Transit Development Plan

2013

Adopted by:
Spokane Transit Authority Board of Directors

Final

7/25/2013

Spokane Transit

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Adoption of this plan: The 2013 Transit Development Plan was adopted by the Spokane Transit Authority Board of Directors on July 25, 2013. A table of operating projections was inadvertently omitted from the draft that was before the Board for adoption. However, that table has now been included in this document.

Table of Contents

Section 1: Introduction, Agency and System Overview

Section 1: Introduction and Agency and System Overview

Spokane Transit Authority's Transit Development Plan (TDP) contains a Six-year Plan, Annual Report, Service Implementation Plan and Capital Improvement Program. The TDP is submitted to the Washington State Department of Transportation (WSDOT) on an annual basis. STA is required to submit the six-year plan per RCW 35.58.2795. The information contained herein will be used as part of WSDOT's annual report to the Washington State Legislature. Spokane Transit's 2013 TDP also fulfills the planning requirements defined in Policy MI-3.3 of STA's Comprehensive Plan *Connect Spokane: A Comprehensive Plan for Public Transportation*.

The first section of this plan provides an agency and system overview as it exists in 2013.

Mission

We are dedicated to providing safe, convenient and accessible transportation service to Spokane area neighborhoods, business and activity centers. We are leaders in transportation and a valued partner in the community's social fabric, economic infrastructure and quality of life.

Vision

We aspire to be a source of pride in the region.

STA Priorities

1. Ensure Safety
2. Earn and Retain the Community's Trust
3. Provide Outstanding Customer Service
4. Enable Organizational Development
5. Exemplify Financial Stewardship

Background

Public transportation began in Spokane County in the late 19th Century with a series of independent transit companies. In 1922, in conjunction with other groups, the Washington Water Power Company established the Spokane United Railway Company and provided a privately owned and operated transit network throughout the area.

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 usage of the private automobile following World War II contributed to the gradual decline in transit ridership. The added burden of declining revenues resulted in the transfer of the transit system to the City of Spokane in 1968 in order to obtain public funding.

Initially, public funding for the transit system was derived from a household tax approved by voters. Increasing costs and a need for more funding precipitated a statewide effort to provide a more stable and responsive public funding source. In 1981, a new municipal corporation, the Spokane County Public Transportation Benefit Area was formed for the sole purpose of providing public transportation via independent taxing and revenue generating authority. At the same time, Spokane voters approved a 0.3% retail sales tax to be levied within the Public Transportation Benefit Area (PTBA) for transit funding. This funding was matched with the Motor Vehicle Excise Tax (MVET) until 2000, when MVET was rescinded by voter initiative and the state legislature. In May of 2004, voters approved a temporary increase in the sales tax of an additional 0.3% for a total of 0.6% levied in the PTBA. The increase in sales tax was permanently reauthorized by voters in May of 2008.

Agency Leadership

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

By state law, the Board is composed of up to nine voting members who are elected officials chosen from the jurisdictions served by the PTBA. These include the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane, and Spokane Valley as well as Spokane County. Additionally, there is a non-voting labor representative appointed by STA's labor organizations as required by state law.

The Chief Executive Officer is appointed by the Board of Directors and directly oversees Legislative Activity, Board Relations, Ombuds and Accessibility Activity, Human Resources, Communications, Operations and Planning and Grants.

2013 Board of Directors

Name	Jurisdiction
Council Member Chuck Hafner, Chair	City of Spokane Valley
Council Member Gary Schimmels	City of Spokane Valley
Council Member Mike Allen, Chair Pro Tempore	City of Spokane
Council Member Nancy McLaughlin	City of Spokane
Council Member Amber Waldref	City of Spokane
Commissioner Shelly O'Quinn	Spokane County

Name	Jurisdiction
Commissioner Al French	Spokane County
Council Member Art Kulibert	City of Medical Lake
Council Member Richard Schoen	City of Millwood
Rhonda Bowers	Labor Representative (non-voting)

Service Characteristics

Fare Structure

STA has established a tariff policy to encourage increased ridership by providing a convenient and reasonably priced method for citizens to enjoy the advantages of public transportation. The various fare types offered are listed below:

