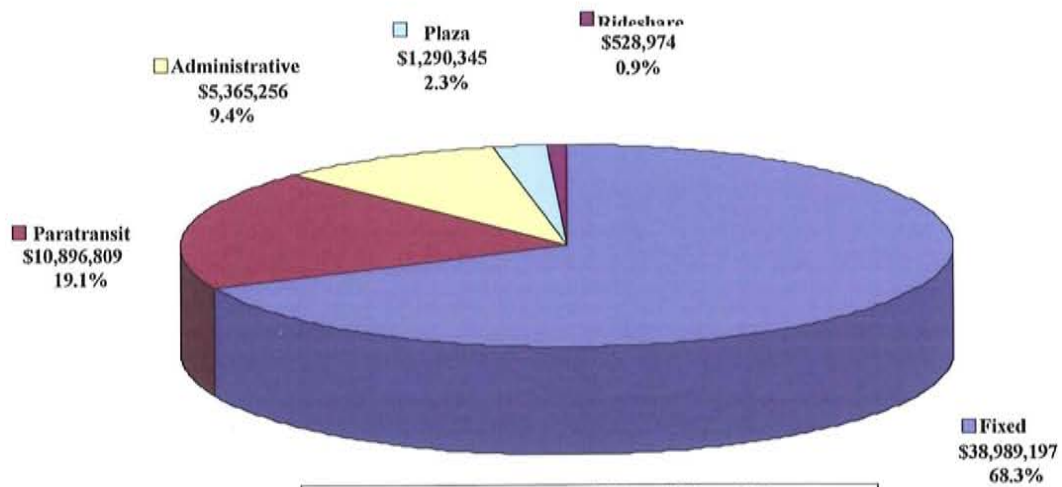


Percent of Revenue	2006	2007	2008
Sales Tax	73.0%	73.0%	73.8%
Operating Revenue	11.5%	11.5%	10.9%
Federal Prev. Maint. Grant	9.8%	9.8%	9.4%
Miscellaneous	4.2%	4.2%	3.7%
State Grant	1.4%	1.4%	1.4%
State DOE Reimbursements	0.0%	0.0%	0.8%



FIGURE 3.1

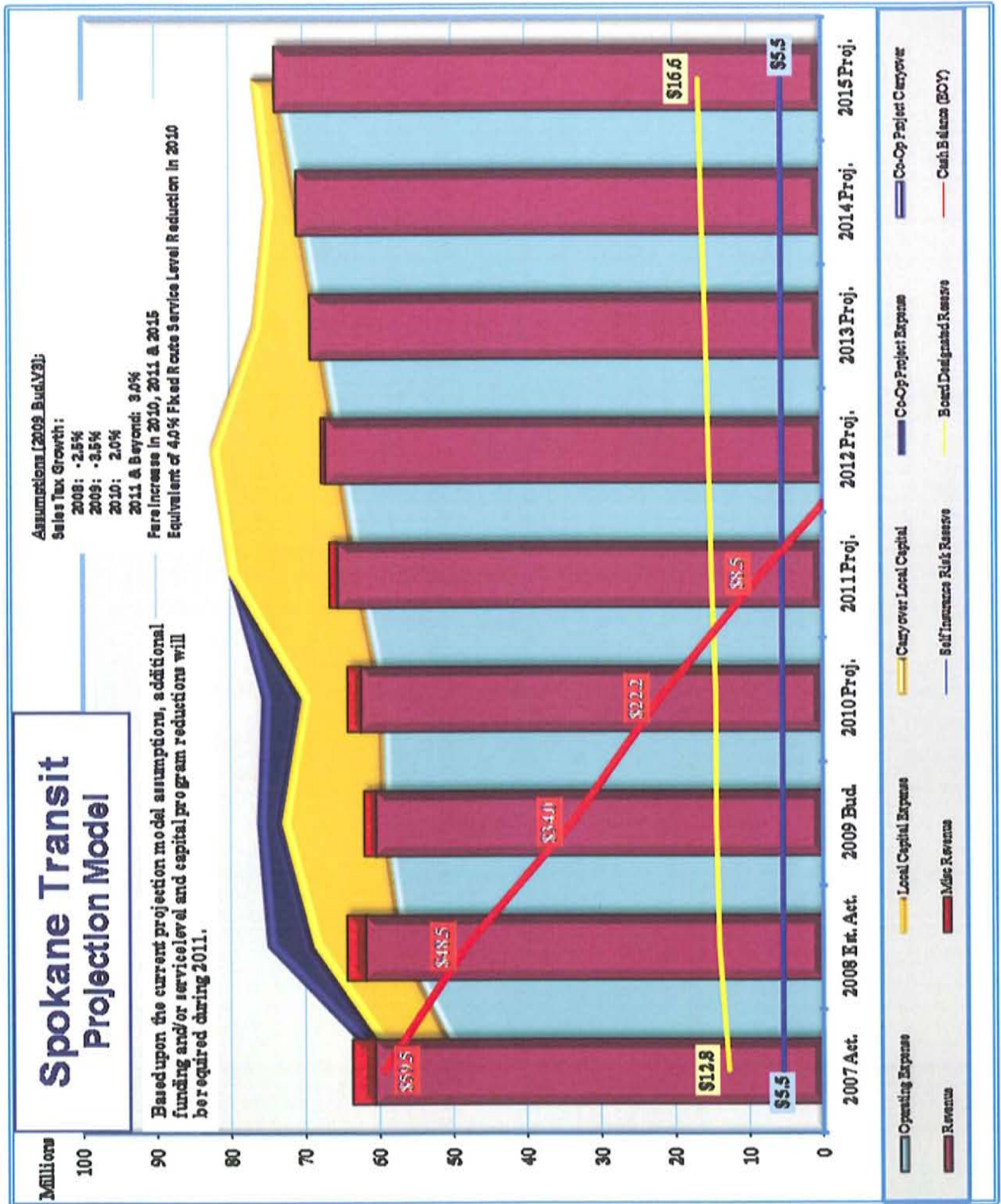
SPOKANE TRANSIT
2008
Expense by
 (Excluding Capital Assistance, JARC, Cooperative Projects & Election
\$57,070,58



Percent of Expense	2006	2007	2008
Fixed Route	68.4%	68.0%	68.3%
Paratransit	19.3%	19.6%	19.1%
Administrative	8.7%	9.2%	9.4%
Plaza	2.6%	2.2%	2.3%
Rideshare	0.9%	0.9%	0.9%



Figure 3.2
Financial Projection Chart



SERVICE LEVELS

The Board retains the right to decide how service will be implemented through the use of in-house contracting and according to labor laws.

In 2007, STA's fixed route service provided 9,436,662 passenger trips and operated 406,008 revenue hours while traveling 5,592,842 revenue miles. Table 3.1 summarizes STA's fixed route ridership and revenue miles for the years 1994-2007 and projections for 2008-2015.

STA's paratransit service provided 506,710 passenger trips and operated 172,776 revenue hours and 2,675,985 revenue miles in 2007. Paratransit ridership, revenue miles and hours for both directly operated and contracted transportation, and the totals for this mode are shown on Table 3.2 for the years 1994-2007 and are projected for 2008-2015.

STA's Rideshare program transported 166,996 passengers in 2007 while operating 686,661 revenue miles. Table 3.3 summarizes STA's rideshare ridership and revenue miles for the years 1994-2007 and projections for 2008-2015.

Note: Please refer to "Significant Assumptions" on page 3-1 regarding service and capital level projections for 2008 through 2015.

TABLE 3.1
Fixed Route Ridership, Miles & Hours
For Years 1994 – 2015

<u>Year</u>	<u>Annual Revenue Hours</u>	<u>Annual Revenue Miles</u>	<u>Total Passengers</u>
1994	355,890	5,045,803	7,485,275
1995	369,756	5,223,287	7,467,089
1996	371,431	5,330,929	7,831,964
1997	374,718	5,389,263	8,171,745
1998	377,509	5,411,212	7,944,416
1999	375,175	5,308,483	8,099,072
2000	356,977	4,962,786	8,512,225
2001	336,401	4,641,901	8,370,460
2002	348,675	4,753,745	7,522,394
2003	351,239	4,789,262	7,504,713
2004	354,985	4,839,102	7,740,360
2005	369,494	5,031,171	7,688,002
2006	402,533	5,570,692	8,408,678
2007	406,008	5,592,842	9,436,662
2008	422,599	5,821,380	11,165,663
2009	425,889	5,916,068	11,612,290
2010	428,018	5,945,648	11,670,351
2011	430,159	5,975,377	11,728,703
2012	432,309	6,005,253	11,787,346
2013	434,471	6,035,280	11,846,283
2014	436,643	6,065,456	11,905,514
2015	438,826	6,095,783	11,965,042

Bolded figures reflect budgeted and projected numbers.

Note: Please refer to “Significant Assumptions” on page 3-1 regarding service and capital level projections for 2008 through 2015.

TABLE 3.2
Paratransit Ridership, Miles, & Hours
For the Years 1994 – 2015
Combined Service

<u>Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passenger Trips</u>
1994	140,137	1,953,261	396,178
1995	159,214	2,269,217	442,334
1996	149,425	2,326,050	453,341
1997	150,178	2,523,866	437,155
1998	144,944	2,479,090	435,412
1999	149,508	2,449,312	435,153
2000	148,814	2,353,028	430,920
2001	153,565	2,349,728	431,210
2002	155,983	2,386,941	435,341
2003	159,421	2,462,488	454,503
2004	158,491	2,401,305	456,969
2005	158,744	2,333,365	463,207
2006	167,309	2,549,716	493,981
2007	172,776	2,675,985	506,710
2008	182,154	2,742,155	524,870
2009	185,680	2,793,651	535,367
2010	189,393	2,849,525	546,075
2011	193,181	2,906,515	556,996
2012	197,045	2,964,645	568,136
2013	200,986	3,023,938	579,499
2014	205,005	3,084,417	591,089
2015	209,106	3,146,105	602,911

Bolded figures reflect budgeted and projected numbers.

Note: Please refer to “Significant Assumptions” on page 3-1 regarding service and capital level projections for 2008 through 2015.

TABLE 3.2 A
Paratransit Ridership, Miles & Hours
For the Years 1994 – 2015, Directly Operated

<u>Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passenger Trips</u>
1994	97,993	1,371,257	279,737
1995	101,589	1,483,982	291,545
1996	93,601	1,489,913	289,274
1997	91,310	1,523,400	268,894
1998	89,671	1,526,709	275,330
1999	84,796	1,377,197	256,744
2000	86,281	1,334,007	259,370
2001	89,814	1,358,293	263,196
2002	93,638	1,377,785	273,496
2003	95,167	1,418,077	288,434
2004	89,156	1,286,478	274,634
2005	87,625	1,229,340	273,581
2006	89,590	1,280,784	276,408
2007	88,894	1,305,017	275,130
2008	94,776	1,380,943	288,352
2009	90,008	1,296,512	277,621
2010	90,008	1,296,512	277,621
2011	90,008	1,296,512	277,621
2012	90,008	1,296,512	277,621
2013	90,008	1,296,512	277,621
2014	90,008	1,296,512	277,621
2015	90,008	1,296,512	277,621

Bolded figures reflect budgeted and projected numbers.

TABLE 3.2 B
Paratransit Ridership, Miles, & Hours
For Years 1994 – 2015, Purchased Transportation

<u>Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passenger Trips</u>
1994	42,144	582,004	116,441
1995	57,625	785,235	150,789
1996	55,824	836,137	164,067
1997	58,868	1,000,466	168,261
1998	55,273	952,381	160,082
1999	64,712	1,072,115	178,409
2000	62,533	1,019,021	171,550
2001	63,751	991,435	168,014
2002	62,345	1,009,156	161,845
2003	64,254	1,044,411	166,069
2004	69,335	1,114,827	182,335
2005	71,119	1,104,025	189,626
2006	77,719	1,268,932	217,573
2007	83,882	1,370,968	231,580
2008	87,378	1,361,212	236,518
2009	95,672	1,497,139	257,746
2010	99,385	1,553,013	268,454
2011	103,173	1,610,003	279,375
2012	107,037	1,668,133	290,515
2013	110,978	1,727,426	301,878
2014	114,997	1,787,905	313,468
2015	119,098	1,849,593	325,290

Bolded figures reflect budgeted and projected numbers.

Note: Please refer to "Significant Assumptions" on page 3-1 regarding service and capital level projections for 2008 through 2015.

TABLE 3.3
Vanpool Ridership, Miles, & Hours
For Years 1994 – 2015

<u>Year</u>	<u>Revenue Hours</u>	<u>Revenue Miles</u>	<u>Passenger Trips</u>
1994	8,139	257,380	86,834
1995	7,219	233,767	73,641
1996	7,733	253,560	77,112
1997	8,414	277,711	89,167
1998	9,110	293,292	87,668
1999	7,165	236,335	68,559
2000	6,531	225,726	66,620
2001	8,221	299,738	85,500
2002	8,881	312,141	88,263
2003	10,334	352,741	102,426
2004	9,938	352,415	101,971
2005	15,157	490,835	129,548
2006	17,462	609,385	163,826
2007	18,720	686,661	166,996
2008	26,845	984,685	217,094
2009	28,154	1,055,792	262,892
2010	34,060	1,277,262	318,038
2011	36,873	1,382,724	344,298
2012	39,685	1,488,186	370,558
2013	42,497	1,593,648	396,818
2014	45,310	1,699,110	423,078
2015	48,434	1,816,290	452,256

Bolded figures reflect budgeted and projected numbers.

Note: Please refer to “Significant Assumptions” on page 3-1 regarding service and capital level projections for 2008 through 2015.

CAPITAL PROGRAM

A summary of projected capital improvements to be initiated during 2009 and beyond, and federal grant assistance amounts are presented in this section of Chapter 3. Generally, for any given year, capital projects are scheduled based on the priority needs of the organization. Timing of projects may require some projects to be scheduled over multiple years.

Tables 3.4, 3.5, and 3.6 represent the proposed revenue vehicle replacement schedules for Fixed Route, Paratransit (Directly Operated), and Vanpool.

Table 3.7 is a summary of the proposed vehicle replacement schedule.

Note: Please refer to “Significant Assumptions” on page 3-1 regarding capital program projections for 2008 through 2015.

Vehicle/Equipment Replacement

The capital plan for 2009-2015 focuses on upgrading and maintaining the STA fixed route, paratransit, and rideshare fleets. Within this time frame, many existing vehicles will be replaced.

Summaries of vehicle acquisitions and utilization during 2009-2015 are on Tables 3.4 through 3.6. The purchase and disposal of service vehicles by Spokane Transit Authority are summarized on Table 3.7.

Note: Please refer to “Significant Assumptions” on page 3-1 regarding capital program projections for 2008 through 2015.

TABLE 3.4
Funded and Proposed
Fixed Route Vehicle Acquisition Plan
For the Years 2009 – 2015

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	171	156	156	163	163	163	163
New Buses	10	9	8	10	10	4	0
New 60' Buses	4	0	0	0	0	0	0
Shuttle Vehicles	3	0	0	0	0	0	0
Hybrid Electric Vehicles	0	0	0	0	0	0	0
Fixed Route Vans	0	0	0	0	0	7	0
Buses to be Surplused	29	9	1	10	10	4	0
Vans, moved (Paratransit)	0	0	0	0	0	0	0
Trolleys to be Surplused	3	0	0	0	0	0	0
Vans to be Surplused	0	0	0	0	0	7	0
<u>FLEET AT END</u>	156	156	163	163	163	163	163
<u>FLEET UTILIZATION</u>							
Maximum Peak Requirement	130	130	130	130	130	130	130
Spare Fleet	26	26	26	26	26	26	26
Exempt Van Fleet*	0	0	7	7	7	7	7
Operating Fleet	156	156	163	163	163	163	163
Contingency Fleet	0	0	0	0	0	0	0
<u>FLEET ACCESSIBILITY</u>							
Lift Equipped	16	7	7	7	7	7	7
Low Floor (Ramp)	140	156	156	156	156	156	156
Total Accessible	156	163	163	163	163	163	163
Non Accessible	0	0	0	0	0	0	0

* Pending FTA approval of exemption

Note: Please refer to “Significant Assumptions” on page 3-1 regarding service and capital level projections for 2008 through 2015.

TABLE 3.5
Funded and Proposed
Paratransit Van Acquisition Plan, Directly Operated
For the Years 2009 – 2015

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	70	70	70	70	70	70	70
Replacement Vans	0	0	27	24	7	0	12
To be Surplused	0	0	27	24	7	0	12
<u>FLEET AT END</u>	70	70	70	70	70	70	70
<u>FLEET UTILIZATION</u>							
Spare Fleet	10	10	10	10	8	8	8
<u>Peak Requirement</u>	60	60	60	60	62	62	62

The Paratransit Van Acquisition Plan depicted in this table is for planning purposes only. The actual number of vans purchased and replaced will depend on the Board's direction on the amount of purchased transportation used versus the amount of directly operated service used.

TABLE 3.6
Funded and Proposed
Rideshare Program Van Acquisition Plan
For the Years 2009 - 2015

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>FLEET AT START</u>	97	117	127	137	147	157	167
New Expansion Vans	10	20	10	10	10	10	10
Replacement Vans	17	0	17	9	20	10	0
To be surplused	7	10	17	9	20	10	0
<u>FLEET AT END</u>	117	127	137	147	157	167	177
<u>FLEET UTILIZATION</u>							
Rideshare Operating Fleet	100	109	118	127	136	145	155
Rideshare Spare Fleet (10%)	8	9	10	11	12	13	13
<i>Special Operating Fleet*</i>	7	7	7	7	7	7	7
<i>Special Spare Fleet*</i>	2	2	2	2	2	2	2
<u>Peak Requirement</u>	107	116	125	134	143	152	162

**included in total fleet vans*

Note: Please refer to “Significant Assumptions” on page 3-1 regarding capital program projections for 2008 through 2015.