Fare Type	Description
Single Ride	Direct travel from one origin to one destination on a single fixed-route or paratransit vehicle
Two-Hour Pass	Unlimited travel for a consecutive two-hour period on fixed route services
Day Pass	Unlimited travel on fixed route bus service during a given service day
Fixed Route Bus 31-Day Pass	Unlimited travel on fixed route bus service during a rolling 31-day period effective on first use or on day of purchase depending on fare media
Reduced Fare	Available to those over 65, people with disabilities or a valid Medicare card
Employer-Sponsored Bus Pass	Matching discount program for employers who meet certain criteria
Universal Transit Access Pass (UTAP) Program	Program available on a contractual basis for groups with 100 or more employees/members in which all members of the organization have unlimited access to STA services
Student Pass	Reduced fares for students of post-secondary, technical, or job/career institutions
Summer Youth Pass	Discount pass program for those aged 6 to 18 and valid from June through August
City Ticket Pass	Program that combines Arena parking and shuttle service on one ticket

Service Description

All fixed route service is provided by vehicles that are accessible for people with disabilities. As of January 1, 2013 STA has 33 fixed bus routes in operation:

1	Plaza / Arena Shuttle	44	29th Avenue
2	South Side Medical Shuttle	45	Regal
20	Spokane Falls Community College	60	Airport / Browne's Addition
21	West Broadway	61	Highway 2 / Browne's Addition
22	Northwest Boulevard	62	Medical Lake
23	Maple / Ash	66	Cheney / EWU
24	Monroe	68	Cheney Local
25	Division	90	Sprague
26	Lidgerwood	94	East Central / Millwood
27	Hillyard	96	Pines / Sullivan
28	Nevada	97	South Valley
29	Spokane Community College	98	Liberty Lake via Sprague
32	Trent / Montgomery	124	North Express
33	Wellesley	165	Cheney Express
39	Mission	173	Valley Transit Center Express
42	South Adams	174	Liberty Lake Express
43	Lincoln / 37th		

Service Days and Hours

Hours of service are generally 5:30 AM to 11:30 PM Monday through Friday, 6:00 AM to 10:00 PM Saturdays, and 8:00 AM to 8:00 PM Sundays and holidays.

STA operates 365 days a year; however, holiday schedules (8:00 AM to 8:00 PM) are followed for New Year's Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Service Connections

STA provides service to the following transportation facilities serving other modes and operators:

- Spokane Intermodal Center (Greyhound and Amtrak services)
- Spokane International Airport (regional and international air transportation services)

In addition, STA provides service to, or in the vicinity of, most of the public elementary, middle and high schools in its service area, as well as to Spokane Community College, Spokane Falls Community College, Eastern Washington University (Cheney, WA), Gonzaga University, Whitworth University, and Riverpoint Campus (Eastern Washington University and Washington State University) Spokane.