**TABLE 3.7
Proposed Vehicle Replacement Schedule
For the Years 2009 – 2015**

<u>Vehicles Purchased</u>	<u>Quantity</u>	<u>Department</u>	<u>Vehicles to be Surplused</u>	<u>Quantity</u>
Year 2009				
Low Floor 40' Buses	10	Fixed Route Operations	40' TMC Buses	12
Articulated 60' Buses	4	Fixed Route Operations	40' Flexibles	14
			30' Flexible	3
Shuttle Vehicles	3	Fixed Route Operations	Double K Trolley Replicas	3
Rideshare Vehicles	17	Rideshare	Rideshare Vehicles	7
Expansion Rideshare Vehicles	10	Rideshare		
Support Vehicles	1	Facilities & Grounds	# 290	1
	45			40
Year 2010				
Low Floor 40' Buses	9	Fixed Route Operations	40' TMC Buses	9
Expansion Rideshare Vehicles	20	Rideshare		10
Support Vehicles	2	Facilities & Grounds	# 806 and # 809	2
Support Vehicles	2	Facilities & Grounds	# 804, #912 and # 914	3
Garbage Truck	1	Facilities & Grounds	# 291	1
Support Vehicle	1	Paratransit Maintenance	# 294	1
General Service Vehicle	1	Fixed Route Operations	# 327	1
General Service Vehicles	2	Paratransit/ Security Operations	# 918 and # 920	2
	38			29
Year 2011				
Low Floor 40' Buses	8	Fixed Route Operations	40' New Flyers	1
Paratransit Vehicles	27	Paratransit	Paratransit Vehicles	27
Rideshare Vehicles	17	Rideshare	Rideshare Vehicles	17
Expansion Rideshare Vehicles	10	Rideshare		
Support Vehicle	1	Paratransit Maintenance	# 802	1
General Service Vehicles	4	Fixed Route Operations	# 925, 926, 927 and # 928	4
	67			50
Year 2012				
Low Floor 40' Buses	10	Fixed Route Operations	40' New Flyers	10
Paratransit Vehicles	24		Ford E450 Cutaways	24
Rideshare Vehicles	9	Rideshare	Rideshare Vehicles	9
Expansion Rideshare Vehicles	10	Rideshare		
	53			43
Year 2013				
Low Floor 40' Buses	10		40' New Flyers	10
Paratransit Vehicles	7		Paratransit Vehicles	7
Rideshare Vehicles	20	Rideshare	Rideshare Vehicles	20
Expansion Rideshare Vehicles	10	Rideshare		
	47			37
Year 2014				
Low Floor 40' Buses	4		40' New Flyers	4
Rideshare Vehicles	10	Rideshare	Rideshare Vehicles	10
Expansion Rideshare Vehicles	10	Rideshare		
	24			14
Year 2015				
Paratransit Vehicles	12	Paratransit	Paratransit Vehicles	12
Support Vehicle	1	Facilities & Grounds	# 810	1
Rideshare Vehicles	10	Rideshare	Rideshare Vehicles	13
	23			

Note: Please refer to “Significant Assumptions” on page 3-1 regarding capital program projections for 2008 through 2015.

TABLE 3.8
2008 Capital Budget

CAPITAL ITEM	GRANT #	Federal Share	Local Share	Total
<u>VEHICLES</u>				
Paratransit Van Replacement Project				
12 Paratransit Vans (Replacement)			\$816,000	\$816,000
Fixed Route Bus Replacement Project				
20 Fixed Route Buses (30' Expansion)			7,650,000	7,650,000
Service Vehicle Replacement Project				
5 Service Vehicles (Replacement)			75,000	75,000
1 Floor Scrubber (Replacement)			75,000	75,000
2 Service Pickups (Replacement)			90,000	90,000
1 Shelter Truck #807 (Replacement)			70,000	70,000
Subtotal VEHICLES		\$0	\$8,776,000	\$8,776,000
<u>CUSTOMER SERVICE TECHNOLOGY ENHANCEMENTS</u>				
Fare Collection Project				
Stationary and Mobile Fare Collection System (Replacement-includes carry-over)			\$1,393,686	\$1,393,686
Service Planning and Scheduling Project				0
Trapeze	Section 5307		150,000	150,000
Operations Management			50,000	50,000
Phone System (Replacement)	Section 5307		12,000	12,000
Technology Projects				0
Smart Bus Technology Project	Section 5309	1,240,000	1,760,000	3,000,000
Priority Signalization Study (Regional ITS Plan)			150,000	150,000
Subtotal CUSTOMER SERVICE TECHNOLOGY ENHANCEMENTS		\$1,240,000	\$3,515,686	\$4,755,686
<u>FACILITIES/EQUIPMENT</u>				
Computers - Preservation & Maint.		\$0	\$195,580	\$195,580
Miscellaneous Equipment and Fixtures			60,000	60,000
Financial and Fleet Management System (Replacement)			150,000	150,000
Communications Miscellaneous Equipment and Fixtures			7,000	7,000
Safety & Security System Project				0
Safety and Security Implementation (includes carryover \$211,324)			911,000	911,000
Other Maintenance and Facilities Projects				0
134A Freon Recovery Machine for Pamtransit			5,000	5,000
Replace Driver's Room Schedule Rack and Mailboxes			15,000	15,000
Mezzanine Secured Storage System for Farebox Storage			5,000	5,000
Diesel Opacity Tester for Paratransit			9,400	9,400
Ironworker Metal Fabrication Machine			16,000	16,000
King Pin Press and Axle Repair Tools			22,000	22,000
Tennant Floor Scrubber (Replacement)			75,000	75,000
Lighting Fixture/Inspection pits (Replacement)			23,000	23,000
Tractor (4X4) with Blade & Trailer			18,000	18,000
Rebuild Doors on Boone Avenue			92,000	92,000
HVAC Units (includes \$45,000 in carry over)			140,000	140,000
Base Facility Improvement			374,000	374,000
Subtotal FACILITIES/EQUIPMENT		\$0	\$2,117,980	\$2,117,980
<u>PLANNING/PROJECTS</u>				
Transit Enhancement Projects (Shelters, Signage, and ADA Improv.)	Section 5307	\$356,907	\$89,227	\$446,134
Right of Way Preservation			5,000,000	5,000,000
Mission and Greene Community Transit Center	State OTM Funds	1,853,831	1,000,000	2,853,831
Long Range Planning				0
Transit 2020			188,750	188,750
Road and Pedestrian Infrastructure Improvements			150,000	150,000
Subtotal PLANNING/PROJECTS		\$2,210,738	\$6,427,977	\$8,638,715
GRAND TOTAL 2008 CAPITAL PROGRAM		\$3,450,738	\$20,837,643	\$24,288,381

Maximum preventive maintenance assistance will be applied to supplant the maintenance operating budget for 2008.

Note: Please refer to "Significant Assumptions" on page 3-1 regarding capital program projections for 2008 through 2015.

CAPITAL FUNDING SOURCES

Reliability of outside funding sources for capital procurements is speculative. Local competition and priorities, as set at the regional level, impact the predictability and stability of STA's funding base. At the present time, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) includes formula and discretionary grant programs primarily under FTA Section 5307 and 5309, and the inclusion of preventive maintenance as eligible expenses for capital programs. There is no operating assistance available. SAFETEA-LU continues to provide the local control and multi-agency involvement in the decision making process.

Current funding programs are as follows:

Federal

The initial Intermodal Surface Transportation Efficiency Act of 1991 federal funding program was replaced by TEA-21 on June 9, 1998, and was again recently replaced by SAFETEA-LU. The TEA 21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. This Act allows for more flexibility in the way money may be used. The federal share percentages described in programs reflect the adjusted shares for Washington State, and are programs either STA may apply for as a separate agency or on a cooperative project basis.

Surface Transportation Program (STP) - A block grant type funding program for use by localities for projects on roads functionally classified above urban local or rural minor collector. Under TEA-21, 50 percent of the state's STP funding is allocated to areas based on population threshold, 10 percent for safety, and 10 percent for transportation enhancement. Unless otherwise noted, for non-interstate projects, the costs are shared approximately 86.5 percent federal and 13.5 percent minimum local match. Additional points are awarded for a higher local match or public participation. For interstate projects, the cost is shared approximately 90.66 percent federal and 9.34 percent state match. Eligible projects include transportation capital programs (right-of-way acquisition, construction, equipment purchases and transportation programs/Transportation Demand Management).

- 1) Safety - 10 percent of STP funds are set aside for safety projects. MPO (Municipal Planning Organization-Spokane Regional Transportation Council) selects projects in consultation with the state. Allocation of funds is determined by the state. The cost for hazard elimination projects are shared approximately 90 percent federal and 10 percent local match.
- 2) Transportation Enhancement - 10 percent of STP funds are set aside for transportation enhancement projects (bikeways, walkways, highway beautification, scenic or historic highways, etc.). MPO selects project in consultation with the state. Allocation of funds is determined by the state. Bicycle and pedestrian project costs are shared approximately 80 percent federal and 20 percent local match.
- 3) STP-TMA - Formula allocation to the Spokane County Transportation Management Area based on the population of the Spokane Urban Area. MPO selects and prioritizes projects for funding, in consultation with the state.
- 4) STP 5K-200K - Formula allocation, based on the population of Spokane County, for projects outside the Spokane Urban Area. MPO selects and prioritizes projects for funding, in consultation with the state.
- 5) STP <5,000-Rural - Formula allocation for projects outside the Spokane Urban Area. MPO selects and prioritizes projects for funding, in consultation with the state.
- 6) STP Competitive - This is a portion of the STP funds that can be used in any area of the state. STP statewide competitive projects are selected by a state selection committee, but must be approved by the MPO for inclusion in the Transportation Improvement Plan (TIP).

Congestion Mitigation and Air Quality (CMAQ) - For projects that will contribute to meeting the attainment of national ambient air quality standards for ozone and/or carbon monoxide in Clean Air Act non-attainment areas. MPO selects and prioritizes projects for funding, in consultation with the state. The costs are shared approximately 86.5 percent federal and 13.5 percent local match.

FTA Section 5307 - Section 5307 funds are annually apportioned by a formula, and are available for both capital and preventive maintenance. STA is the only Spokane Urbanized Area agency designated to receive Section 5307 capital and preventive maintenance funds. Capital funds are subject to local prioritization and project selection at the regional level. Minimum local match is 20 to 17 percent.

FTA Section 5309 - Section 5309 funds provide capital assistance for transit projects. These are discretionary, competitive funds selected by FTA. These projects are eligible for 80 to 83 percent federal participation with a 20 to 17 percent local match. A percentage of the match is dependent upon whether the project involves capital purchases related to ADA. Fixed route coaches and paratransit vehicles with wheel chair lifts are eligible for 83 percent federal match. Section 5309 contains a fixed guideway element that permits transit systems with this type of service to receive an allocation. The allocation is based upon fixed guideway miles operated.

FTA Section 5310 - Section 5310 funds are designed to provide mass transit services, which meet the special needs of elderly and disabled persons. Section 5310 specifically assists private, non-profit organizations in obtaining equipment to provide service where transportation services for this group are unavailable, insufficient, or inappropriate for their use. The allocation formula is generally 80 percent federal and 20 percent local funds (STA is not eligible as a direct recipient).

TRANSPORTATION SERVICES AND PASSENGER AMENITIES



TRANSPORTATION SERVICES AND PASSENGER AMENITIES

4

As stated in Chapter 2, STA's mission is to provide the highest quality public transportation within the public transportation benefit area. To do this, STA must focus on the amenities provided to the passenger and the services planned for the future. Following is a description of the passenger amenities program and the transportation services plan proposed and deferred for the years 2009-2015.

Transportation Services

Fixed Route

The service plan for STA for the years 2009-2015 outlines directions for the system over the next seven-year period, given assumed resources, local revenues, and outside funding.

STA has developed a set of performance measures and standards to be used to evaluate service. This document, "Service Planning Guidelines," is available upon request.

The focus for the years 2009-2015 will be to provide as much service as financial capacity allows while preserving adequate staff, facilities, and other infrastructure. Table 3.1 (Chapter 3) reflects projections for revenue miles and hours and total passengers for the years 2009-2015.

All recommended route and service changes are integrated with the service evaluation process and with the policies adopted by the STA Board of Directors. In accordance with the Americans with Disabilities Act, all fixed-route service additions will be evaluated in conjunction with associated paratransit service provision. Paratransit must be provided within a comparable area and the same hours and days as fixed-route service requirements. Total service analysis will include the costs of providing all service modes as well as impacts to the rest of the system and future service capabilities.

Paratransit

The seven year period from 2009 through 2015 will continue to focus on use of automated routing and scheduling tools to enhance customer service and efficiency in the Paratransit Department.

Accurate and timely ADA eligibility determinations will continue to be emphasized in the upcoming years. The granting of conditional eligibilities will enable Paratransit users to ride the vans when their condition or situation allows (i.e.; winter only service and barrier service for inaccessible travel paths to and from the regular bus stop). Ongoing re-certification efforts are designed to re-evaluate customer capabilities and need on a regular basis. In addition, Spokane Transit will continue to operate a Mobility Training Program that assists Paratransit riders who may be able to use the regular fixed route service for some or all of their trips. Table 3.2 (Chapter 3) reflects projected levels of service for 2009 through 2015.

In order to prepare for and analyze any fixed route service expansion and reductions, the Spokane County Geographic Information Systems (GIS) staff is contacted to prepare the revised Paratransit Service boundary. The 3/4 mile boundary line presents unique challenges in rural areas where parcels are split by the boundary which necessitated a case by case determination of each parcel. Access to high resolution digital orthophotography and improved relational accuracy between GIS data sets now allows parcel by parcel determinations to be made using enhanced tools.

The following information, supplied by Spokane County GIS personnel, is a summary of criteria that was developed by GIS personnel and Spokane Transit staff to ensure consistency and accuracy. It has also been determined that the 3/4 mile boundary will not exceed the boundaries of the Public Transportation Benefit Area (PTBA). Specific challenges related to parcels being partially inside the service area were resolved by using a decision tree developed by interpreting various geographic scenarios along the paratransit boundary. Some examples of complex boundary issues included:

Should parcel occupants be eligible for Paratransit for example, if they live on 80 acres but only the back three acres are inside the service area? What if the van must travel a long distance outside the service area to access the front of the large parcel? What does STA do about people who live outside the boundary and are passed by to reach people inside the boundary?

These types of questions were addressed by applying the decision tree rules to specific parcel locations to determine eligibility of every parcel near or split by the proposed Paratransit Boundary. A decision tree was created to standardize the evaluation of different scenarios, and a database of existing paratransit customers who would no longer reside in the service area was created to assist in the notification of affected customers.

Finally, a GIS road network is integrated with the Paratransit Service Area Boundary so that road segments bisected by the boundary could be split and re-addressed to enable accurate geocoding within the TRAPEZE software used by Spokane Transit schedulers, planners and administrators. Having the road network carry split-address ranges for boundary mapping allows Spokane Transit to determine the eligibility of an address not yet associated with a parcel, such as new construction.

The tools and data available in the Spokane area GIS community allow Spokane Transit to address the administrative challenges of paratransit service with a high level of accuracy and consideration for site-specific circumstances. Individualized orthophotography maps can be accessed which allows customers to see their residence parcel in relationship to the revised boundary. Staff is committed to work with affected customers to help identify alternative transportation options already existing within the community.

Rideshare/Vanpool

The vanpool program has proven to be a valuable addition to a coordinated package of public transportation services offered by STA. Because vanpool operations so closely complement transit operations, rideshare services are closely integrated with operational and marketing programs within Spokane Transit Authority. The focus on destination or employment center-based marketing, rather than origin or home-based marketing, will continue. State-mandated commute trip reduction plans, generous employer subsidies, incentive programs, fleet expansion grants, statewide marketing and the implementation of a new online ride-matching program will affect vanpool demand. Table 3.3 (Chapter 3) depicts anticipated levels of service for the years 2009-2015.

Emphasis for the next seven years will continue to be on major employers. The vanpool program will also continue to identify opportunities for providing service for areas outside the PTBA such as Deer Park, Riverside, Suncrest/Nine Mile, and southern areas of the county such as Spangle and Latah, as well as northern Idaho.

Public Transportation Benefit Area (PTBA)

Revision of the Spokane County Public Transportation Benefit Area

At the September 21, 2006 Public Transportation Improvement Conference (PTIC) meeting, members expressed an interest in changing the existing Public Transportation Benefit Area (PTBA) boundary to more closely reflect the Growth Management Act (GMA), and Urban Growth Boundary (UGB). Growth management's philosophy reasons that development should take place where adequate public services exist or can be provided in an efficient manner.

After following the procedure to change a PTBA as set forth in RCW 35.57A.030, a public hearing was held on May 17, 2007 for the members of the PTIC to receive testimony regarding the proposed changes. No one testified at the public hearing.

Taking into account many factors, as they were in May 2007, such as Urban Growth Boundaries; Urban Reserves areas; municipal boundaries; Fairchild Air Force Base; precinct boundaries; school district boundaries; bus routes; and the paratransit service area, on May 17, 2007, the members of the PTIC unanimously approved the new boundary for the Spokane County Public Transportation Area. Appropriate taxing in the new PTBA began April 1, 2008.

Accessibility

The Accessibility program assures that Spokane Transit continues to meet its commitment of accessible service for people with disabilities. Fixed route is the first choice of public transportation for everyone including people with disabilities. People applying for Paratransit service will be evaluated as to their ability to use the bus instead of paratransit services. The goal of increasing ridership will be promoted with increased media information, accessible bus demonstrations, and group and individual training.

Public Transportation / Human Services Coordinated Planning

The transportation needs of non-urban Paratransit customers will continue to be explored through the collaborative efforts of staff and community social service agencies. Results-oriented solutions must be partnered in order to create a community based transportation service. Also, in 2009 Paratransit staff will continue to explore innovative service models to deliver responsible and efficient transportation within the Community.

In 2007, Spokane County's population of citizens 65 years or older was one percent higher than that of Washington State as a whole. According to the U.S. Census Bureau, by 2014, Washington State can expect that 13.3 percent of the total population will be 65 years or older. At that same rate, in 2014, Spokane County can expect that persons 65 years of age or older will comprise at least 15.2 percent of the population. The percentage of people 65 years or older is expected to rise through 2030 and beyond.

As the population in the U.S. ages, access to affordable transportation will become even more critical than it is today. On both the Federal and State levels, it is recognized that the transportation challenges for people who are older, disabled, and/or on limited incomes is a community-wide issue, not just a public transportation issue.

Over the next seven years, Spokane Transit will endorse, participate in, and be a significant partner in local coordinated human services transportation planning. Through the direction of the Federal Transit Administration in partnership with the US Department of Health and Human Services, a locally developed human services transportation plan should provide increased access to transportation for people in the Spokane County PTBA who are older, disabled, and/or on limited income.

Technology

With the establishment of the department in 2004, three main technology improvements were highlighted for aggressive effort; integrated transit planning, operations, customer service, and paratransit software modules and supporting hardware; a replacement telephone and voicemail and associated support systems such as call center software, call recording system, etc.; and a replacement of comprehensive automated fare sales, revenue collection, and data reporting system, including new fare vending machines. Substantial progress and completion of projects has been made in these areas, with some modification of the timeline and sequencing of other projects. Progress on STA's Smart Bus initiative has been added to the list of priority projects.