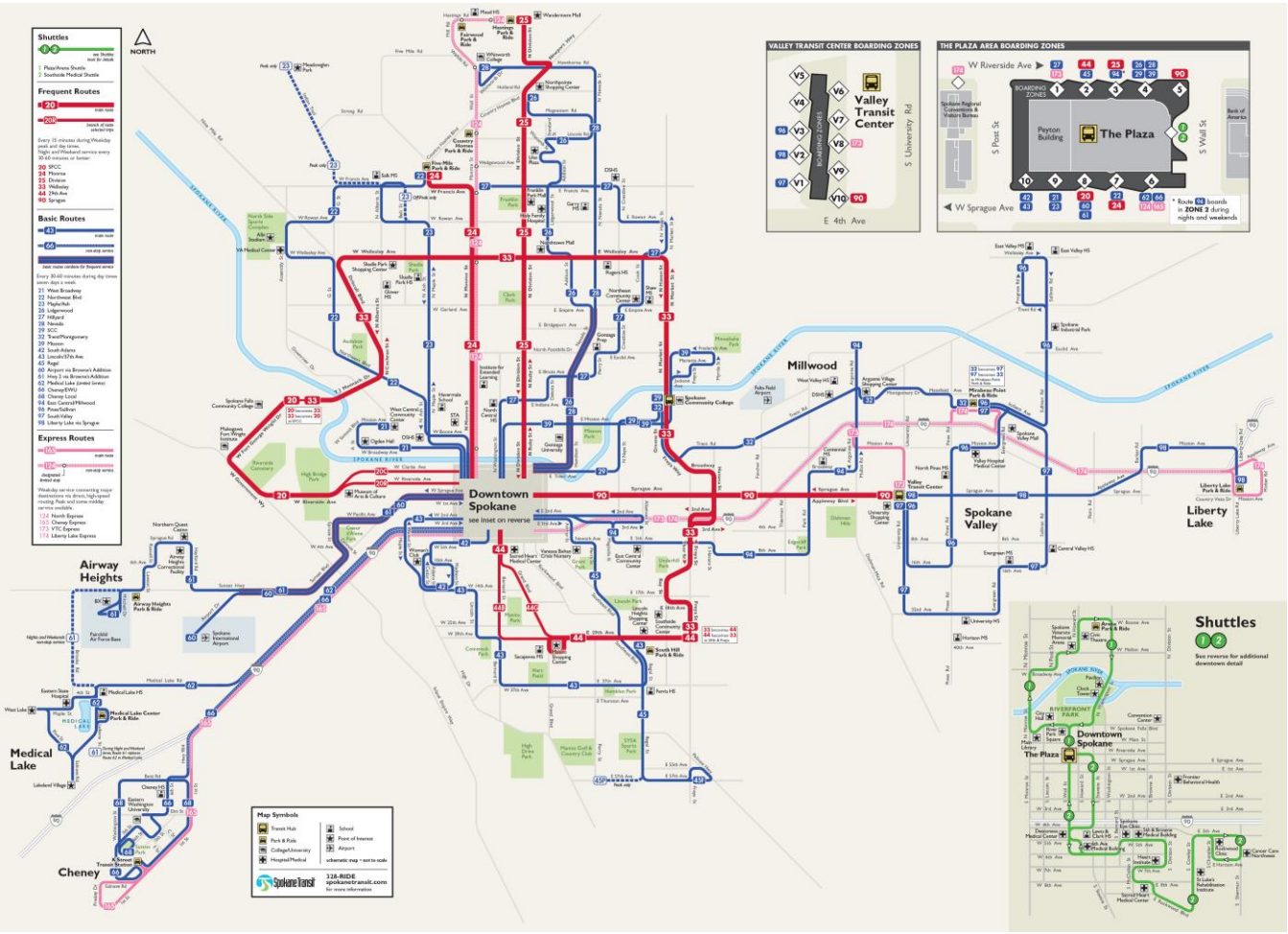
STA also operates service to 12 park-and-ride lots within the PTBA. As of January 1, 2013, STA has park-and-ride facilities at the following locations:

Lot	Location
Airway Heights	Highway 2 & King St.
Arena	Boone Avenue & Howard Street
Country Homes	N. Country Homes Blvd. and N. Wall St.
Fairwood	W. Hastings Road & N. Mill Road
Five Mile	N. Ash Street & Five Mile Road
Hastings	Hastings Road & Mayfair Road
Jefferson Lot	Jefferson Street and Walnut Street
"K" Street Station (Cheney)	"K" Street & 1st Avenue
Liberty Lake	Mission Avenue & Meadowwood Ln.
Mirabeau Point	I-90 & Indiana Avenue
Pence-Cole Valley Transit Center	4th Avenue & University Avenue
South Hill	Southeast Boulevard & 31st Avenue

Service Area

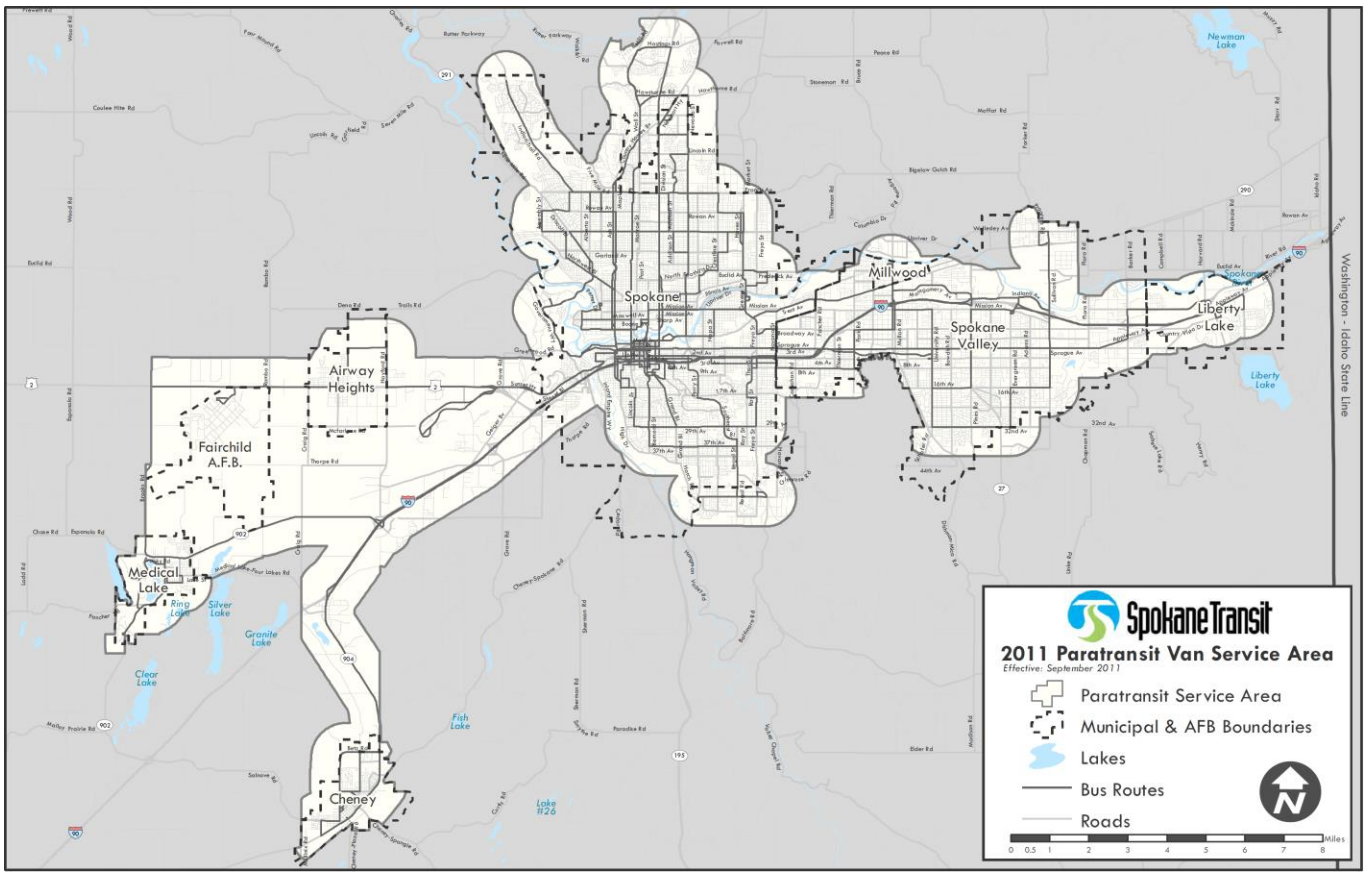
Fixed-route Bus Service Area

STA provides fixed route bus service and Paratransit service comparable to fixed route service to the cities of Spokane, Spokane Valley, Airway Heights, Cheney, Liberty Lake, Medical Lake and Millwood, as well as to unincorporated areas of Spokane County that are within the PTBA. Figure 1.1 below outlines the STA Route System.