The software purchase now includes 15 modules (the the likelihood of adding three more in the coming months), is multi-departmental, integrated, customer-oriented and will provide potential for organization-wide access to a single data source. Training and installation of the modules is an ongoing effort with no final deadline for full implementation. In early 2008 the online trip planning module became available for customers. The fare collection system is complete. The new telephone system was installed in late 2007.

In addition to the identified projects, replacements systems were immediately needed for our access, security and master timekeeping systems. The access system work is complete. Work has begun on the timekeeping systems with a proposal for our security system expected by fall 2008.

A consultant was selected to assist in design and procurement of a comprehensive Smart Bus project in the summer of 2008. The Smart Bus Technology Project is an integrated on-board electronics, data and communication system that will monitor and report on the operational and maintenance status of buses, display current locations, and monitor schedule adherence. The initial study is expected by the end of the first quarter of 2009. Some improvements may also be installed on paratransit service. The consultant will be asked to provide a procurement and system plan that may include but not be limited to:

- Automated Vehicle Maintenance (AVM) data: The onboard system monitors and records the status of vehicle components such as the engine, transmission and braking systems
- Automatic Vehicle Location (AVL) with Differential Global Positioning System (GPS) Correction
- Interface to existing Environmental Systems Research Institute (ESRI) ArcInfo Geographical Information System (GIS)
- Embedded Next Stop annunciation (visual and audio)
- Automatic passenger counters
- Passenger wayside information system
- Bus schedule and route adherence monitoring
- Computer- aided dispatch
- Advanced data and voice communication
- Customer information center interface
- On board and external video cameras
- Signal prioritization
- Wireless communications; Mesh, W-WAN, W-MAN, W-LAN, existing radio network expansion, cellular, and any other viable options should be explored

Passenger Amenities

Currently, STA's passenger amenities program includes five separate phases: 1) shelters; 2) bicycle lockers; 3) park and ride lots; 4) transfer/transit centers; and, 5) bus benches. Following is a description of each of these programs.

Shelter Program

Passenger waiting shelters are located at major boarding points and transit/transfer locations based on passenger demand and boarding patterns. All shelters purchased meet ADA requirements. Currently, there are 117 shelters in place throughout the PTBA.

The placement of individual shelters is based on ridership patterns, passenger requests and physical space availability. STA will be looking at new locations to install shelters for the years 2009-2015. Installation of shelters is expected to proceed into the future.

Bicycle Locker Program

Currently, there are 58 bicycle lockers in the service area.

As community awareness grows, it is estimated that usage will continue to increase as well. With continued marketing efforts and placement of lockers at park and ride lot locations, opportunity and choice of alternative transportation modes increase for our passengers.

Park and Ride Program

Spokane Transit will continue to identify appropriate locations for park & rides to most effectively attract commuter use.

Cooperative park and ride lots are targeted for existing parking lots where possible, such as churches, shopping centers, or recreational facilities. Cooperative lots provide additional park and ride space at a much lower cost than constructed park and ride lots.

General guidelines used for the placement and operation of cooperative lots are as follows:

Lot should be located adjacent to a present or proposed transit route, or adjacent to a major arterial to facilitate carpool or vanpool use.

- Lot should be available for use during peak weekday commuter hours.
- Costs associated with lot usage should be minimal. Usually involve striping of bus zones and signage. The use of lots, which are already paved and lighted, is encouraged.
- Size of the lot is dependent on population of the adjacent area since cooperative lots serve a much smaller service area than permanent park and ride lots.
- An agreement between the property owner and STA should be executed regarding use of the lot, responsibility for improvement and maintenance costs, and liability in instances of accidents or damage to the lot or property.

Transit/Transfer Centers

Transit and transfer centers (collectively referred to as Community Transit Centers or CTCs) are targeted for areas of high boarding, alighting and transfer activity. CTCs occupy a smaller footprint than a park & ride and often do not provide off-street parking to transit patrons. An example of this type of facility is the Medical Lake Transit Center. However, in some situations a facility can serve as both a park & ride and a CTC. The South Hill Park & Ride serves both purposes. It is quickly becoming a hub for transfer activity between routes while parking use continues to increase. CTCs aid in the goal of supporting activity centers or corridors throughout the region, a common theme identified in the comprehensive plans of the local municipalities and the County. Transit service is identified as a critical component to the effectiveness of these activity centers and corridors. Where possible, CTCs will be located near services such as retail, employment, medical, childcare and in close proximity to high density residential land uses. Spokane Transit will seek cooperative agreements with public and private property owners to install amenities at these CTCs including shelters, information kiosks, ticket vending machines or other items as appropriate.

Potential Park and Ride and Community Transit Locations

Subject to public priorities concerning service, Table 4.1 identifies potential sites for park and rides and community transit centers. These areas will be further studied and defined as STA's long-range planning project, *Transit 2020*, is completed.

**Table 4.1
Potential Park and Ride and Community Transit Center Sites**

Location

Liberty Lake area (north and south of I-90)	North of Francis on Freya (along North Spokane Corridor)
Five Mile Park and Ride area (expansion)	Mission and Greenc
Hastings Park and Ride (expansion)	Highway 195 area
Nine Mile area	Indian Trail area
Four Lakes area	Airway Heights (replace current park and ride)
57 th and Regal area	Joe Albi Stadium
Farwell (along North Spokane Corridor)	Post Falls/Coeur d'Alene, Idaho
Market/Francis area (south of Francis)	Exit 272 area (just west of Downtown Spokane on I-90)

Bus Benches

A private contractor who has an agreement/franchise with local jurisdictions handles the placement of bus benches in the public right of way. At the time this TDP was being developed, there is a potential for a change to this arrangement within the City of Spokane. If private contractors no longer provide this amenity, then STA will develop an overall strategic plan for assuming this responsibility.

ISSUES AND CHALLENGES



ISSUES AND CHALLENGES

5

There are several issues or challenges that may impact delivery of current or future service and/or the operation of STA that should be considered within the context of this plan. These are described as follows:

Intergovernmental Coordination

Beginning in 1983, STA became involved in two projects which were integrally related to planning and intergovernmental coordination: development of a Regional Transportation Plan Update and service expansions as a result of the 1981 creation of a regional Public Transportation Benefit Area. Today, other intergovernmental projects include long range planning for high capacity transit (HCT), maximizing federal preventive maintenance funding, downtown street car study, and cooperative transit street projects.

The Regional Transportation Plan is developed and maintained by the Spokane Regional Transportation Council. The plan provides guidance to Spokane metropolitan area agencies and governments on proposed land use and transportation system improvements and resulting impacts on land use over the next 20 years. This Transit Development Plan will be included in the regional plan.

Simple projects, like the installation of bus stop signs or passenger shelters can involve approval from multiple levels of government accompanied by coordination with numerous departments within each agency. Therefore, the focus will be on continuing good relations with Spokane area jurisdictions and agencies and working cooperatively for the implementation of programs and projects that cross jurisdictional boundaries. STA must work closely with these agencies to ensure goals and objectives are compatible. Close coordination can ensure the transportation community meets the overall needs of the general public.

Growth Management Act (GMA)

The intent of the GMA is to establish a reasonable framework of planning for future development with the appropriate infrastructure and services in place. GMA has certain implications for transit.

Under GMA, it is required that Spokane Transit establish a unified approach with SRTC, Spokane County, and cities as they adopt the land use, capital facilities and transportation elements of their comprehensive plans to assure coordinated development. State objectives set to meet this goal include the following for STA:

- 1) Commit to a proactive involvement with the local jurisdictions in the planning process.
- 2) Update the Transit Development Plan to ensure that it reflects current population growth, density and potential population shifts in identifying facility locations; maintain the TDP in legal and technical compliance with GMA.
- 3) Incorporate elements of the Transit Development Plan into comprehensive plans of each jurisdiction.
- 4) Address policy issues around use of impact fees as a financing tool for capital facilities development.
- 5) Continue to monitor the legislative process for further amendments to and refinements of the growth management laws.
- 6) Work with local jurisdictions and businesses in the development of Commute Trip Reduction Plans and Programs as well as transportation demand management strategies.

North Spokane Limited Access Corridor (NSC)

The NSC is planned in the northeast quadrant of Spokane County and the city of Spokane. This project will improve transportation safety and mobility of people and freight through the city of Spokane and Spokane County between Interstate 90 (I-90), northeastern Washington, and Canada. This project will ultimately provide a four to eight-lane fully controlled access. The length of the North Spokane Corridor (NSC) is approximately 10 miles and includes up to seven interchanges. In addition, about 3.5 miles of I-90, centered around the NSC/I-90 Interchange connection, will require new construction. The project will provide a transportation facility that will accommodate high volume traffic movements between I-90 and areas north. This will help reduce the congestion and related operational problems on city streets and county roads such as Division Street and Market Street, and will remove regional trips from local streets.

High Capacity Transportation

The Board has set aside \$5 million to purchase right of way to preserve an east-west alignment between downtown Spokane and Liberty Lake.

Public/Private Sector Interface

Opportunities may arise for cooperative partnerships involving Spokane Transit and the private sector. Such ventures can result in improved customer service for area residents and reduced operating costs for STA. Spokane Transit will strive to provide the best public transportation for the Spokane area by pursuing cooperative opportunities when service to the public will be cost effective. Examples of projects have included intermodal transfer points, joint use of park and ride facilities, public/private cooperation and benefits of passenger facilities such as the Plaza, and development of properties adjacent to facilities which share location advantages. The STA Board adopted process for competitive procurement of best suited and least cost goods and services will continue to be reviewed and revised in an effort to ensure cost efficiency and the highest quality of service.

Response to Area Development

Large development projects or other major capital projects will require public mass transportation services and area-wide coordination. Such projects will be subject to public/private sector coordination of services and may necessitate the modification of the present PTBA boundaries. Spokane Transit anticipates a more active role in area development projects and will encourage the integration of public mass transportation services with area development.

Intelligent Transportation Systems

The Department of Transportation is actively promoting the development of Intelligent Transportation Systems (ITS) that apply advanced computer, communication, information and navigation technologies to surface transportation systems. ITS technologies improve customer service and make accurate information available to the traveling public. These systems enable travelers to make more informed transportation decisions, thereby improving the operational efficiency of transit services. Other applications include automatic vehicle locator systems, transit signal priority systems, automatic vehicle scheduling and dispatching, and improvements to customer information services.

Customer service is improved through real-time information on bus arrivals and departures, reducing the stress of waiting for vehicles to arrive. In-vehicle signs and annunciator systems inform passengers of upcoming stops and other relevant information. Hold notification to vehicles at change-mode points can assist with passenger transfer connections. Emergency response systems decrease delays in responding to problems. Customers also have easier access through the use of electronic fare cards which reduce or eliminate manual passes, cash fares or tokens.

Spokane Transit is an active participant in the Regional ITS Implementation Plan effort. STA has a representative on the Spokane Regional Transportation Management Center's Operation Board. Other projects underway include:

Regional Communications Network Design; Regional Transportation, Weather and Construction Website; Coordinated Incident Response Application; Development of Regional Data Warehouse; Traffic Control System Integration; Automated Vehicle Location (AVL) Systems; and an I-90 Surveillance Control and Driver Information System.

JARC

The regional Job Access and Reverse Commute (JARC) program presently has two grants -- Lifeplan Improvement Feasibility Transportation Services (LIFTS) and Neighborhood Transportation Choices (NTC). The grant for LIFTS is \$344,000, and NTC is \$108,000. LIFTS is a GIS based program to spatially map bus routes in relation to day care and job sites. LIFTS is also mapping accessible paths of travel to bus stops. The NTC grant provides a reduced bus pass cost to area students.

Funding through the New Freedom Act and reauthorization of new JARC grants opens opportunities for coordination with STA's community partners to enhance transportation options in the areas of job access, possible reverse commuting into Idaho, and increased services for people who are disabled or elderly.

Energy and Alternative Fuels

Spokane Transit continues its commitment to stay abreast of alternative fuel options. Our research over the last three years concluded that Hybrid-electric technology was the most promising alternative in the near and mid-term planning horizon. Consequently we are adding six Hybrid-electric coaches to our fleet in late 2008. We will also continue efforts to identify additional funding sources to the number of Hybrid-electric coaches as we implement our bus replacement strategy over the next six years.

An additional benefit of Hybrid-electric engines is that the fuel source is not necessarily restricted to diesel fuel. These engines allow flexibility to adapt to new fuel sources over the life of these vehicles. Bio-diesel is the most promising alternate fuel. The use of up to a 20% mix of bio-diesel with petroleum-based diesel can be accommodated with minimal risk to vehicle performance and maintaining original equipment manufacturers' (OEM) warranties on the engines. Currently the limiting factor to widespread use is fuel availability, assured quality, competitive pricing, and storage. Bio-diesel currently has mixed results in regards to emissions improvement and has yet to show economic advantages over petroleum-based fuel.

APPENDIX



APPENDIX A

CURRENT VEHICLES AND FACILITIES

Appendix A provides listings of current equipment and facilities (as of 12/31/07) that Spokane Transit Authority owns, operates and maintains. The following tables are provided:

	<u>Tables</u>	<u>Page Number</u>
1. Table A.1	Motorbus Fleet Roster	A - 2
2. Table A.2	Service Vehicle Fleet Roster	A - 3, A - 4
3. Table A.3	Paratransit Fleet Roster	A - 5
4. Table A.4	Rideshare Fleet Roster	A - 5
5. Table A.5	Park and Ride Lots	A - 6
6. Table A.6	Transit/Transfer Centers	A - 7
7. Table A.7	Shelter Locations	A - 8, A - 9, A - 10
8. Table A.8	Bicycle Locker Locations	A - 10

**TABLE A.1
MOTORBUS FLEET ROSTER**

<u>Year, Make & Type</u>	<u>Seating Capacity</u>	<u>Number of Vehicles</u>	<u>Average Age per Vehicle</u>	<u>FTA Minimum Year Requirement</u>	<u>Eligible Replacement Year</u>	<u>Actual Total Number of Miles</u>	<u>Average Mileage per Vehicle</u>	<u>Average Miles per Vehicle per Year</u>	<u>FTA Minimum Mileage Requirement</u>	<u>Eligible Year based on Mileage</u>	<u>Options</u>
1990 Floblo Metro (40')	41	12	18	12	2002	9,927,440	827,287	45,960	500,000	2000	a/c; k; lift
1990 Floblo Metro (30')	25	4	18	10	2000	2,452,580	613,140	34,063	350,000	1999	a/c; k; lift
1991 Floblo Metro (40')	42	3	17	12	2003	2,326,747	776,582	45,622	500,000	2000	a/c; k; lift
1992 Floblo Metro (40')	42	4	16	12	2004	3,135,860	783,965	48,998	500,000	2002	a/c; k; lift
1993 TMC RTS - 08 (40')	42	13	15	12	2005	8,574,388	659,587	43,971	500,000	2004	a/c; k; lift
1994 Floblo Metro (40')	42	1	14	12	2006	609,846	609,846	43,560	500,000	2004	a/c; k; lift
1994 TMC RTS - 08 (40')	42	10	14	12	2006	6,555,885	655,589	46,828	500,000	2004	a/c; k; lift
1997 New Flyer (40')	39	25	11	12	2009	13,172,036	526,881	47,898	500,000	2007	a/c; low floor
2000 Trolley Ent. Replicas	30	3	8	7	2007	192,198	64,065	8,008	200,000	2024	a/c; lift; e
2003 Gillig (35')	32	13	6	12	2015	3,139,600	241,508	48,302	500,000	2013	a/c; k; e; low floor
2003 Gillig (29')	26	10	5	10	2013	1,881,078	188,108	37,622	350,000	2012	a/c; k; e; low floor
2005 Gillig (35')	32	10	3	12	2017	1,225,272	122,527	40,842	500,000	2017	a/c; k; e; low floor
2006 Gillig (40')	40	19	2	12	2018	1,951,613	71,132	35,566	500,000	2020	a/c; k; e; low floor
2006 New Flyer (61')	62	6	2	12	2018	154,741	25,780	12,895	500,000	2044	a/c; k; e; low floor
2007 Ford Eldorado Vans	16	7	1	7	2014	98,124	14,018	14,018	150,000	2017	a/c
2007 Gillig (35')	33	3	1	12	2019	15,041	5,014	5,014	500,000	NA	a/c; k; e; low floor
2007 Gillig (40')	39	14	1	12	2019	108,090	7,578	7,578	500,000	NA	a/c; k; e; low floor
2007 Gillig Hybrid (40')	39	3	1	12	2019	3,140	1,047	1,047	500,000	NA	a/c; k; e; low floor
TOTAL		180	9.45			54,921,637	343,260	38,324			

Note: a/c = air conditioning; k = kneeling; e = electronic engine

Vehicles were received in different months of the year. Average age calculation does not take this into account.