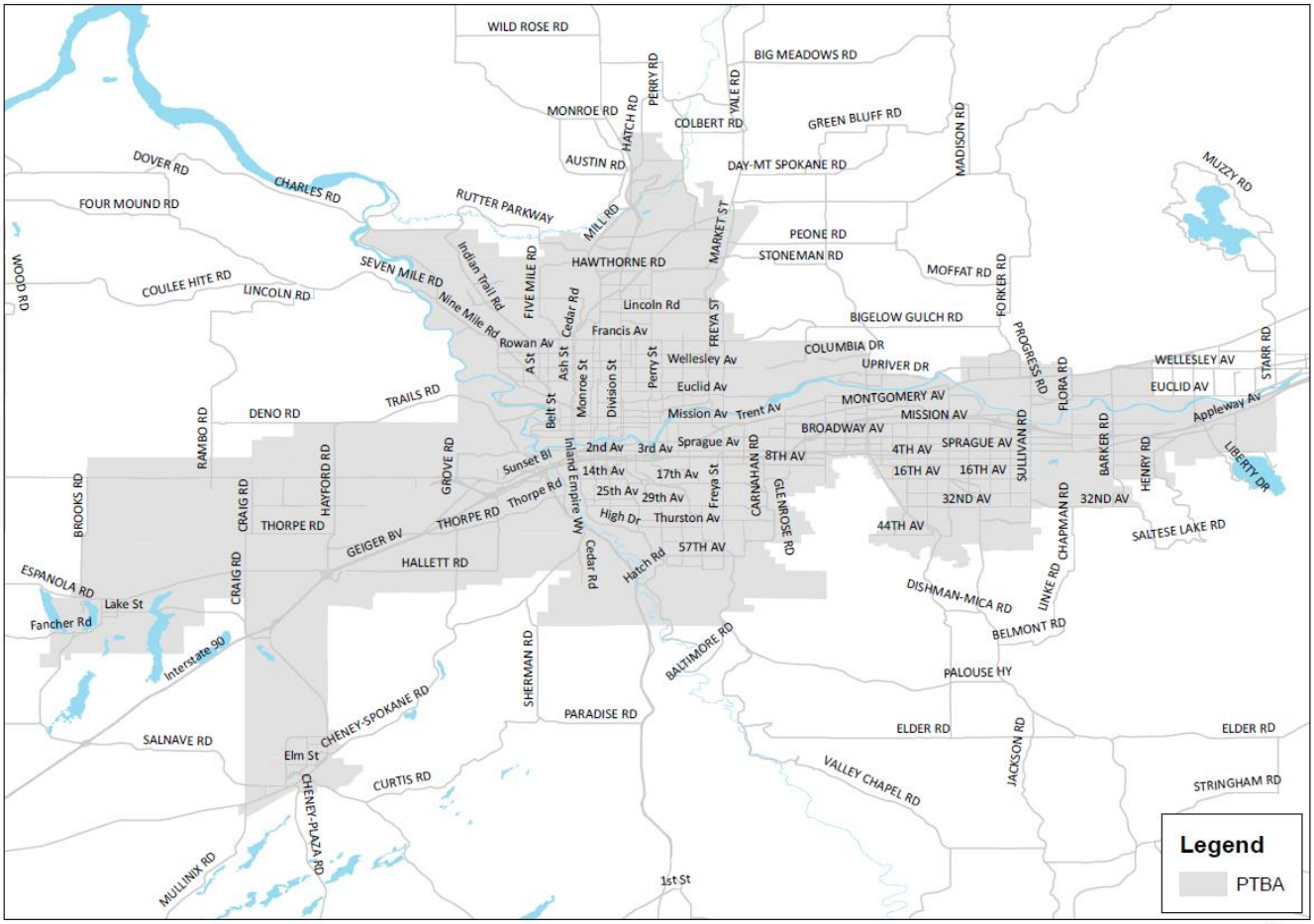
STA Paratransit Boundary

Paratransit service conforms to the Americans with Disabilities Act of 1990 and is comparable to fixed route bus service area for individuals when the effects of their disabilities prevent them from using the regular fixed route buses. This means that due to the effects of a disability a person must be unable to get to or from a bus stop, get on or off a ramp equipped bus, or successfully navigate the fixed route system. The service area extends ¾ of a mile on each side of and around each fixed route.



Public Transportation Benefit Area

The Public Transportation Benefit Area (PTBA) is a special taxing district established by Washington State for the purpose of providing public transportation. Our PTBA includes the cities of Airway Heights, Cheney, Medical Lake, Millwood, Liberty Lake, Spokane and Spokane Valley, as well as portions of the unincorporated county surrounding those municipalities, creating a boundary that is roughly 248 square miles. As of the 2010 U.S. Census, approximately 400,000 people lived within the PTBA.



PTBA

Section 2: 2012 Accomplishments

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Compliance with WSDOT State Transportation Goals

Per RCW 47.04.280, the Washington State Legislature has outlined policy goals for the planning, operation, and performance of, and investment in, the state's transportation system. These policy goals, also referred to as the WSDOT State Transportation Goals, are listed in ***bold italics*** below, followed by an account of STA's compliance activities.

- ***Preservation: maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*** STA continues to maintain its facilities and equipment in a state of good repair according to its quality standards.

- ***Safety: provide for and improve the safety and security of transportation customers and the transportation system.*** STA continues to regard safety as a high priority. STA operates in a safe and efficient manner and maintains safe facilities through the implementation of security cameras and security personnel.

- ***Mobility: improve the predictable movement of goods and people throughout Washington State.*** STA is continually analyzing and modifying service to create efficient and predictable movement of transit vehicles and transit customers.

- ***Environment: enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*** STA added six new Hybrid vehicles to its fixed-route bus fleet in 2012 bringing the total to 28 and continues to analyze performance metrics that consider the environmental impacts of providing transit service.

- ***Stewardship: continuously improve the quality, effectiveness, and efficiency of the transportation system.*** Following the September 2011 service change, STA spent much of 2012 refining those changes, improving the reliability of the fixed-route system.

Ridership

In 2012, STA carried 11,031,338 riders on its fixed route bus system, up from 10,831,987 riders in 2011. STA has maintained strong ridership despite two consecutive years of service reductions in 2010 and 2011. Paratransit ridership increased from 485,551 passengers carried in 2011 to 490,106 in 2012. Vanpool ridership was up in 2012 to 250,436 passenger trips compared to 232,816 trips in 2011.

Fleet

STA increased the size of the fixed-route fleet by increasing the Hybrid fleet by 6 vehicles to 28 vehicles and took delivery of three used 60' diesel buses in 2012. The Paratransit fleet acquired 16 new vehicles and retired 16 vehicles in 2012. The Vanpool fleet acquired eight new vans and retired eight vans.

Capital Projects

In 2012, work was completed on several capital projects that help to maintain and improve transit service. This year Spokane Transit worked with the City of Spokane to convert Wall St. (adjacent to the downtown transit plaza) from a one-way street to a two-way street. This has enabled STA to provide more efficient routing of transit vehicles through the downtown core.

Spokane Transit renovated 1,400 square feet on the second floor of the Plaza that was a former restaurant tenant space to be the mobility training center. This will help seniors and persons with disabilities gain more independence by assisting them in becoming fixed route bus riders.

Planning Efforts

In July 2012, planning work for the first and second phases of the three-phase STA Moving Forward project began. The first phase included an initial evaluation of a long list of potential future projects using criteria that were based on STA's Comprehensive Plan. As a result of the screening, the list was narrowed and the STA Board of Directors adopted a resolution directing staff to further study 20 projects. Phase II, ending in May 2013, has involved a more detailed analysis, public outreach and monthly meetings with four different Corridor Advisory Panels made up of the members of the public interested in participating in the planning process. Phase III, expected to be completed in 2013, will propose an implementation plan for select projects over the next 10 to 15 years.

Section 3: 2013 Annual Strategic Plan

Approved October 18, 2012 by STA Board of Directors

Section 3: 2013 Annual Strategic Plan

Introduction

As a part of the annual budget adoption process, STA prepares a concise annual strategic plan identifying agency priorities for the coming year, including major implementation actions, whether they impact service, infrastructure, or processes. The plan will be a companion to the budget and will be generally consistent with the Comprehensive Plan. This requirement is found in *Connect Spokane* policy MI-3.3.1. The horizon is one year and the revision schedule is annually.

Overview

Since 2007, the economic recession has caused a dramatic reduction in Spokane Transit's sales tax revenue—a total of $23 million less funding to date. Big cost-saving measures early in the downturn and service adjustments have allowed us to successfully retain the maximum amount of service while maintaining near-historic levels of ridership. Sales tax revenue, on which we depend for more than 65% of our funding, is expected to be flat in 2013 and the current level of service is not assured indefinitely. We will continue to employ the conservative financial principles and cost-effective operations to meet a still uncertain economic future.

Strong organizations focus not only on near-term challenges but they also make plans to take advantage of future opportunities. In 2013 we will engage the public and employees to identify, evaluate, and prioritize future service and system enhancements that can be achieved when additional funding is available.

In keeping with the Board's commitment to quality, we are continuing progress on several essential multi-year capital projects that will make our organization even more efficient and effective and easier to use by our customers.