Motorbus fleet roster as of 12/31/07

**TABLE A.2
SERVICE FLEET ROSTER**

<u>Vehicle Type</u>	<u>Make/ Model</u>	<u>Year</u>	<u>Age</u>	<u>Mileage</u>	<u>Fuel</u>	<u>Radio</u>
<u>FACILITIES AND GROUNDS</u>						
Dump Truck w/Plow and De-icer Units	Chevrolet - Heavy Duty #290	1985	23	31,957	Diesel	Yes
	Chevrolet - Heavy Duty #291	1988	20	21,258	Diesel	Yes
	Ford - Heavy Duty #804	1991	17	25,834	Diesel	Yes
Service Pickup Truck	Ford Ranger 4 - Wheel Drive #914	1994	14	112,284	Gasoline	Yes
Utility Trailers (2)	For use w/service pickup #297	1983	25	No Mileage	None	No
	#298	1987	21	No Mileage	None	No
Shelters/Facilities (3) Service Truck	Ford - Utility Truck #806	1991	17	91,376	Diesel	Yes
	Ford - Truck - F-350 #807	1996	12	143,086	Gasoline	Yes
	Ford - Truck - F-550 #809	2002	6	173,182	Gasoline	Yes
Service Van	Chev Van #811	1992	16	108,112	Gasoline	Yes
	Dodge B350 #812	1995	13	76,224	Gasoline	No
Light Service Truck	Ford - One Ton #810	1999	9	47,242	Gasoline	Yes
Forklift (3)	Toyota - Medium Duty #313	1982	26	4,197	Gasoline	No
	Mitsubishi - Heavy Duty #311	1987	21	28,262	Diesel	No
	Clark - Heavy Duty #315	1993	15	3,460	Electric	No
Floor Sweeper w/wash	Tennant #307	1987	21	1,055	Diesel	No
Floor Scrubber (4)	Tennant Scrubber 510E #306	1991	17	No Mileage	Electric	No
	Tennant Scrubber 550 #328	1992	13	No Mileage	Diesel	No
	Tennant Scrubber 550 #318	1995	13	No Mileage	Diesel	No
	Tennant Scrubber 550 #330	2001	7	No Mileage	Diesel	No
Electric Burden (4) Carriers	For parts and personnel movement within facility #303, 304 #309	1987	21	No Mileage	Electric	No
Snorkel Lift (2)	For vertical personnel movement within facility #305	1987	21	No Mileage	Electric	No
	#317	1994	14	No Mileage	Electric	No
Geni Boom	For vertical personnel #308	1986	22	No Mileage		

Service fleet roster as of 12/31/07

**TABLE A.2
SERVICE FLEET ROSTER (Cont')**

<u>Vehicle Type</u>	<u>Make/ Model</u>	<u>Year</u>	<u>Age</u>	<u>Mileage</u>	<u>Fuel</u>	<u>Radio</u>
<u>BUS MAINTENANCE</u>						
Service Pickup Truck	Chevrolet - 4 Wheel Drive #803	1984	24	135,029	Gasoline	Yes
Service Pickup Truck	Ford Ranger - 4-Wheel Drive #912	1994	14	112,687	Gasoline	Yes
Tow Trucks (2)	GMC - Heavy Duty #805	1991	17	24,983	Diesel	Yes
	Ford-F350 Truck #808	1999	9	40,358	Gasoline	Yes
TUG (Bus Tractor)	United Tractor Tug #301	1991	17	534	Diesel	No
<u>PARATRANSIT MAINTENANCE</u>						
Service Pickup Truck	Chevrolet - 4-Wheel Drive #293	1979	29	104,162	Gasoline	Yes
	Ford - 4 Wheel Drive #802	1991	17	63,249	Gasoline	Yes
Tow Truck	Chevrolet - Heavy Duty #294	1980	28	44,217	Gasoline	Yes
<u>SERVICE CARS</u>						
<u>TRANSPORTATION</u>						
Service Car (11)	Ford Aerostar Minivan #327	1989	19	85,141	Gasoline	Yes
	Dodge B350 (2) #922, 923	1994	14	283,417	Gasoline	Yes
	Dodge B350 #924	1995	13	141,035	Gasoline	Yes
	Chev Colorado (4) #925, 926, 927, 928	2006	2	202,583	Gasoline	Yes
	Ford Taurus (2) # 929, 930	2007	1	44,137	Gasoline	Yes
	Chev Impala #933	2007	1	12,241	Gasoline	Yes
	Dodge B350 #935	1994	14	124,440	Gasoline	Yes
<u>TRAINING</u>						
Service Car	Dodge B-350 #859	1988	20	307,025	Gasoline	Yes
<u>PARATRANSIT</u>						
Service Car	Chevrolet Malibu #918	1997	11	130,676	Gasoline	Yes
<u>SECURITY</u>						
Service Car (4)	Chevrolet Malibu (2) #919	1997	11	147,313	Gasoline	Yes
	Toyota Prius #920	2001	7	110,986	Hybrid	Yes
	Chrysler PT Cruiser # 931	2006	2	29,066	Gasoline	Yes
	Toyota Prius #932	2007	1	23,752	Gasoline	Yes
<u>RIDESHARE</u>						
Service Car	Dodge Grand Caravan #909	1993	15	36,803	Gasoline	Yes

Service fleet roster as of 12/31/07

**TABLE A.3
PARATRANSIT FLEET ROSTER**

<u>Year, Make & Type</u>	<u>Seating Capacity**</u>	<u>Number of Vehicles*</u>	<u>Average Age per Vehicle</u>	<u>FTA Minimum Year Requirement</u>	<u>Eligible Replacement Year</u>	<u>Actual Total Number of Miles</u>	<u>Average Mileage per Vehicle</u>	<u>Average Miles per Vehicle per Year</u>	<u>FTA Minimum Mileage Requirement</u>	<u>Eligible Year based on Mileage</u>
2001 Ford E450 Cutaway	12	12	7	5	2006	1,641,279	136,773	19,539	150,000	2008
2004 Ford E450 Cutaway	12	24	4	5	2009	2,162,789	90,116	22,529	150,000	2010
2005 Ford Senator Minibus	15	24	3	5	2010	1,673,162	69,715	23,238	150,000	2011
2005 Ford Cutaway	15	7	3	5	2010	354,825	50,689	16,896	150,000	2013
TOTAL		67	4.07			6,832,055	87,046	21,387		

* All vans are lift equipped

** Maximum capacity depending upon passenger mix

Vehicles were received in different months of the year. Average age calculation does not take this into account.

Paratransit fleet roster as of 12/31/07

**TABLE A.4
RIDESHARE FLEET ROSTER**

<u>Year, Make & Type</u>	<u>Seating Capacity</u>	<u>Number of Vehicles</u>	<u>Average Age per Vehicle</u>	<u>FTA Minimum Year Requirement</u>	<u>Eligible Replacement Year</u>	<u>Actual Total Number of Miles</u>	<u>Average Mileage per Vehicle</u>	<u>Average Miles per Vehicle per Year</u>	<u>FTA Minimum Mileage Requirement</u>
1995 Dodge B350	15	1	13	5	2000	146,840	146,840	11,280	N/A
1997 Dodge B350	15	5	11	5	2002	1,048,168	209,634	19,058	N/A
2002 Dodge 3500 RS	15	17	6	5	2007	925,816	54,460	9,077	N/A
2005 Chev Express 3500	15	17	3	5	2010	641,751	37,750	12,583	N/A
2005 Chev Express Pass	15	3	3	5	2010	86,764	28,921	9,640	N/A
2005 Dodge Caravan	7	6	3	5	2010	125,182	20,864	6,955	N/A
2006 Dodge Caravan	7	4	2	5	2011	59,121	14,780	7,390	N/A
2006 Ford Extended Club	14	16	2	5	2011	241,078	15,067	7,534	N/A
2007 Chev 3500 Van	15	15	1	5	2012	65,229	5,682	5,682	N/A
2007 Chev Uplander	7	10	1	5	2012	1,573	157	157	N/A
TOTAL		94	3.33			3,361,322	35,759	9,639	

Vehicles were received in different months of the year. Average age calculation does not take this into account.

Rideshare fleet roster as of 12/31/07

**TABLE A.5
PARK & RIDE LOTS
January 2008**

Lot	Location	Pkng.	Capacity	Signs	Schd. Info	Shelter/ Bench	Bicycle Lockers	Cell Phone	Owned	Co-Op
Five Mile	Ash/Five Mile Rd.	99	106%	X	X	X	X	X	X	
"K" Street Station (Cheney)	"K" St. & 1st Ave.	28	68%	X	X	X	X	X	X	
Hastings	Hastings/ Mayfair	135	105%	X	X	X		X	X	
Liberty Lake	Mission Ave. behind Albertson's	120	131%	X	X	X		X	X	
Mirabeau Parkway	I-90 & Indiana	198	76%	X	X	X	X		X	
Pence-Cole Valley Transit Center	4th Ave. & University	236	66%	X	X	X	X	X	X	
South Hill	Southeast Blvd. & 31st Ave.	98	46%	X	X	X	X		X	
Airway Heights	Highway 2 (Yokes)	22	50%	X	X	X				X
Arena	Boone/Howard	488	65%	X	X	X				X
Country Homes Christian Church	Country Homes & Wall St.	35	N/A	X						X
Jefferson Lot	In between Jefferson St. and Walnut St. under I-90	420	100%	X	X	Covered	X			X
St. Mark's Lutheran Church	E. 24th Ave. & S. Grand Blvd.	68	N/A	X						X

**TABLE A.6
TRANSIT/TRANSFER CENTERS**

(SEPTEMBER 2008)

<u>CENTER</u>	<u>LOCATION</u>
North Spokane	Hastings Park and Ride Lot (Hastings Road/Mayfair Street)
North Spokane	Five Mile Park & Ride
Medical Lake	End-of-Line Station (Lake Street/Broad Street)
Arena	Boone Avenue/Washington Street
Downtown	The Plaza
SCC	Mission Avenue/Greene Street
Valley	Pence-Cole Valley Transit Center (4 th Avenue/University Road)
Cheney	“K” Street Station (1 st /K Street)
Mirabeau	Indiana/Mirabeau Parkway (near I-90/Evergreen Interchange)
South Hill	Southeast Boulevard/31 st Avenue

**TABLE A.7
EXISTING SHELTER LOCATIONS
(SEPTEMBER 2008)**

<u>GENERAL LOCATIONS</u>	<u>ROUTE(S) SERVED</u>
Howard/Gardner	#1 Plaza Arena
Sharp Avenue/Astor Street	#26 Addison, #28 Nevada
Wellesley Avenue/Ash Street	#23 Maple/Ash, #33 Wellesley
Providence Avenue/Nevada Street	#28 Nevada
Spokane Community College	#29 SCC, #31 Garland, #32 Trent/Indiana, #33 Wellesley, #91 Mission
College/First Street (Cheney)	#65 Cheney/EWU
9th Avenue/Grand Blvd	#2 Southside Medical Shuttle, #44 29th Ave.
Franklin Park Mall (2 shelters)	#25 Division
Airway Heights Park & Ride	#61 Highway 2
Montgomery Avenue/Hamilton Street	#26 Addison, #28 Nevada
Getronics, Liberty Lake*	#72 Express - Liberty Lake
Agilent, Liberty Lake*	#72 Express - Liberty Lake
Spokane Interstate Fairgrounds	#33 Wellesley, #94 East Fifth
Pence-Cole Valley Transit Center	#73 Express - Valley Transit Center
	#90 Sprague, #96 Pines, #95 Millwood, #97 South Valley
Fairchild Air Force Base*	#61 Highway 2
Pacific Avenue/Cannon Street**	#40 Browne's Addition
Second Avenue/Spruce Street**	#40 Browne's Addition
Spokane Falls Community College	#20 SFCC, #33 Wellesley
4001 North Cook (NE Community Center)	#27 Crestline
Monroe Street/Maxwell Avenue	#24 Monroe
Clark Park	#25 Division
Hays Park	#27 Crestline
Holy Family Hospital**	#26 Addison
14th Avenue/Grand Blvd	#44 29th Avenue
12th Avenue/Grand Blvd	#44 29th Avenue
Five Mile Park & Ride Lot	#23 Maple/Ash, #24 Monroe, #31 Garland, #35 Five Mile P&R
30th Avenue/Garfield (Manito Center)	#44 29th Avenue
Spokane Arena Boone Avenue Turnout (4)	#1 Plaza/Arena Shuttle
6th Avenue/Stevens Street	#44 29th Avenue
Sharp Avenue/Standard Street	#26 Addison, #28 Nevada
Monroe Street/Carlisle Avenue	#24 Monroe
Campbell/Grant (Medical Lake)	#62 Medical Lake Express
Geiger Corrections Center	#64 Airport
Texaco (Airway Heights)	#61 Highway 2
Regal/53rd (Regal Village Apartments)	#45 Southeast Blvd
Francis/Crestline (DSHS)	#30 Francis
Ferris High School (38th/Regal)	#45 Southeast Blvd
Division/Wellesley (Northtown)	#25 Division
Wellesley (East mid-block Northtown)	#33 Wellesley
Maple/Wellesley	#33 Wellesley

TABLE A.7 (Cont')
EXISTING SHELTER LOCATIONS

<u>GENERAL LOCATIONS</u>	<u>ROUTE(S) SERVED</u>
Francis/Addison	#26 Addison
Medical Lake High School	#62 Medical Lake Express
Pine Lodge Pre-Release *	#62 Medical Lake Express
Washington/Third (Cheney)	#65 Cheney/EWU
Salnave/Presley (Cheney)	#65 Cheney/EWU
Washington/6th - Red Barn (Cheney)	#65 Cheney/EWU
Excell Foods (Cheney)	#65 Cheney/EWU
First/Pine (Cheney)	#65 Cheney/EWU
First/Vine (Cheney)	#65 Cheney/EWU
Medical Service Corporation (E. Sprague)	#90 Sprague
Spokane County Public Works	#21 West Broadway, #23 Maple/Ash
Garfield/Highway 2 (South side)	#61 Highway 2
Sunset Highway/Rustle	#61 Highway 2
Sunset Highway/Windsor Drive	#61 Highway 2, #64 Airport
Ruby/Cataldo	#25 Division
Ruby/Jackson	#25 Division
East Central Community Center (5th/Stone)	#94 East Fifth
Cathedral Plaza (Jefferson/Sprague)	#20 SFCC, #40 Browne's Addition
Lowe's Hardware (East Sprague)	#90 Sprague
Big Brothers/Big Sisters Bingo	#22 NW Blvd, #24 Monroe
Division/North River Drive	#25 Division
5th/Haven	#94 East 5th
Sprague/Julia	#90 Sprague
Wellesley/Addison (on Addison)	#26 Addison
Wellesley/Addison (on Wellesley)	#33 Wellesley
6th/"F" Street (Cheney)	#65 Cheney/EWU
5th/"C" Street (Cheney)	#65 Cheney/EWU
7th/"I" Street (Cheney)	#65 Cheney/EWU
Elm/Erie (Cheney)	#65 Cheney/EWU, #66 EWU
7th/Washington (Cheney)	#65 Cheney/EWU
Coeur d' Alene St./Inland Empire Way	#41 Garden Springs
Eastern State Hospital	#62 Medical Lake Express
Hasting Park and Ride Lot (3 shelters)	#23 Maple/Ash, #25 Division
Mead High School	#23 Maple/Ash
Montgomery Wards (Franklin Park Mall)	#25 Division
Broadway/Maple	#21 West Broadway
SIRTI	#29 SCC
WA State Dept of Ecology (Monroe/Wellesley)	#24 Monroe
Mukogawa/Fort Wright	#20 SFCC
Trent/Bessie	#32 Trent/Indiana, #95 Millwood
Medical Lake Transit Center	#62 Medical Lake Express
Betz/Al Ogden Way (Cheney)	#66 EWU
Betz Rd. (Cheney)	#66 EWU
57th/Helena	#45 Southeast Blvd
"K" Street Station Park & Ride (Cheney)	#65 Cheney/EWU
Liberty Lake Park & Ride Lot	#72 Expresss - Liberty Lake, #74 Valley Limited
1st (SR 904)/Washington (Cheney)	#65 Cheney/EWU

TABLE A.7 (Cont’)
EXISTING SHELTER LOCATIONS

<u>GENERAL LOCATIONS</u>	<u>ROUTE(S) SERVED</u>
6th/Goldenhill (Cheney)	#66 EWU
Riverpoint Higher Education Park	#29 SCC
Ash/Garland (CHAS)	#23 Maple/Ash
West Central Community Center (Pettet/Belt)	#21 West Broadway
Zion Christian Center (Addison/Wellesley)	#26 Addison
Northern Quest Casino	#61 Highway 2
Fairchild Air Force Base	#61 Highway 2
South Hill Park & Ride	#43 Lincoln/37th, #44 29th Ave., #45 Southeast Blvd., #47 Glenrose
Monroe/Gardner	#22 NW Blvd, #24 Monroe
Spokane Valley Mall (Indiana Avenue)	#32 Trent/Indiana, #74 Valley Limited, #90 Sprague, #96 Pines
PAC-Convention Center (Spokane Falls Blvd.)	#25 Division

* Owner Maintained Shelters

** Cooperatively Maintained Shelters

TABLE A.8
BICYCLE LOCKER LOCATIONS

GENERAL LOCATIONS	LOCKERS	ROUTE(S) SERVED
Five Mile Park and Ride	6	#23 Maple/Ash, #24 Monroe, #31 Garland, #35 Five Mile
Spokane Transit, Boone Ave	18	#22 NW Blvd
Pence-Cole Valley Transit Center	10	#66 EWU Express, #73 VTC Express, #90 Sprague, #95 Millwood, #96 Pines, #97 South Valley
Hastings Park & Ride	6	#23 Maple/Ash, #25 Division, #66 EWU Express
Mirabeau Point Park & Ride	6	# 32 Trent/Indiana, #74 Valley Limited, #90 Sprague
South Hill Park & Ride	6	#43 Lincoln/37 th , #44 29 th Ave, #45 SE Blvd, #47 Glenrose
Jefferson Park & Ride	6	#64 Medical Lake, #65 Cheney/EWU, #66 EWU Express
Total Lockers	58	

APPENDIX B

EXTERNAL REQUIREMENTS

As with any business or agency, there are requirements external to Spokane Transit Authority that impact its ability to provide service. This takes the form of environmental regulations and reporting requirements which seek to measure the effectiveness and efficiency of transit service and regional land use planning.

Federal Requirements

As a recipient of federal funds, STA is subject to certain federal rules and regulations. The federal rules and regulations most directly affecting service delivery cover six areas: 1) public hearing requirements, 2) charter and school bus restrictions, 3) service requirements for the Americans with Disabilities Act (ADA), 4) service equity relative to minority populations, 5) eligibility of ridesharing programs for federal funds, and 6) the Clean Air Act Reauthorization.

Public Hearing Requirements

Section 5307(c)(3)(H) of the Transportation Equity Act for the 21st Century (TEA-21), requires recipients of federal financial assistance to have a locally developed process to solicit and consider public comment prior to raising fares or implementing a major reduction of transit service. For a description of STA's locally-developed process, see Appendix D.

Charter and School Bus Restrictions

On January 14, 2008, the Federal Transit Administration (FTA) published new rules on charter service by recipients of FTA funds. This rule, 49 CFR Part 604, Charter Service, became effective on April 30, 2008. The intent of this rule is to protect private charter operators from unauthorized competition from recipients of Federal financial assistance under the Federal Transit Laws. As a recipient of such funds, Spokane Transit must comply with this rule.

Any special request for Spokane Transit services must meet specific requirements and follow prescribed approval procedures. Community entities that wish to request special service from STA must do so well in advance of the event date in order for STA to comply with the processes outlined by this federal rule. STA Communications Department is the point of contact for such requests.

Americans with Disabilities Act (ADA)

In July 1990, the Americans with Disabilities Act was signed into law. The ADA is a non-discrimination law for people with disabilities.

Title I (employment), Title II (government services), and Title III (public accommodations) provide new and expanded requirements for eliminating discrimination toward people with disabilities. Requirements are:

- a. **Purchase or Lease of New Vehicles:** Title II requires all new buses to be accessible to, and usable by, individuals with disabilities, including individuals who use mobility devices. If a public entity remanufactures a vehicle, purchases a used vehicle, or leases a remanufactured vehicle so as to extend its usable life for five years or more, the vehicle must, to the maximum extent feasible, be readily accessible to and usable by individuals with disabilities. Vehicles can be either lift-equipped or accessible to those in wheelchairs in some other manner, such as a low floor or ramp.
- b. **Paratransit Requirements:** The ADA requires paratransit be provided for those individuals whose disabilities prevent the use of a fixed-route system. The ADA defines the eligibility requirements for people with disabilities. All public entities providing fixed-route service must provide paratransit as a complement to the fixed-route service. Paratransit service must be comparable to fixed-route service, except that response time must be comparable to the extent practicable. Service criteria for comparable paratransit are specified in the law and implementing regulations.

Service Equity for Minority Residents

Title VI of the 1964 Civil Rights Act, Section 601, states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Accordingly, the Federal Transit Administration (Circular C 4702.1 dated 5-26-88) as it affects STA requires:

- a. The benefits and services of FTA-assisted transit activities to be made available to, and fairly and adequately distributed among, beneficiaries without regard to race, color, or national origin;
- b. The location of existing or proposed facilities and the provision of transit services pursuant to FTA assistance shall not deny access to any person on the basis of prohibited discrimination;
- c. People in the affected community shall not be differently or adversely impacted on the basis of race, color, or national origin;
- d. The opportunity and ability of people to participate in transit planning, programming, and implementation not to be limited on the basis of race, color, or national origin; and,
- e. Corrective, remedial, and affirmative action shall be taken to eliminate and prevent discriminatory treatment or results on the basis of race, color, or national origin.

Clean Air Act Reauthorization

Reauthorization of the Federal Clean Air Act resulted in the development of regulations that may increase the cost of diesel and gasoline fuels due to requirements for oxygenated fuels, reformulated gas and clean diesel. These changes will most likely result in higher operating costs as a result of higher fuel costs and additional maintenance requirements. The 1990 federal law covers a variety of air pollution issues but does not provide enough authority to solve many of Washington’s specific problems. However, the revised federal law provides a good foundation for the more comprehensive Clean Air Washington Act of 1991.

This revised approach gives Washington State a stronger public policy on air pollution based on three principles:

- Prevention – more effective than clean up;
- Accountability – those who contribute to the problem help solve it; and,
- Public leadership – government acts as innovator and role model.

Clean Air Washington charges taxes and fees to help pay the cost of preventing emissions from major air pollution sources. These funds support motor vehicle related air pollution control programs. Specifically, these funds are available for programs such as:

- Fuel Efficiency and Alternative Fuels. When state agencies purchase new fleet vehicles, 30 percent must be powered by alternative fuels. This act provides funding for motorist education on the link between vehicles and air pollution. A certification program for clean fuel vehicle mechanics is created. The Utilities and Transportation Commission identifies barriers to developing compressed natural gas refueling stations, and provides matching grants to local governments and school districts for clean fuel programs.
- Conformity. In areas exceeding federal air quality standards, transportation funds shall be used only on projects that improve—or at least do not worsen—air quality. The Departments of Transportation and Ecology have developed rules to meet this goal.
- Transportation Demand Management (TDM). The number of vehicle miles traveled will be reduced through an emphasis on moving people rather than single occupant vehicles (SOVs). Large public and private employers (100 or more employees) in eight counties, and state government, adopted TDM plans to reduce vehicle use by 35 percent by the year 1999. Other counties may choose to opt into the program. The state will work with other agencies to develop model ordinances, provide technical assistance and administer grants to local governments. An emphasis will be placed on regional coordination and local government involvement.
- Grants. Provides for the use of air pollution control funds for matching grants to offset the purchase and operating costs to local governments that voluntarily decide to switch to clean-fuel

vehicles for public transit, including publicly owned school buses. These grant monies also may be used to establish clean-fuel vehicle mechanic certification programs at vocational-technical institutes. Department of Ecology may also provide grant funds to the State Energy Office to further the development of a clean-fuel distribution network.

The Act requires all vehicles to be tested and certified in accordance with standards set for emissions for motor vehicles including diesel engines. The law authorizes operators to qualify their employees to make inspections. Standards will include rules for permitted smoke opacity. The Department of Ecology (DOE) will test the vehicles to insure each vehicle will repeatedly meet standards.

STA is not authorized to fund its transportation plan unless a determination is made by the DOE that the plan conforms to the state implementation plan. After decades-long efforts to improve air quality, the Spokane area is now officially in attainment of all federal, health-based air pollution standards. A series of efforts brought Spokane into attainment of both the carbon monoxide (CO) and the particulate matter (PM10) standards. Significant efforts have been made by businesses to reduce their emissions and the region has benefited from new technologies in gasoline-powered motor vehicle engines, fuels, and wood heating appliances.

Other factors include, but are not limited to more thorough cleaning of paved roads, using cleaner traction sand and using less of it in favor of chemical liquid deicers. In addition, many residents have learned to “burn cleanly” in wood stoves and to alter commute habits to relieve some of the congestion on roadways. However, the region’s air quality is displaying a slow but steady upward trend in ground-level ozone. In addition, as the Spokane County Air Pollution Control Authority (SCAPCA) monitors for fine particles (PM2.5) they are recording levels at times that do not exceed the federal health standard, but fall within the range deemed unhealthy for sensitive groups. In addition, SCAPCA has embarked on its first air toxics monitoring study. Preliminary results suggest that Spokane’s urban air has concentrations of chemicals that may pose a higher health risk to the public.

Washington State Requirements

General Authority for PTBA

Washington State law (RCW 36.57A) authorizes the institution and operation of mass transportation services for the public. Public transportation systems are authorized to comply with federal regulations and to take all actions necessary to meet FTA requirements.

Agreements with Local Operators

Chapter 36.57A.100 of the RCW prohibits operation of public transportation within the PTBA without a valid agreement:

“Except in accordance with an agreement made as provided in this section or in accordance with the provisions of RCW 36.57A.090(3) as now or hereafter amended, upon the effective date on which the public transportation benefit area commences to perform the public transportation service, no person or private corporation shall operate a local public passenger transportation service within the public transportation benefit area with the exception of taxis, buses owned or operated by a school district or private school, and buses owned or operated by any corporation or organization solely for the purposes of the corporation or organization and for the use of which no fee or fare is charged.

An agreement may be entered into between the public transportation benefit area authority and any person or corporation legally operating a local public passenger transportation service wholly within or partly within and partly without the public transportation benefit area and on said effective date under which such service or any part thereof for such time and upon such terms and conditions as provided in such agreement. Such agreement shall provide for a periodic review of the terms and conditions contained therein.”

Annexation of Additional Territory

Chapter 36.57A.140 of the RCW provides an avenue for expanding the PTBA:

- a. "An election to authorize the annexation of territory contiguous to a public transportation benefit area may be called by the county legislative authority within the area to be annexed pursuant to resolution or petition in the following manner:
 - (1) By resolution of a public transportation benefit area authority when it determines that the best interests and general welfare of the public transportation benefit area would be served. The authority shall consider the question of areas to be annexed to the public transportation benefit area at least once every two years;
 - (2) By petition calling for such an election signed by at least four percent of the qualified voters residing within the area to be annexed and filed with the auditor of the county wherein the largest portion of the public transportation benefit area is located, and notice thereof shall be given to the authority. Upon receipt of such a petition, the auditor shall examine it and certify to the sufficiency of the signatures thereon; or
 - (3) By resolution of a public transportation benefit area authority upon request of any city for annexation thereto. The resolution or petition shall describe the boundaries of the areas to be annexed. It shall require a proposition be submitted to the electorate of the territory sought to be annexed authorizing inclusion of the area with the PTBA and authorizing the imposition of such taxes authorized by law to be collected by the authority."
- b. When property is to be annexed to a city, which is a member of the PTBA, the property is automatically annexed to the PTBA.

Transportation Requirements for the Disabled

WAC 162-26 adopted by the Washington State Human Rights Commission implements RCW 49.60.215, which seeks to assure that people who are disabled have the enjoyment of places of public accommodation to the greatest extent practical.

Spokane Transit's place of public accommodation is the fixed-route bus system with its attendant shelters, garages, and transit centers. As regulated in WAC 162-26, STA provides a two-tier level of service for people who are disabled. The first level is the same service where a person who is disabled rides the fixed-route buses. The second level of service provides a reasonable accommodation through the use of lifts, low floor vehicles, or ramps to assist a person onto a fixed-route bus. Paratransit service is also available for those whose disabilities prevent them from using the fixed route system.

Carpool/Vanpool Exemptions

RCW 46.74 allows drivers to receive compensation from passengers for the ride to and from work without becoming a for-hire operation, without losing insurance coverage, and without having to pay state and local taxes on the money received. RCW 82.08.0287, 82.12.0282, and 82.16.047 grant exemptions from the retail sales and use tax for vans used for vanpooling by 7-15 persons for three years or more.

Growth Management Act

The Growth Management Act (GMA) requires transportation plans to conform to comprehensive plans within the transit operator's service area. The plan shall contain information detailing how the operator intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how the operator intends to fund program needs. Each operator shall file the six-year program with the state Department of Transportation, the Transportation Improvement Board, and cities, counties, and regional planning councils within the service area.

In developing its program, the transit operator shall consider those policy recommendations affecting public transportation which are contained in the state transportation plan and where appropriate, adopted by the legislature. The operator shall conduct one or more public hearings while developing its program and for each annual update. The operator shall also provide input and participate in the ongoing development, concurrency and review of actions and documents to implement GMA within the local jurisdictions.

State Reporting Requirements

STA is subject to the following reporting requirements:

“By April 1st of each year, the legislative authority of each municipality, as defined in RCW 35.58.272, and each regional transit authority shall prepare a six-year transit development plan for that calendar year and the ensuing five years. The program shall be consistent with the comprehensive plans adopted by counties, cities, and towns, pursuant to chapter 35.63, 35A.63, or 36.70 RCW, the inherent authority of a first-class city or charter county derived from its charter, or chapter 36.70A RCW. The program shall contain information as to how the municipality intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how the municipality intends to fund program needs. The six-year plan for each municipality and regional transit authority shall specifically set forth those projects of regional significance for inclusion in the transportation improvement program within that region. Each municipality and regional transit authority shall file the six-year program with the state department of transportation, the transportation improvement board, and cities, counties, and regional planning councils within which the municipality is located.

In developing its program, the municipality and the regional transit authority shall consider those policy recommendations affecting public transportation contained in the state transportation policy plan approved by the state transportation commission and, where appropriate, adopted by the legislature. The municipality shall conduct one or more public hearings while developing its program and for each annual update.

RCW 35.58.2796 Public transportation systems—Annual report by department. The Department of Transportation shall develop an annual report summarizing the status of public transportation systems in the state. By September 1st of each year, copies of the report shall be submitted to the legislative transportation committee and to each municipality, as defined in RCW 35.58.272, and to individual members of the municipality’s legislative authority.

To assist the department with preparation of the report, each municipality shall file a system report by June 30 of each year with the state Department of Transportation identifying its public transportation services for the previous calendar year and its objectives for improving the efficiency and effectiveness of those services. The system report shall address those items required for each public transportation system in the department’s report.

The department’s report shall describe individual public transportation systems, including contracted transportation services and paratransit services, and include a state-wide summary of public transportation issues and data. The descriptions shall include the following elements and such other elements as the department deems appropriate after consultation with the municipalities and the legislative transportation committee:

- (1) Equipment and facilities, including vehicle replacement standards;
- (2) Services and service standards;
- (3) Revenues, expenses, and ending balances;
- (4) Policy issues and system improvement objectives, including community participation in development of those objectives and how those objectives address statewide transportation priorities; and
- (5) Operating indicators applied to public transportation services, revenues, and expenses. Operating indicators shall include operating costs per passenger trip, operating costs per revenue hour, passenger trips per revenue hour, passenger trips per vehicle mile, vehicle hours per employee, and farebox revenue as a percent of operating costs. [1989 c 396 § 2.]”

Additionally, STA must demonstrate that it will meet the following State goals:

WASHINGTON’S TRANSPORTATION PLAN (WTP) 2007 – 2026
Washington Transportation Plan (WTP) 2007 – 2026

The Washington State Department of Transportation (WSDOT) requires that transit agencies address how they will meet the state’s long range goals.

WTP Investment Guidelines:

1. **Preservation:** Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.
2. **Safety:** Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.
3. **Economic Vitality:** Improve freight movement and support economic sectors that rely on the transportation system, such as agriculture, tourism, and manufacturing.
4. **Mobility:** Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.
5. **Environmental Quality and Health:** Bring benefits to the environment and our citizens’ health by improving the existing transportation infrastructure.

STA’s Demonstration of addressing the WTP Investment Guidelines:**1. Preservation****A. Engender trust and accountability—satisfy and exceed the expectations of citizens, customers, and employees****1. Objectives:**

- Increase ridership
- Operate an efficient, cost-effective operation
- Maintain tight control of operational, administrative, and capital expenditures of public resources
- Provide service that is responsive and tailored to the area’s needs
- Focus on communications
- Make decisions based on internal and external input (Board, committees, employees, community)
- Communicate decisions thoroughly internally and externally

Measurements will include evaluation of:

- Ridership
- Cost Efficiency
- Cost Effectiveness
- Service Effectiveness
- Customer Security
- Maintenance Cost

2. Safety**A. Emphasize safety in all aspects of our operations****1. Objective:**

- The safety and well-being of our employees and customers

Measurements will include evaluation of:

- Accident Rate

3. Economic Vitality**A. Support the Economic Vitality of the Community and State****1. Objective**

- Continued support of the vitality of the community and state through: collaborative decision making (working with jurisdictions), integrated community land use;

transportation investments to improve quality of life; support for tourism (Bloomsday, Hoopfest, 2007 Skating Championships, etc.).

Measurements will include:

- Proceeding with a strategic plan (TRANSIT 2020) which includes a visioning process whereby community stakeholders provide input into how the public transportation system will unfold over the next 15 years. STA is also actively involved in current land use and transportation studies within the region.

4. Mobility

A. Provide Excellent Customer Service

1. Objectives

- To provide consistently high-quality service to customers at every interaction with Spokane Transit
- To be rated by customers, the community, and employees as providing excellent customer service as measured annually in surveys
- Capitalize on technology (such as SmartBus) to improve accessibility and mobility for riders

Measurements will include evaluation of:

- On Time Performance
- Customer Service Observations - "Mystery Shopper" evaluations
- Driver Courtesy
- Driver Announcements
- Cleanliness of coach / van
- Complaint Rate
- Customer Service Response Time
- Maintenance Reliability

5. Environmental Quality and Health

A. Contribute to Environmental Quality and Health

1. Objectives:

- Continue to contribute to the sustainability of the environment by decreasing the need for Single Occupancy Vehicle (SOV) travel
- Provide amenities that encourage use of public transit as an attractive mode of travel

Measurements will include evaluation of:

- Shelters
- Bicycle lockers
- Bicycle racks on buses
- Park and ride lots
- Bus benches

Local Government Requirements

Federally funded transportation projects are based on a cooperative, comprehensive, and continuing transportation process carried out at the local level in compliance with state and federal regulations. The designated Metropolitan Planning Organization, Spokane Regional Transportation Council (SRTC), coordinates transportation planning efforts in Spokane County. As a part of the continuing transportation planning program, SRTC prepares a unified planning work program to assure that transportation planning issues and projects are effectively identified and coordinated by local governments, state agencies, and the general public. Spokane Transit Authority partners with, and funds a portion of, the SRTC and has one representative on the SRTC Board and two on the Transportation Technical Committee (TTC).

Spokane Regional Transportation Council is also responsible for development of a multi-modal regional transportation plan. The transportation plan is designed to meet the short and mid-range arterial circulation and transit needs of Spokane, Spokane Valley, Millwood, Medical Lake, Liberty Lake, Airway Heights, Cheney, Spokane County, and Spokane Transit, and to chart a general direction for long-range transportation improvements. During 2004, SRTC updated the current transportation plan. STA's Transit Development Plan is included as an element of the updated Regional Transportation Plan.

Supportive State legislation increases this local coordination:

- The Growth Management Act encourages and requires coordination of planning efforts; and
- Commute Trip Reduction implementation reduces overall single-occupancy vehicle peak hour trips through the use of transit, vanpool, carpool, telecommuting, alternative work schedules, bicycling and walking as alternative means of transportation or reducing trips.

APPENDIX C
TARIFF POLICY
(Adopted July 2006)

On December 4, 2006 Spokane Transit implemented a new farebox in all fixed route coaches.

The Citizens Advisory Committee is reviewing the current Tariff Policy and will make recommended changes in late 2008. Their initial review validated the Tariff Philosophy and they recommended clarifications to the Tariff Policy Strategic Statements. Those changes will be incorporated in the final recommendation to the Board of Directors.

Tariff Philosophy: Spokane Transit Authority's philosophy is to encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation.

Tariff Policy Strategic Statements

- Ridership increases are achieved by making public transportation cost effective and simple to use.
- While the fare structure will provide value to our riding customers, a fixed route farebox return¹ objective of 20% of the fully allocated costs² of this service is maintained.
- Spokane Transit's cost per passenger compares favorably to the Washington State statewide average of urban transit systems. To maintain this favorable comparison increasing the ridership component of this metric will be emphasized.
- Sustain a flat rate fare structure³ throughout the Public Transit Benefit Area with fixed fares for regular routes and a differential rate for shuttle routes.
- Customers use time-limited passes (two hour, day, monthly, etc.) to accomplish multi-route/directional trips. Transfers are not used.
- By contract, monthly billing and post-payment may be allowed for employers, institutions and other groups participating in special pass programs.
- When possible, existing identification cards (the EWU Eagle Card, etc.) containing appropriate technology (magnetic stripes, chips, etc.) may be used to develop and implement pass programs for groups.

¹ **Farebox return** is measured as the percentage of total operating costs recovered through user fares.

² **Fully allocated costs** include all administrative, maintenance, and operational costs applied to delivery of service. This cost is usually reflected as a total cost per hour that a vehicle is in service.

³ **Flat rate fare structure** means that the fare structure is consistent throughout the entire service area. There is no premium cost based on trip distance or peak service period. The alternative to a flat rate structure is a zonal fare structure in which a system of transit zones are established and different fares are charged for travel within and between zones, or different times of day.