The full adult bus fare, which will not change in 2013, covers roughly 40% of the cost of service, including overhead. When reduced fares for seniors, students and customers with disabilities are included, they cover about 21% of the cost. Service levels for Fixed Route bus and Paratransit will remain stable with a small increase in bus ridership projected. With 10 new vehicles we will grow ridership in our Vanpool program, whose operational and administrative costs are fully funded by riders.

Planning for the Future

Completing the **STA Moving Forward** initiative will be our highest priority in 2013. After conducting a comprehensive assessment of future service and system opportunities (begun in 2012) the board will adopt a package of improvements that represents our community's shared vision for additional public transportation investments when revenue is available.

Service Goals

Fixed Route

Our goal in 2013 is to increase ridership by 1% over 2012 (for a total of approximately 11.1M trips). Minor service adjustments will predominate in order to make the best use of current resources to meet ridership demand. We will continue to focus on the system-wide review to improve connections between routes where there is the greatest passenger transfer activity.

Paratransit

Our goal is to maintain 2012 ridership levels (approximately 500,000 trips). Initiatives such as Mobility Training and the Special Use Vanpool Program are two ways to help address Paratransit demand. The new In-Person Assessment program ensures that eligibility for the expensive, shared-ride service is correctly determined. A new contract service provider began service on January 1, 2013. Our strategy is to use the contractor to provide night and weekend service while STA's own employees provide service (with some augmentation from the contractor) during the high demand weekdays. All vehicles used in Paratransit service carry STA branding.

Vanpool

We've set an aggressive goal to increase ridership by almost 9% over 2012 (approximately 275,000 total trips). This growth will be enabled by the addition of 10 vans to the program in early 2013, funded in large measure by Washington state grant. That will bring our fleet to 133 vehicles.

Fares

No fare increases will be implemented in 2013. Fixed Route is expected to meet or exceed the established farebox recovery objective of 20% and Paratransit will meet its objective of 5%. Vanpool customers will continue to cover 100% of the program's operational and administrative costs through the existing fare structure. Our aim is to achieve revenue growth by attracting higher ridership by offering a reasonable fare structure. The last fare increase for Fixed Route was in 2010; for Paratransit in 2011.

We will pursue additional ridership and revenue by expanding our successful pass programs with new partners, including major employers and educational institutions.

Major Projects

By the end of 2013, we will have completed all the major elements of the **Smart Bus** technology project including systems engineering, a new dispatch center, equipment installation, and testing of customer service information as well as a test on a sub-fleet of fixed route buses. This multi-year investment, funded in part with federal and state grants, will be fully operational in 2014, and will provide customer access to real-time bus information at the Plaza and major park and ride lots, and by computer and smart phone. Automatic stop announcements will be made for those with hearing and sight impairments and electronic passenger counters will provide data to better inform service decisions.

The initial phases of the **Boone Facility Master Plan** will be complete. Long standing facility deficiencies affecting Paratransit operations, human resources, and the security of our facility will be rectified by moving some functions to the property acquired in 2012 at 1212 West Sharp.

Operational improvements to the outside of the **Plaza** property will be complete. A decision on the reconfiguration of the interior of the Plaza will be made based on a comprehensive review of options. The adopted option will maximize transit operations while minimizing non-productive space.

We will award the contract for the much needed **Business Systems Upgrade** and implementation will be underway.

Staffing

Our evaluation of other transit agencies over the last five years has underscored the significant understaffing in our fixed route supervisor organization. We have taken a multi-year, incremental approach to address the deficiency in this critical function supporting the effective operation of our bus system. The last step, in the second quarter of 2013, will be to add three supervisors to meet the requirements of the Smart Bus technology implementation.

Compensation & Benefits

We are fortunate to have smart, dedicated and hard-working employees and our objective is to retain them and attract others by providing competitive, market-based compensation. We compare our wages to those of local businesses, a small group of other transit agencies, and local government. While

no general wage increase is planned, if resources allow, we will continue to make progress to meet our objective.

In 2011 we restructured employee health benefits to mirror those offered by the Washington State health insurance program, a change that netted the organization significant savings. For long-term rate stability we will decide whether to apply again to join the state's program beginning in 2014.