Transit Service Categories: Spokane Transit Authority's fixed route and paratransit departments provide several types of services, which are:

- Fixed Route
 - Express Service -- Speeds longer trips, especially in major metropolitan areas during heavily-patronized peak commuting hours, by operating long distances without stopping. Examples include park-and-ride routes between suburban parking lots and the central business district that operate on freeways, and express buses on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to the central business district.
 - Flex Service (commonly referred to as deviated fixed route) Transit service that operates along a fixed alignment or path at generally fixed times, but may deviate from the route alignment to collect or drop off passengers who have requested the deviation.
 - Limited Service - A hybrid between local and express service, where the stops may be several blocks to a mile or more apart to speed up the trip.
 - Local Service - Vehicles may stop every block or two along a route several miles long, is by far the most common type of bus service.
 - Shuttle Service -- Service within a small geographic area, or short-distance trips. Such routes, which often have a lower fare than regular local service, may operate in a loop and connect, often at a transfer center.
 - Special Event – Service to community activities scheduled throughout the year.
- Paratransit
 - A van service for Americans with Disabilities Act qualified/eligible passengers that is characterized by the following:
 - vehicles do not operate over a fixed route or on a fixed schedule except;
 - typically, the vehicle is dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers;
 - customers pre-schedule rides via a reservation system;

Fare Types

- Single Ride – direct travel from one origin to one destination on a single vehicle.
- Two-Hour Pass – unlimited travel for a consecutive two-hour period.
- Day Pass – unlimited travel during a given service day.
- Calendar Monthly Pass – unlimited travel during a given calendar month.
- City Ticket Pass -- unlimited travel on shuttle vehicles during a given calendar month.

Fare Programs

- **Reduced Fare (VIP/Paratransit Eligibility VIP)** – The program is available to people who are: 1) 65 years of age or older; or, 2) have a qualifying disability; or 3) have a valid Medicare card issued by the Social Security Administration. Paratransit eligibility is determined through an application process specifically designed for individuals qualified under the Americans with Disabilities Act. The Paratransit Eligibility program entitles the individual to pay STA's existing reduced fare rate. The reduced fare identification card must be shown to the bus operator each time the bus is boarded and the reduced fare paid.
- **Employer Sponsored Bus Pass** – Passes are made available, on a contractual basis, to employers with five or more employees, a discount of \$2.50 per monthly pass. The employer must pass on the discount to their employees and offer an additional discount of not less than \$2.50.
 - If an employer has a minimum of 100 participants in the program, the employer may make passes available to all employees at no cost to the employee. If so, STA will sell passes to the employer at 25% discount. This discount is not available on City Ticket Passes.
- **Organization-based** – An annual program made available, on a contractual basis, to organizations with 1,000 or more employees/members in which all members of the organization have unlimited access to STA services. The organization pays a fee that allows all identified members of their organization to use STA services for the contracted time period.
 - The fee is based on ridership and the system-wide average fare for fixed route service. For the first contract year, the fee would assume 10% of the organization's population would be active riders. Active riders are assumed to use the system an average of 44 times a month. The first year formula would be:
 - *Total organization population x 10% x 44 x months in contract period x system-wide average fare – contract price.*
 - In subsequent years, the fee would be based on actual ridership from the previous year. The second year formula would be:
 - *Organization's total ridership for the previous contract period x system-wide average fare = contract price.*
 - The subsequent year fee would be the calculated ridership-based contract price as determined above, or \$45,000, whichever is greater.
- **Student Pass** – This program provides reduced cost access to public transportation for individuals enrolled in post-secondary education, technical, or job/career training institutions.
 - Eligible educational and training institutions are institutions that either:
 - are qualified providers of federal financial aid and have obtained a Federal School Code; or
 - have obtained a vocational school license issued by the Washington State Workforce Training and Education Coordinating Board.
 - Any individual who possesses a valid proof of enrollment in a registered institution is eligible for a Student Pass. The price of the Student Pass is the full monthly pass adult fare discounted by \$7.00 through Federal and State Grant funding. If grant funding for this program is eliminated, the continuation of the Student Pass Program will be re-evaluated.
- **Summer Youth Pass** – The program provides a youth customer (6-18 years of age) the opportunity to purchase a discounted three month bus pass for June, July, and August).

City Ticket -- City Ticket is a cooperative effort with the Downtown Spokane Partnership and the Public Facilities District that allows pass holders to park at the Arena Park and Ride lot and use the Plaza-Arena Shuttle and the Southside Medical Shuttle.

Accepted Fare Media

- Cash -- Exact fare required in cash or coin, no change will be given, no pennies will be accepted (penny policy effective with installation of new fare collection equipment).
- Magnetic Stripe Media -- These cards are read by making the appropriate contact with the card and the farebox card reader. Paratransit Van Operators may record fare use of these for the paratransit rider as needed.
- Smart Cards -- Smart Cards are chip-embedded cards holding data that allows a vast array of potential fare opportunities. A one-time fee for this re-usable card will be charged to the customer. The fee will be based on STA's cost to provide the cards. Smart cards can serve as both an identity card (by adding a photo and other simple information). They can be reloaded with additional value and reused indefinitely. They are read by passing the card near, or "within proximity" of the smart card reader on the farebox.
- Identification Card -- Combination identification/smart cards issued to current participants in the STA pass programs.
- Free Ride Tickets or Coupons -- These are coupons given to customers as STA personnel deem necessary. They are good for one free ride on any route.
- Employee Passes -- All employees shall, after 10 days of service, receive a pass for free transportation on fixed routes operated by STA. Employees ID cards serve as this pass and must be displayed to the driver upon boarding.
- Dependant Passes -- Upon request, passes for free transportation will be issued to dependents of all active employees. These passes are renewed every two years. They are issued per STA established dependent pass criteria and must be surrendered upon leaving STA employment.
- Retiree Passes -- Upon request, passes for free transportation will be issued to employees retiring at 65 years of age and older or with 25 years or more of service and their spouses. These passes are renewed every two years.
- Easy Park Coupons -- Coupons distributed by downtown business that are good for a free ride on STA service or \$1 off of parking downtown. This is a partnership with Downtown Spokane Partnership and they reimburse STA for all Easy Passes accepted on STA service.

Fare Structure

Category	Cash	Two-Hour Pass	Day Pass	Monthly Pass	Summer Youth Pass (1)	Student Pass (2)	City Ticket (3)	Tokens (4)
Adult	\$1.00	\$1.00	\$2.50	\$33.00		\$26.00		1 small
Youth (6 -- 18 years)	\$1.00	\$1.00	\$2.50	\$26.00	\$39.95			1 small
Reduced Fare (VIP)	\$0.50	\$0.50	\$2.50	\$16.50				1 small
Paratransit	\$0.50	\$0.50		\$16.50				1 large
Shuttle Service	\$0.50	\$1.00					\$19.00	1 large
Special Events (5)	\$1.00/person		\$1.00/person					1 small
Shuttle	\$0.50							1 large
Children (up to 3 children under age 6 with an adult, youth, student, VIP, or paratransit passenger)	FREE							
Personal Care Attendant (PCA) (needs no identification; however the person with whom they are traveling must have "PCA" on their ADA paratransit identification card)	FREE							

Notes:

- (1) Summer Youth Pass is three month instrument covering June, July and August.
- (2) Student Pass is an adult pass with discount applied.
- (3) City Ticket transit pass includes parking at the Arena east lot, as per Arena specified rules.
- (4) Tokens will not be accepted in the farebox after installation of the new fare collection equipment. (December 1, 2006)
- (5) Spokane Transit Authority CEO, with Board approval, can implement reduced special fare structures and/or alternate payment options for selected community events.

APPENDIX D

PUBLIC COMMENT PROCESS

General Information

The Transportation Equity Act for the 21st Century (TEA-21) requires that recipients of federal financial assistance have a locally developed process to solicit and consider public comment prior to: 1) applying for any Federal Transit Administration (FTA) Grant; and 2) raising fares or implementing a major change of transit service.

Spokane Transit Authority also adopted a policy to solicit and consider public comment prior to the adoption of the Transit Development Plan, a six-year short-range planning document updated annually.

When there is need for a public hearing, STA will follow the federal guidelines for grant applications relative to public hearings.

1. Capital Grant Applications

For FTA Grant Applications, a public notice will be published a minimum of three weeks prior to the application submittal date, in a major newspaper with wide coverage, describing the content of the application and advising that a public hearing on the matter will be held only on written request by at least 10 individuals, if submitted within two weeks from the date of the notice.

If less than 10 requests for a public hearing are received within two weeks from the appearance of the public notices, a public hearing is not required.

2. General Policy Provisions Regarding Fare and Service Changes

A. Fare Increases

1. A fare increase is defined as:

- a) Any changes to an existing, established fare rate or fare type applicable to regular fixed route or paratransit service which results in a higher fare rate than is currently in effect;
- b) Experimental fare rates or fare types applicable to regular fixed route or paratransit service that would increase, discontinue or replace an existing rate or fare type, regardless of the experimental period.

2. The following are not considered fare increases:

- a) A new fare instrument (such as a new pass, or permit, or ticket, or other rate) introduced to the existing, established fare structure applicable to fixed route or paratransit service where there is no other change to the existing, established fare structure;
- b) Fares for seasonal services or special promotions that are in addition to the existing, established fare structure applicable to fixed route and paratransit service; and
- c) Experimental fare rates or fare instruments applicable to fixed route or paratransit service that are in addition to the existing, established fare structure.

B. Service Changes

1. Definition:

- a) Any change in service that:
reduces 25 percent or more of the number of transit route miles of a route, or reduces 25 percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made;
- b) A new transit route is established; or
- c) A number of changes on a route made during the fiscal year add up to the percentages noted above (a hearing will be held prior to the last change).

2. Certain service adjustments are exempt from public hearing requirements. They are:
 - a) Headway adjustments of up to five minutes during peak hour service and up to 15 minutes during non-peak hour service; or
 - b) Standard seasonal variations unless the number, timing, or type of standard seasonal variations change.
 - c) For emergency or experimental situations, a service change may be implemented without holding a public hearing. A public hearing must be held if the emergency or experimental change is to be in effect for more than 180 days and if the change meets the tests for required hearings (25 percent rule and/or new route).

3. Transit Development Plan

For the TDP, a public notice will be published a minimum of three weeks prior to the anticipated adoption date in a major newspaper, with wide coverage, describing the content of the document.

Transit Development Plan (TDP) Yearly Calendar

February	1 st Draft of TDP distributed to STA Citizens Advisory Committee (CAC), area Libraries, SRTC, and other public jurisdictions, and web page
February	Public Hearing Notice published in local newspaper for TDP
March	CAC hosts "Open House" for comment/discussion on TDP
March	TDP presented to Operations Committee and Board
March	Board holds Public Hearing on TDP during regular board meeting
April	2 nd Draft presented to Operations Committee and CAC for recommendation
April	Board adopts TDP, distributed to State, SRTC and other jurisdictions

4. Disadvantaged Business Enterprise (DBE) program

Every year, STA publishes its DBE program goals and if 10 or more requests are received in the 30-day comment period a public hearing will be held.

5. Title VI

STA fully complies with Title VI of the Civil Rights Act of 1964 which states that "no person shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Policy Provisions Regarding the Local Process to Solicit and Consider Public Comments

Solicitation and consideration of public comment will occur prior to the Board of Director's adoption for all items as defined in Sections 1, 2 and 3. The solicitation process will consist of the opportunity for written comment from the public and, at STA's determination, a public hearing or the opportunity for a public hearing. Prior to: 1) submitting an FTA grant application; 2) raising fares or implementing a major change in transit services; or, 3) adopting the TDP, a public notice shall be published in the newspaper and distributed on the buses and/or vans by "rider alert" bulletins. This notice will indicate the method that STA will follow to solicit public comments for the specific item under consideration. The methods are as follows:

- 1) In cases *where there are public hearings*, there will be at least a three-week period from the date of the public notice to the date of the public hearing. Any comments received prior to the hearing will be included with any testimony presented at the public hearing.
- 2) *Where the opportunity for a public hearing is provided*, a public hearing may be requested in writing within a two-week period from the date of the public notice. Ten individual requests will

be considered adequate reason to conduct a hearing. If less than 10 requests are received, no hearing will be required. In cases where less than 10 requests are received, those individuals will be notified that no public hearing will be held. However, those individuals may attend the Board meeting and state their concerns during the public comment period as stated on the agenda, or may submit their comments in writing.

- 3) In cases *where only written comments* are solicited from the public, there will be a two-week period from the date of the public notice during which written comments may be submitted to STA.

The STA Board will be furnished a summary of all written comments received in response to the solicitation process, along with staff recommendations regarding the proposed changes. A final determination will be made by the STA Board of Directors after reviewing comments and/or testimony.

Public notification in the form of news releases, and written materials for distribution to riders on the buses and/or vans will be used to announce adopted changes in adopted fare structure or service. STA provides these notices in alternative formats upon request.

NOTE: STA may elect to take other actions to solicit and consider public input in addition to what is required by this locally developed process.

APPENDIX E

HISTORICAL INFORMATION

The following describes the historical background for the fixed route and paratransit, services provided by STA.

Fixed Route Service

Transit service in the Spokane area began in 1883, as a series of independent transit companies with horse-drawn vehicles. In 1922, the Washington Water Power Company, together with other operators of transit facilities in Spokane, established the Spokane United Railway Company and provided a unified transit network throughout the area. The electric trolley and streetcar system was maintained through the early 1930's when a gradual conversion to motor coaches extended to all routes within the metropolitan area. In 1946, transit ridership in Spokane had reached a peak of 26 million passengers per year, due in a large part to the effects of World War II and gasoline rationing.

In 1945, Washington Water Power sold its interests in the transit system to Spokane City Lines Company, a private entity, and a part of National City Lines Company. The expanded use of the private automobile following World War II contributed to a gradual decline in transit ridership. Due to declining ridership and declining revenues, control of the privately operated transit system was transferred to the City of Spokane in 1968, in order to obtain public funding.

Initially, public funding was derived from a household tax approved by the voters. Increasing costs and a need for better funding precipitated a statewide effort to provide a more stable and responsive public funding source. A municipal corporation was formed in 1981 to administer mass transit services throughout a newly established Public Transportation Benefit Area. The levy of a three-tenths of one percent (0.3%) sales tax began in April 1981 combined with resources from the state-wide Motor Vehicle Excise Tax (MVET). By state legislative action the loss of MVET occurred in 2000. Spokane area voters subsequently approved an additional three-tenths of one percent (0.3%) retail sales tax (with a sunset clause) in 2004 in order to replace the lost MVET revenue. In May 2008, voters reauthorized the 0.3% retail sales tax with no sunset clause.

Paratransit Service

In the 1970's, the Young Men's Christian Association (YMCA) began operating a transportation service to meet the needs of the elderly and disabled community in Spokane County. By 1980, the YMCA was operating an interagency coordinated motor pool with 24 vehicles, 22 of which were lift-equipped vans for wheelchair access. During the period of YMCA's operation, there was no charge for the transportation service. Operating costs were held to a minimum through the use of retired senior citizen drivers, student interns, and volunteers. Administrative and operating funds were obtained through various Federal and State grants, Eastern Washington Area Agency on Aging (now Aging and Long Term Care of Eastern Washington), the City of Spokane, Spokane County, the school districts, and private donations.

In March 1980, these special transportation services were undertaken by the Spokane Area Special Transportation Agency (SASTA). In the spring of 1982, it was determined that SASTA should become a fully affiliated operating division of STA, effective July 1, 1982. Spokane Transit operated Special Transportation Services until the program policies and procedures were superseded by the Americans with Disabilities Act (ADA) regulations. Using the same resources as Special Transportation Services, Spokane Transit began providing ADA Paratransit services on March 1, 1992.

Paratransit service is complimentary to fixed route days and hours of operation throughout the paratransit service area. Currently, service is provided either by Spokane Transit or a private contractor selected by Spokane Transit. All services provided are in compliance with federal and state law for services to people who are disabled.

Since the beginning of STA paratransit service in Spokane, ridership has increased yearly for both directly operated and purchased transportation. Purchased transportation is used to supplement STA's service during weekday peak overload periods, after 6 p.m. on weekdays, and all day Saturday, Sunday and holidays. STA's directly operated service remains static and major growth is absorbed by the private contractor. STA's paratransit fleet is comprised of 67 vehicles with each van having capacity for up to 15 passengers, while the contracted service fleet is comprised of 31 vehicles. Table A.5 provides a summary of STA's paratransit fleet roster as of February 2007.

APPENDIX F

BUS FLEET CONTINGENCY PLAN

INACTIVE RESERVE/STORAGE BUS FLEET

Introduction

The purpose of this section is to document the periodic need and justification for an inactive-contingency reserve bus fleet as part of the total Spokane Transit Authority operating fleet. Such action would be in accordance with Federal Transit Administration Circular C 9030.1A, which permits transit agencies to reserve buses for future emergency use in lieu of selling them.

Policy Statement

It is STA's desire to establish a policy that when needed, will allow STA to establish and maintain an inactive reserve bus fleet. Such a fleet would be over and above the normal spare ratio allowed by federal regulations and will only be used when circumstances warrant. The buses in this fleet will not be used for charter, school, or any other non-transit use, but only for emergency contingencies. Occasional use in fixed-route service will occur only to the extent necessary to ensure mechanical reliability and fleet readiness.

Definitions

Inactive Reserve or Contingency Bus Fleet – Inclusive of total fleet, not part of any sub fleet, e.g., MAN, New Flyer, Flexible, or TMC. The buses held in inactive reserve may be used during extreme weather conditions, for potential service expansion, emergency operation (evacuation), fuel shortages, and for other undefined emergencies. A bus must meet the minimum replacement standards prior to being placed into the contingency fleet.

Service Life Policy – Service life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. Minimum service lives for buses are given below. Each vehicle placed into a contingency fleet will be examined for reliability versus need for disposal prior to placement in the contingency fleet. STA has set its standards based on FTA guidelines as *minimums*, and in most cases actual vehicle use will extend beyond this time frame.

- (a) Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.
- (b) Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.
- (c) Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.
- (d) Medium-size, light-duty transit buses (approximately 25'-35'): 5 years or 150,000 miles.
- (e) Other light-duty vehicles such as small buses: 4 years or 100,000 miles.
- (f) Rideshare vehicles (vans): 5 years regardless of mileage.

Spare Ratio – By federal requirements, the number of spare buses in the active fleet may not exceed 20 percent of the number of vehicles operated in maximum service.

For purposes of the spare ratio calculation, "vehicles operated in maximum service" is defined as the total number of revenue vehicles operated to meet the annual maximum service requirement. This is the revenue vehicle count during the peak season of the year, on the week and day that maximum service is provided excluding atypical days and one-time special events. Scheduled standby vehicles are permitted to be included as "vehicles operated in maximum service." Spare ratio is usually expressed as a percentage, e.g., 100 vehicles operating in maximum service with 20 spare vehicles is a 20 percent spare ratio.

$$\text{Spare Bus Ratio (\%)} = \frac{\text{Spare Bus Fleet}}{\text{Vehicles Operated in Maximum Service}}$$

Experience – Many transit agencies have what is referred to as a contingency, storage, or inactive reserve bus fleet. This fleet of buses has exceeded its anticipated useful life and has been placed into an inactive reserve for use under extraordinary circumstances. The size of STA's inactive reserve fleet will be based on the age of the operational fleet,

service miles, new purchases, future service plans, and space available to store the reserve fleet. The reserve fleet may be required under the following conditions:

Unanticipated Ridership – A sudden unanticipated increase in bus ridership could require a corresponding increase in the level of bus service. Such a ridership increase would most likely occur as a result of an energy-related emergency or weather conditions. However, a similar situation could occur due to a major transportation corridor construction project (causing extreme delays, etc.) or the failure of a major transportation facility such as a river crossing, etc.

Catastrophic Loss of Active Bus Fleet – A sudden unanticipated decrease in the availability of buses in the active bus fleet could require that buses in storage be placed back into service. Such an event could occur if a significant number of buses were damaged or destroyed by fire, tornado, flood, or other act of nature. A similar need could arise as a result of the premature failure of a major component of a group or sub fleet of buses, e.g., an engine or transmission failure, or cracking of structural frame members.

Bus Unavailability – An event that would require major bus fleet expansion may well be national in scope (an energy crisis for example). Consequently, many transit agencies may be attempting to secure additional buses at the same time. This could result in long lead times to acquire needed buses which would be prohibitive in terms of responding to the crisis at hand.

Maintenance – Buses in the contingency fleet will be on a 6,000-mile preventive maintenance schedule in accordance with STA's approved Maintenance Plan. Periodic start-ups will occur between normal preventive maintenance inspections so that the fleet remains ready for service at all times. All records associated with these buses will be maintained in the vehicle history file.

APPENDIX G
GLOSSARY OF
STANDARD TRANSPORTATION TERMS

Accessibility – The adaptation of buses and facilities in accordance with the Americans with Disabilities Act (ADA).

Accessible – Describes transportation facilities without barriers preventing their use by people who are disabled including people who use wheelchairs.

Administrative Costs – Operating costs not directly associated with transportation or maintenance functions.

Alight – To get off the bus.

Allocation – A method of separating expenses and revenues attributable to different programs. Also, a method of determining the cost of shared facilities and services.

Alternative Fuels – Nonstandard fuels such as methanol, ethanol, and natural gas.

Americans with Disabilities Act of 1990 (ADA) – Federal non-discrimination law which assures people with disabilities have equal opportunity to fully participate in society, are able to live independently and may be economically self-sufficient.

Articulated Bus – High-capacity motorbus with two rigid sections connected by a flexible, bending middle section, with articulated steering on the rear section.

Base (Off-Peak) Period – The time of day in between the AM. And P.M. peak periods.

Bus – A self-propelled (e.g., diesel, gasoline, electric, propane, or compressed natural gas) rubber-tired vehicle that is designed to operate on the street system and transport a large number of people (15 to 80 seated).

Bus Rapid Transit (BRT) - A flexible, rubber-tired rapid-transit mode that combines stations, vehicles, services, running ways, and Intelligent Transportation System (ITS) elements into an integrated system with a strong positive identity that evokes a unique image...[and] collectively improves the speed, reliability, and identity of bus transit.

Bus Shelter – A facility, generally located at a major loading point that provides seating and protection from the weather for passengers waiting to board a bus.

Bus Stop – A place where passengers board/alight a bus, generally designated by a bus stop sign.

CBD – The Central Business District or downtown area of a city or town.

Capital Costs –The purchase price of equipment and facilities required to support transportation systems (e.g., vehicles, radios, shelters, maintenance facilities).

Carpool – A group of people who share the use and cost of a vehicle to and from designated destinations on a regular basis (e.g., daily trips to work, see Ridesharing).

Charter Service – Transportation service provided in a vehicle licensed to render that service, and engaged at a specified price for a specific period of time, usually on a reservation or contract basis.

Commercial Driver's License (CDL) – A driver's license required by state and federal law for operators of vehicles that have a gross vehicle weight of more than 26,000 pounds, vehicles designed to carry 16 or more persons including the driver, school buses, and vehicles transporting hazardous materials.

Commuter Service – Transportation provided on a regularly scheduled basis with emphasis during peak periods to serve work and school trip purposes. Characterized by large vehicles, high speeds, few stops, and long distances.

Deadhead Miles – The distance a passenger vehicle travels while in fixed-route operation but not available for passenger boardings. (e.g., going from and returning to the garage or transfer points.)

Demand-Response Service – Transportation operation designed to carry passengers from their origins to specific destinations (generally curb-to-curb or door-to-door) on an immediate demand or advance reservation basis.

Disability – Any physical or mental impairment that substantially limits one or more major life activities, a record of such an impairment, or being regarded as having such an impairment.

Express Service – Higher speed transportation operation designed to make a limited number of stops along a given route and generally provided during peak hours by express buses (see Local Service).

Fare – The designated payment for a ride on a passenger vehicle, whether cash, tokens, transfer, coupon, or pass.

Fare Policy – Policies developed by the transit agency to establish and/or regulate fares.

Fare Structure – The schedule of fares by type of passenger, type of service, and time of service (e.g., adults \$1.00, children \$1.00, and senior citizens \$0.50).

Farebox Revenue – Includes all fares paid by transit passengers.

Feeder Service – Local neighborhood circulator transportation service which provides a high level of access and connections with major transportation service corridors.

Fixed-Route Service – Transportation service operated over a set route or network of routes generally on a regular schedule.

Fleet – All vehicles belonging to a transit system. There are many subsets of a fleet; revenue or passenger service fleet, maintenance fleet, or non-revenue fleet.

Headway – The time interval between transit vehicles moving in the same direction along a given route (e.g., 15 minutes, one hour). Headways can vary with the time or day of operation.

High Capacity Transportation (HCT) – A group of transportation modes on exclusive right of way, operating in an express service or with infrequent stops and characterized by higher speeds than conventional transit or ridesharing modes. May include rail, busways, HOV lanes, park and ride lots, and HOV programs.

High Occupancy Vehicle (HOV) – A vehicle carrying more than one occupant, such as bus, vanpool, and carpool.

Hours of Regular Service – The time of day when transit service is available to the public on weekdays, Saturdays, or Sundays.

Intermodal Facility – A facility that serves the needs of more than one transportation mode or type of service.

Light Rail - An electric railway system characterized by its ability to operate single or multiple car along exclusive rights-of-way at ground level, on aerial structures, in subways or in streets, able to board and discharge passengers at station platforms or at street, track, or car-floor level and is normally powered by overhead electrical wires.

Linked Passenger Trip Any segment of a linked passenger trip that is distinctive in the use of a different mode, transit vehicle, or route.

Local Service – Low-speed transportation operation designed to make frequent stops along a route, and typically provided by buses (see Express Service).

Maintenance Costs – Expenses associated with maintaining and repairing passenger and service vehicles and equipment, buildings and grounds, parts and supplies, and maintenance labor expenses.

Marketing – The efforts made to attract patrons. Basic elements of a marketing program include: market research, pricing (fare structure), information materials (route maps and schedules), customer service, advertising, and promotional efforts.

Mass Transit – The general term used to identify bus, fixed rail, or other types of transportation service available to the general public which move relatively large numbers of people at one time (see Public Transportation).

Metropolitan Planning Organization (MPO) – Designated by the state and given the authority to carry out comprehensive, coordinated transportation planning in a specified metropolitan area.

Mode – The types of transportation available for use (e.g., bicycle, automobile, bus, and paratransit).

Operating Costs – The recurring costs of providing transportation service which include wages, fringe benefits, fuel, oil, taxes, maintenance, marketing, and insurance.

Paratransit – Flexible transportation services which are operated publicly or privately, are distinct from conventional fixed-route, fixed-schedule transit, and can be operated on the existing highway and street system, generally with low capacity vehicles. Examples include vanpools, jitney, shared-ride taxi, subscription bus service, and demand-responsive services.

Park and Ride – A trip made by a motorist, cyclist, or pedestrian who arrives at a designated parking lot at or near a transit center and then uses the transit system or ridesharing means to travel to the desired destination.

Passenger Trip – One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

Peak Periods – The hours when traffic or passenger demand/activity are greatest. Generally, there is a morning and an afternoon peak, particularly during the Monday through Friday work week.

Peak Service – Operation of the maximum number of vehicles during the peak period.

Public Transportation – Transportation service which is available to any person upon payment of the prescribed fare, and which cannot be reserved for the private or exclusive use of one individual or group. “Public” in this sense refers to the access to, not the ownership of, the system (see Transit).

Public Transportation Benefit Area (PTBA) – A municipal corporation of the state of Washington created pursuant to RCW 36.57A.

Revenue – Receipts derived from the provision of transit service. Farebox revenue includes all fares, transfer charges, and zone charges paid by transit passengers. Federal subsidy includes all revenue that the transit agency receives from the federal government for transit capital or operating expenses. Tax revenue includes all receipts earned by transit systems that are organized as independent, political subdivisions and have their own taxing authority.

Revenue Recovery Ratio – The percentage of total operating costs recovered from farebox revenues.

Ridematching – A carpool, vanpool, or buspool matching service. Commuters are matched with others having similar commute trip origins, destinations, and schedules.

Ridership – The number of persons using a transit system to make a one-way trip (expressed as hourly, daily, monthly, or yearly ridership, see Passenger Trip).

Ridesharing – Any of several transportation means, other than mass public transit, used by more than one person to make a trip (e.g., carpool, vanpool, and shared-ride taxi).

Road Call – A mechanical failure of a vehicle in revenue service that necessitates removing the vehicle from service until repairs are made.

Route Miles – The total number of miles included in a fixed-route transit system network.

Rural Area – An area, village, town, or community that is not a part of a designated urban area. An area that has a population of less than 50,000.

Schedule – A list of every trip provided on a transit route during the hours of service, including specific stopping points or major loading areas.

Section 5307 – The section of the Intermodal Surface Transportation Efficiency Act of 1991 authorizing grants to public transit systems in urbanized areas for both capital and operating projects based on formulas set out in statute and regulation.

Service Miles, Annual Vehicle – Sum of the number of miles transit vehicles were driven in passenger service for the year, exclusive of deadhead miles. Also referred to as Annual Vehicle Revenue Miles.

Single-Occupancy Vehicle (SOV) – A personal vehicle carrying only the driver.

Small Urban – A geographic area with a central city that has a population between 50,000 and 200,000 people.

Surveys – A means of gathering information from transit users and the general public concerning use and perceptions of public transportation.

Transit Development Plan (TDP) – A short-term (6-year) program which outlines the intended timetable for development and regulation of transit in a given area, and which includes a detailed program of capital equipment acquisition, system management, and operations. Also referred to as a short-range comprehensive plan.

Transportation Demand Management (TDM) – Policies, programs, and actions implemented to increase the use of High Occupancy Vehicles (public transit, carpooling, and vanpooling) and/or spread the timing of travel to less congested time periods through alternate work hour programs. Also known as Commute Trip Reduction (CTR).

Transportation Improvement Program (TIP) – A short-term (6-year) program of specific capital improvements and implementation for highway and transit in an urbanized area.

Transportation System Management (TSM) -- A detailed plan which outlines strategies to maximize the efficiency of existing transportation system resources and operations. TSM strategies include: improved transit operations, ridesharing, improved traffic signalization and traffic flow, and preferential HOV lanes.

Transfer – An instrument (paper, ticket, or token) issued to a passenger that allows changing from one transit vehicle to another, according to certain rules to complete a trip.

Transfer Center – A fixed transfer point fed by routes where passengers can transfer from one transit vehicle to another.

Transit – Local transportation available for use by the general public and generally operated on fixed routes and fixed schedules (see Mass Transit).

Transit Dependent – A person who because of circumstances (for example age, income, or health) cannot drive a private automobile and must rely on public transportation to travel.

Transit Pass – A prepaid, nonmonetary type of fare that is generally used for a specific period of transit service.

Travel Demand -- The number of trips that are desired by a passenger along a particular transportation route or corridor under specified conditions (e.g., particular fare structure or service level).

Trip Purpose – The reason for making a trip (e.g., work, school, or medical).

Urbanized Area (UA) – A densely settled area that has a census population of at least 50,000. A UA generally consists of a geographic core of block groups or blocks that have a population density of at least 1,000 people per square mile, and adjacent block groups and blocks with at least 500 people per square mile. A UA consists of all or part of one or more incorporated places and/or census designated places, and may include additional territory outside of any place.

User Side Subsidy – Sum or discount paid or applied to the rider's fare. Individuals can purchase tokens at designated sale sites and present the token to a service provider in exchange for a ride, which is worth more than the actual cost of the token.

Vanpool – A prearranged ridesharing service in which a number of people (7 to 15) travel together on a regular basis in a van, particularly to and from work.

Vehicle Miles – The total number of miles traveled by transit vehicles in a given period of time.

APPENDIX H

**Table A.9
OWNED ROLLING STOCK – FIXED ROUTE**

Public Transportation Management System Owned Rolling Stock Inventory				Fleet - Fixed Route				I hereby certify that all information reported in this Inventory reflects true, accurate and complete information for the agency/organization listed.						
Spokane Transit Authority 12/31/2007								<i>E. Susan Murphy, CEO</i> 3-7-08 Signature and Title Date						
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)		
1990 FLEXIBLE METRO	1	1GFSABFKLD101009	220	559985	30	17	0	457,606	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101101	222	820471	30	17	0	457,606	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101102	223	847999	30	17	0	457,606	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101104	225	810111	30	17	0	457,606	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101105	226	209344	30	17	0	467,000	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101111	232	815014	30	17	0	457,606	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101828	235	829957	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101829	238	858911	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101830	239	813790	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101831	240	833300	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101834	243	806007	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	1	1GFSABFKLD101835	244	822845	30	17	0	476,316	YES	39+2	DF	NO		
1990 FLEXIBLE METRO	3	1GFSABFKLD101116	403	0UR471	30	17	0	441,031	YES	23+2	DF	NO		
1990 FLEXIBLE METRO	3	1GFSABFKLD101117	404	868818	30	17	0	441,031	YES	23+2	DF	NO		
1990 FLEXIBLE METRO	3	1GFSABFKLD101118	405	726605	30	17	0	441,031	YES	23+2	DF	NO		
1990 FLEXIBLE METRO	3	1GFSABFKLD101119	408	861656	30	17	0	441,031	YES	23+2	DF	NO		
1991 FLEXIBLE METRO	1	1GFSACKLKHND102884	220	812841	30	16	0	489,849	YES	40+2	DF	NO		
1991 FLEXIBLE METRO	1	1GFSACKLKHND102887	283	787365	30	16	0	489,849	YES	40+2	DF	NO		
1991 FLEXIBLE METRO	1	1GFSACKLKHND102890	285	748441	30	16	0	489,849	YES	40+2	DF	NO		
1992 FLEXIBLE METRO	1	1GFSACKLKHND103217	264	773841	30	15	0	425,387	YES	40+2	DF	NO		
1992 FLEXIBLE METRO	1	1GFSACKLKHND103221	261	781789	30	15	0	425,387	YES	40+2	DF	NO		
1992 FLEXIBLE METRO	1	1GFSACKLKHND103222	262	791801	30	15	0	425,387	YES	40+2	DF	NO		
1992 FLEXIBLE METRO	1	1GFSACKLKHND103225	265	788449	30	15	0	425,387	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829667	9301	658032	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829668	9302	481805	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829669	9303	853016	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829670	9304	458785	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829671	9305	855355	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829672	9306	647471	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829673	9307	666295	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829674	9308	892181	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829675	9309	850090	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829676	9310	833079	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829677	9311	905115	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829678	9312	659910	50	14	1	381,847	YES	40+2	DF	NO		
1993 TMC	1	1TUMDTGA1PR829679	9313	850001	50	14	1	381,847	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829949	9401	633789	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829942	9402	658818	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829943	9403	817493	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829944	9404	886974	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829945	9405	855941	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829946	9406	829741	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829947	9407	880780	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829948	9408	842740	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829949	9409	645037	55	13	2	401,787	YES	40+2	DF	NO		
1994 TMC	1	1TUMDTGA1RR829950	9410	872724	55	13	2	401,787	YES	40+2	DF	NO		
1994 FLEXIBLE METRO	1	1GFSACVMD106018	9411	808846	70	12	3	371,734	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL10VU017227	9701	828928	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL12VU017228	9702	544368	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL14VU017229	9703	576385	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL10VU017230	9704	625700	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL12VU017231	9705	620203	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL14VU017232	9706	537750	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL15VU017233	9707	524105	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL18VU017234	9708	822636	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL19VU017235	9709	827038	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL11VU017236	9710	487880	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL15VU017237	9711	815898	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL18VU017238	9712	851778	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL17VU017239	9713	521149	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL13VU017240	9714	544431	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL16VU017241	9715	534291	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL17VU017242	9716	892982	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL18VU017243	9717	824782	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL10VU017244	9718	532050	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL12VU017245	9719	534885	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL14VU017246	9720	540884	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL16VU017247	9721	511432	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL18VU017248	9722	540895	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL19VU017249	9723	517678	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL11VU017250	9724	499620	70	10	7	420,340	YES	40+2	DF	NO		
1997 NEW FLYER	1	1FYDZL13VU017251	9725	532709	70	10	7	420,340	YES	40+2	DF	NO		
2000 TROLLEY REPLICA	7	4UZ82FBA2YCF7708	2028	69032	70	8	8	272,379	YES	23+2	DF	NO		
2000 TROLLEY REPLICA	7	4UZ82FBA4YCF77408	2029	71180	70	8	8	272,379	YES	23+2	DF	NO		
2000 TROLLEY REPLICA	7	4UZ82FBA9YCF77410	2030	81995	70	8	8	272,379	YES	23+2	DF	NO		



TABLE A.9
OWNED ROLLING STOCK – FIXED ROUTE (cont.)

Table with columns: Year/Make/Model, Vehicle Code, Vehicle Identification Number (VIN), Agency Vehicle Number, Current Odometer, Condition (points), Age (years), Remaining Useful life (years), Replacement Cost (\$), ADA Access (Yes/No), Seating Capacity, Fuel Type, WSDOT Title (yes/no). Includes a signature block for G. Susan Murphy, CEO, dated 3-7-08.



TABLE A.10 OWNED ROLLING STOCK – VANPOOL

Public Transportation Management System Owned Rolling Stock Inventory				Fleet - Vanpool		I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.									
Spokane Transit Authority 12/31/2007						<i>S. Susan Murphy</i> CEO 3-7-08					Date				
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer 2007	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSOOT Title (yes/no)			
1995 Dodge B350	13	2B7KB31265K674950	R38	148540	70	12	0	58,477	NO	15	GA	No			
1997 Dodge B350	13	2B7KB3129VK575808	R79	205150	60	9	0	58,477	YES	11 + 4	GA	No			
1997 Dodge B350	13	2B7KB3127VK566007	R80	215109	60	9	0	58,542	YES	11 + 4	GA	No			
1997 Dodge B350	13	2B7KB312XVK675989	R82	212872	60	9	0	58,477	YES	11 + 4	GA	No			
1997 Dodge B350	13	2B7KB3126VK575800	R83	191403	60	9	0	58,477	YES	11 + 4	GA	No			
1997 Dodge B350	13	2B7KB3120VK588609	R87	223554	60	9	0	58,542	YES	11 + 4	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135147	R44	55044	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135148	R45	48470	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135149	R46	59440	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135150	R47	45305	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135151	R48	61217	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135152	R49	58075	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135153	R50	64251	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135154	R51	45590	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135155	R52	59428	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135156	R53	52288	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135157	R54	42186	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135158	R55	67970	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135159	R56	18249	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135160	R57	64770	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135161	R58	42458	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K135162	R59	49239	90	6	1	31,723	NO	15	GA	No			
2002 Dodge 3500 RS	13	2B5WB35222K134874	R60	51036	90	6	1	31,723	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U051160800	R62	28225	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	42182	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U151160840	R64	25240	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U291163622	R65	25240	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U251163601	R68	24515	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U351161250	R67	20253	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U351163449	R68	27829	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451163525	R69	65209	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451163671	R70	23164	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	R71	46026	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U551162741	R72	66474	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U681162931	R73	16234	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U751161787	R74	21321	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451162685	R76	34374	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451162854	R78	61488	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451162943	R77	47652	100	4	1	31,598	NO	15	GA	No			
2005 CHEVROLET EX 3500	13	1GAHG39U451164128	R78	48235	100	4	1	31,598	NO	15	GA	No			
2005 DODGE CARAVAN	13	2D8GP44L65R544850	R89	28108	100	3	2	22,410	NO	7	GA	Yes			
2005 DODGE CARAVAN	13	2D8GP44L65R544851	R90	10957	100	3	2	22,410	NO	7	GA	Yes			
2005 DODGE CARAVAN	13	2D8GP44L65R544852	R91	21510	100	3	2	22,410	NO	7	GA	Yes			
2005 DODGE CARAVAN	13	2D8GP44L65R544853	R92	23498	100	3	2	22,410	NO	7	GA	Yes			
2005 DODGE CARAVAN	13	2D8GP44L65R544854	R93	14300	100	3	2	22,410	NO	7	GA	Yes			
2005 DODGE CARAVAN	13	2D8GP44L65R544855	R94	17779	100	3	2	22,410	NO	7	GA	Yes			
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	14600	100	3	2	30,826	NO	15	GA	No			
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U451255380	R96	32255	100	3	2	30,826	NO	15	GA	No			
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U051257418	R97	39929	100	3	2	30,826	NO	15	GA	No			
2006 DODGE CARAVAN	13	2D8GP44L78R769083	R98	14058	100	2	3	25,352	NO	7	GA	Yes			
2006 DODGE CARAVAN	13	2D8GP44L99R769084	R99	16215	100	2	3	25,352	NO	7	GA	Yes			
2006 DODGE CARAVAN	13	2D8GP44L09R769085	R100	18480	100	2	3	25,352	NO	7	GA	Yes			
2006 DODGE CARAVAN	13	2D8GP44L20R769086	R101	12348	100	2	3	25,352	NO	7	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L760A26475	R102	24556	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L960A26477	R103	13929	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L260A26478	R104	13273	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L960A26480	R105	13744	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L260A26481	R106	14716	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L660A26483	R107	16783	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L560A26474	R108	13492	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L960A26476	R109	14497	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L460A26479	R110	15289	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L760A26489	R111	16130	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L460A26482	R112	15328	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L660A26484	R113	9898	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31LX60A26485	R114	13340	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L160A26486	R115	11345	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L360A26487	R116	17645	100	2	3	25,352	NO	15	GA	Yes			
2006 FORD EXT CLUB	13	1FD8S31L560A26488	R117	14517	100	2	3	25,352	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171162942	R118	5552	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171162984	R119	6661	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171163012	R120	11888	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171163102	R121	8524	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171163143	R122	4620	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171164115	R123	5808	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171164208	R124	7291	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171164407	R125	5415	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171164514	R126	5282	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171165217	R127	8876	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171165469	R128	4709	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171165544	R129	3775	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171165581	R130	3044	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171165611	R131	1730	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET 3500 VAN	13	1GAHG39U171164326	R132	1260	100	1	4	21,305	NO	15	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70216974	R133	710	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70216115	R134	585	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70216358	R135	185	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70216464	R136	14	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70216637	R137	19	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70217145	R138	13	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70217435	R139	10	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70217554	R140	10	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70217723	R141	13	100	1	4	23,778	NO	7	GA	Yes			
2007 CHEVROLET UPLANDER	13	1GN0V33W70217880	R142	11	100	1	4	23,778	NO	7	GA	Yes			



TABLE A.11 OWNED ROLLING STOCK – DEMAND RESPONSE

Public Transportation Management System Owned Rolling Stock Inventory Fleet - Demand Response Spokane Transit Authority 12/31/2007				I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed. <i>S. Susan Mugh</i> CEO Signature and Title 3.7.08 Date								
Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Replacement Cost (\$)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 Dodge B350	14	2B7KB31Z1VK558905	S86	172167	80	8	0	55,906	YES	15+4	GA	NO
1997 Dodge B350	14	2B7KB31Z6VK575887	S91	170052	80	8	0	55,906	YES	15+4	GA	NO
1997 Dodge B350	14	2B7KB31Z6VK575801	S97	167347	80	8	0	55,907	YES	15+4	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S71H800189	S101	134398	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S51H800191	S102	152069	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S71H800192	S103	150187	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S01H800184	S104	150213	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S01H877517	S105	132944	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S01H877530	S106	137800	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S01H877518	S107	148168	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S21H877519	S108	139487	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S91H877520	S109	131614	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S01H877521	S110	131100	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S1H877523	S111	110248	90	4	4	68,326	YES	15+3	GA	NO
2001 Ford E-450 Cutaways	14	1FDXE45S1H875646	S112	123051	90	4	4	68,326	YES	15+3	GA	NO
2004 Ford E-450 Senator	14	1FDWE45F43H885707	S113	80358	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63H885769	S114	88273	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83H885769	S115	95342	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43H885770	S116	90593	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F63H885771	S117	90018	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F83H885772	S118	86076	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F33H885773	S119	93355	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13H885774	S120	90685	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F33H885775	S121	96839	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F53H885776	S122	93786	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73H885777	S123	92223	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93H885778	S124	93125	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03H885779	S125	95945	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F73H885780	S126	99232	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93H885781	S127	93508	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03H885782	S128	99475	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F33H890567	S129	93107	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03H890567	S130	90149	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23H890568	S131	92018	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43H890569	S132	38046	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F03H890570	S133	94720	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23H890571	S134	94458	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43H890572	S135	81834	95	2	3	63,294	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13H890573	S136	92645	95	2	3	63,294	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	69072	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	65603	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA19454	S139	65203	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	69164	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	72108	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	69203	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	65603	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	64525	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA30797	S145	69701	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA30798	S146	71090	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40839	S147	71655	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	69502	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	69433	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40842	S150	70049	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	72324	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA40844	S152	68569	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	69127	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40846	S154	73492	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	82827	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	70298	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40849	S157	63942	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	77095	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	66995	100	1	4	64,469	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	66022	100	1	4	64,469	YES	15+5	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P25HB14003	S161	60180	100	4	1	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P45HB14004	S162	56350	100	4	1	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P75HB19956	S163	66769	100	4	1	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P95HB19957	S164	62144	100	4	1	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P05HB19958	S165	56708	100	4	1	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45PX5HB24889	S166	64510	100	2	3	75,289	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P65HB24890	S167	48974	100	2	3	75,289	YES	13 + 2	DF	NO

**TABLE A.12
OWNED FACILITIES INVENTORY**

Public Transportation Management System Owned Facilities Inventory						
Spokane Transit 12/31/07						
Facility Code	Facility Name	Condition (ppm)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1 21	Boone Street	95	21	39	27,352,971	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
2 06	Pence Cole Center	95	18	32	1,069,436	The center is located at 4th and University, Spokane Valley, WA. This transit center is operated by Spokane Transit. The center contains a 580 sq. foot building housing pass sales and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit personnel that randomly check all valley park and ride lots.
3 11	Charles Heck Center	100	17	33	4,481,598	This maintenance building is located at South 123 Bowditch, Spokane Valley, WA. The facility is a 21,309 sq. foot multi-modal maintenance and operations building serving the Spokane Valley area.
4 17	The Plaza	100	12	38	27,082,949	The Plaza, a 90,000 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves the multi-modal ridership of Spokane Transit.
5 09	Park & Rides	95	18	7	741,186	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
6 16	Shelters	90	16	0	1,237,679	Spokane Transit maintains 117 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. 112 shelters are ADA compliant.
7 17	The Plaza 98	100	10	38	40,465	The Plaza, a 90,000 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves the multi-modal ridership of Spokane Transit.
8 09	Park & Rides 98	100	10	15	1,127,812	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
9 16	Shelters 98	100	10	5	58,154	Spokane Transit maintains 117 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. 112 shelters are ADA compliant.
10 17	The Plaza 99	100	9	38	40,626	The Plaza, a 90,000 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves the multi-modal ridership of Spokane Transit.
11 23	Boone Street 99	100	9	39	14,933	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
12 09	Park & Rides 01	100	7	8	563,101	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
13 23	Boone Street 01	100	7	40	14,781	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
14 17	The Plaza 02	100	6	38	52,007	The Plaza, a 90,000 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves the multi-modal ridership of Spokane Transit.
15 09	Park & Rides 03	100	5	10	1,127,220	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
16 23	Boone Street 03	100	3	39	101,034	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
17 16	Shelters 05	100	3	5	31,391	Spokane Transit maintains 117 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. 112 shelters are ADA compliant.
18 21	Boone Street 06	95	2	39	99,670	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
19 09	Park & Rides-Turnout 06	95	2	23	9,460	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
20 16	Shelters 06	90	2	6	64,796	Spokane Transit maintains 117 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. 112 shelters are ADA compliant.
21 09	Park & Rides 07	100	1	24	845,626	Spokane Transit currently operates from 13 different park and ride lots. These park and ride lots are scattered throughout the transit service area.
22 23	Boone Street 07	100	1	39	159,384	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for multi-modal operations of Spokane Transit.
24 17	The Plaza 07	100	1	38	24,214	The Plaza, a 90,000 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves the multi-modal ridership of Spokane Transit.
25 16	Shelters 07	100	1	7	8,667	Spokane Transit maintains 117 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit. 112 shelters are ADA compliant.



**TABLE A.13
OWNED EQUIPMENT INVENTORY**

Public Transportation Management System Owned Equipment Inventory						
For Spokane Transit Authority 12/31/07						
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck	05	70	14	11	269,384	Low Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package.
2. Computer Network	04	20	11	0	705,503	This computer system is a PC network made up of various types of printers, screens, and subsystems. The old financial system was deleted in 1998.
3. Bike Lockers	13	70	11	4	204,458	These bike lockers are distributed at park and ride lots throughout the ridership area of STA.
4. Bus Washer	21	60	17	0	572,845	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.
5. Fareboxes	02	60	18	0	755,762	This revenue equipment includes Diamond fareboxes used in paratransit vehicles purchased in 1983 to our Cubic Fast Fare Automatic Collection system used in our fixed route coaches purchased in 1987. This equipment also includes revenue equipment used in the "money room". This equipment has been replaced with GFI fareboxes in 2006. Most of the surplus equipment was sold in 2007.
6. Radios	06	60	15	0	577,359	This communication equipment varies in age and type, example includes Under radios purchased in 1985 to Motorola Spectra radio system including base stations purchased in 1999.
7. Office Eqpt & furn	16	70	16	4	1,724,348	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1999. Some of the file cabinets are worn out.
8. Maint Eqpt	00	70	14	1	1,998,333	This maintenance equipment varies in age and type and is used in support of all vehicles and building maintenance. Some examples include mobile tool cribs, brake monitors, hand tools, and multi-meters.
9. Shop Vehicles	05	50	14	0	664,641	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a sweeper purchased in 1981 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
10. Shop Vehicles (lic)	05	50	14	1	983,838	The licensed shop vehicles vary from a 1970 Chevrolet truck to a 1991 Ford utility truck. This fleet is used in support of all vehicles and building maintenance which also includes sanders used on the road in winter conditions and a van used for training. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
11. Road Cars	05	50	14	0	411,502	The road cars vary in age from a 1984 Dodge van to two 1997 Chevy Malibus purchased in 1997. This equipment is used by supervisory staff and administration in support of Spokane Transit Authority operations. Usage is considered as a reason for replacement, due to mileage, newer vehicles may be replaced sooner than older vehicles.
12. AVI Info System	16	60	8	0	1,374,358	The AVI information system is located at The Plaza. Seem to be having problems-old technology.
13. Computer Network 98	04	20	10	0	52,948	Upgrade of computers through out the company in 1998.
14. Radios-98	08	80	9	3	24,764	Replacement of van radios and portable radios in 1998.
15. Office Eqpt & furn 98	16	90	9	11	113,294	1998 office furniture & equipment includes six workstations in the Paratransit Scheduling office.
16. Maint Eqpt-98	09	50	9	6	133,449	Maintenance equipment in 1998 includes a TMC wheelchair lift and a copier for the Maintenance Department. Copier ready for replacement.
17. Computer Network 99	04	20	8	0	54,402	The computer Network included Inventory Bar Coding equipment and four notebook computers purchased for Y2K readiness.
18. Office Eqpt & furn 99	16	90	8	12	97,240	Office furniture & equipment in 1999 includes Y2K upgrade of the Access system and six workstations.
19. Maint Eqpt 99	09	80	8	7	46,150	The maintenance equipment includes several generators for Y2K and a portable air compressor.
20. Shop Vehicles (lic) 99	05	80	8	7	105,073	Two trucks were purchased to be used in the maintenance of shelter and park & rides.
21. Computer Network 00	04	20	7	0	78,381	The computer network is to upgrade systems.
22. Maint Eqpt-00	09	80	7	0	2,955	The Maintenance equipment is a solvent recycler.
23. Fareboxes 00	02	85	6	0	11,499	The farebox is to upgrade the system. The fareboxes were replaced with new GFI fareboxes in 2006, the old equipment was sold in 2007.
24. Wheelchair Lifts-00	09	65	7	5	823,874	The Wheelchair lifts have been upgraded.
25. Computer Network 01	04	40	7	0	43,285	The computer network is to upgrade systems.
26. Shop Vehicles (lic)-01	05	75	6	1	55,897	The service vehicles include two 2001 Toyota Prius. One the Toyota Prius was totaled in 2006.
27. Maint Equip-01	09	75	6	1	116,338	The Maintenance equip include a new Tennant floor scrubber.
28. Office Equip-01	16	90	6	0	9,585	The office equipment includes a copier.
29. Radios-01	08	80	6	9	634,149	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
30. Fareboxes-01	02	75	6	0	2,505	The eight (8) additional fareboxes. The fareboxes were replaced with new GFI fareboxes in 2006, the old equipment was sold in 2007.
31. Computer Network-02	04	60	5	0	30,956	The 2002 computer network is to upgrade system.
32. Radios-02	08	80	5	10	26,192	These are 14 additional Mobile Data Computers.
33. Office Equip-02	16	90	5	1	2,436	Two (2) bill counters for the money room.
34. Maint Equip-02	09	90	5	2	5,329	Portable Vehicle lift system.
35. Shop Vehicles (lic)-02	05	90	5	2	62,169	The shop vehicle is a 2002 Ford F550 truck replaces 1992 Chevy service truck.
36. Computer Network-03	04	60	4	0	61,609	The 2003 computer network is to upgrade system.
37. Office Equip-03	16	100	4	2	4,795	Evacuation chair and projector.
38. Maint Equip-03	09	95	4	2	128,694	Exhaust stream analyzer.
39. Computer Network-04	04	100	3	0	178,226	The 2004 computer network upgrade of system.
40. Maint Equip-04	09	85	3	5	30,276	The Maintenance equip includes 2 roller jacks, vehicle lift hoist and a carpet extractor.
41. Office Equip-04	16	100	3	3	5,039	The Office equipment includes 2 projectors.
42. Steam P/LR-04	09	85	3	5	172,464	STEAM P/LR.
43. Computer Network-05	04	100	2	1	28,653	The 2005 computer network is to upgrade systems.
44. Radios-05	08	100	2	8	2,856,482	Replacement of fixed route radio system and radios.
45. Office Equip-05	16	100	2	4	1,781	Office Equipment includes powered wheelchair for training department.
46. Maint Equip-05	09	85	2	8	15,587	The Maintenance equip includes 2 3-wheel bikes, a brake lathe and brake shoe fixture.
47. Road Cars-05	05	100	2	1	103,707	Road cars are 4 Chevy Colorado trucks for fixed route supervisors.
48. Computer Network-06	04	100	1	2	110,718	The 2006 computer network is multiple new workstations.
49. Office Equip & Furn-06	16	100	1	5	6,748	Office Equipment includes credit card machines, a chair, a refrigerator and a bill changer.
50. Maint Equip-06	09	100	1	7	37,968	Maintenance equipment includes a pressure washer, drain cleaner, lawnmower, and engine analyzer.
51. Road Cars-06	05	100	1	5	58,831	Roads Cars are 4 35-gallon skid sprayers for 4 trucks purchased in 2005, 2 Ford Taurus and a PT Cruiser.
52. Computer Network-07	04	100	1	2	236,527	The 2007 computer network is multiple new workstations, printers, network equipment and software, wi fi switches, LCD monitors, and fiber optic connectivity.
53. Office Equip & Furn-07	16	100	1	5	33,272	Office equipment includes office furniture, chairs, a refrigerator, a projector, a digital camera, and copiers.
54. Maint Equip-07	09	100	1	7	205,360	Maintenance equipment includes a six post hoist, tool cabinets, refrigerant recovery machine, air compressor, keywatch system, trash compactor, sewing machine, 4 post lift, transmission tools, mower, engine, engine/transmission dolly, engine tool set, and a wheel alignment machine.
55. Road Cars-07	05	100	1	5	43,422	Roads Cars are a Toyota Prius and a Chevrolet Impala.
56. Radios-07	08	100	1	2	55,654	Radios for additional fixed route coaches.
57. Fareboxes-07	02	100	1	0	280,263	Fareboxes for additional fixed route coaches.
58. Signs/Enhancements	18	100	1	0	114,101	Miscellaneous signs and enhancements for service change as well as travel training program implementation.