Section 4: Guiding Principles and Major Activities 2014-2019

Section 4: Guiding Principles and Major Activities 2014-2019

On December 19, 2012, the STA Board of Directors concurred with the following six year planning guiding statements as a first step of developing the TDP:

Board Guidance for 2014-2019 TDP

- **Sustain Quality**: Continue initiatives and projects that improve the quality and usefulness of STA's service, facilities, information and customer service and sustain STA's commitment to its organizational priorities.
- **Preserve Essential Capital Projects**: Continue vehicle replacement and facility maintenance/improvement programs in order to avoid the problematic consequences of deferred action.
- **Plan to Maintain Current Service Levels**: Projections indicate additional revenue will be required to continue with 2013 current levels of service. Identify reasonable funding sources to sustain this service level through the planning horizon.
- **Continue the STA Moving Forward Effort**: Incorporate new projects that emerge from STA Moving Forward Phase II as unfunded projects that are then positioned for future prioritization through Phase III of the planning effort. Include an implementation strategy if funding is obtained at a later date.

Major Activities 2014-2019

Currently Planned

- Boone Master Plan
- Smart Bus: CAD/AVL Implementation
- Business Systems Implementation
- Plaza Renovation
- STA Moving Forward/HPT Network Development
- Fleet Replacement (2013-2018)

Additional Activities

- Fixed-Route Radio Replacement
- Smart Card Upgrade
- Universal Transit Access Pass (UTAP) Expansion
- Fleet Replacement (2019)

The following section provides a general summary of STA's proposed strategic actions for meeting WSDOT's State Transportation Goals for 2014 – 2019:

- ***Preservation:*** STA will ensure the continued maintenance and operation of its fleet and facilities.

- ***Safety:*** STA will ensure that its fleet continues to operate in a safe manner and to operate its facilities in the same safe manner.

- ***Mobility:*** STA will continue to emphasize the role that public transit plays in the community, work to expand rideshare programs and improve park & ride options.

- ***Environment:*** By continuing to grow ridership, STA can continue to lessen transportation's impact on the environment in the Spokane region.

- ***Stewardship:*** STA understands the trust the community places upon it and works to maintain a sound, efficient transit system that people can depend on.

Funding Considerations

As noted above in the third bullet point of the Board Guidance for the 2013 TDP, additional revenue will be required to continue with the current levels of service. There are several options to ensure that revenues continue to meet the costs:

- Federal and State grant opportunities
    - STA will continue to seek grant opportunities in order to preserve essential capital projects and implement the High Performance Transit Network. This will enable existing local funding to be focused on preserving service operations.
- Increase fare revenue and ridership
    - STA will aggressively pursue opportunities to grow ridership through the expansion of the Universal Transit Access Pass (UTAP) and effective marketing campaigns. Ridership growth contributes to higher fare revenues as well as lower cost per passenger.
    - Current financial projections also assume a $0.25 fare increase in 2015 and in 2018. Public outreach, analysis and Board action are required prior to any fare increases.
- Increased sales tax revenue
    - Currently, Spokane Transit Authority collects 0.6% sales tax within the Public Transportation Benefit Area in the Spokane Region. STA has the authority, with voter approval to collect up to 0.9% sales tax for general public transportation and an additional 0.9% sales tax for high capacity public transportation.

Section 5: Service Implementation Plan (2014-2016)

Section 5: Service Implementation Plan (2014-2016)

Introduction

The Service Implementation Plan (SIP) is prepared each year to guide the delivery of fixed-route service. Developed in close coordination with the agency's six-year financial projections contained within this TDP, the SIP describes service additions and revisions proposed for upcoming service changes and the preliminary proposal for changes in the following two years. This plan's horizon is three years and it is updated annually as described in *Connect Spokane* policies FR 7.0 and MI 3.4.

Executive Summary

This SIP is designed to inform the public of possible bus service improvements over a three-year period beginning with the September service change, provided that resources are available. This plan covers the service changes planned for 2014-2016.

The performance standards listed in the Route Performance Report are resources for the planning and operation of fixed-route transit service as it provides the foundation for route design and resource management. Spokane Transit recognizes the importance of evaluating its services in order to consider numerous requests and proposals for service modifications that are received from a variety of sources including customers, employees, and employers throughout the region. To help improve effectiveness and efficiency, it is prudent to provide cost effective transit service that supports both existing and emergent origin-destination patterns.

The approved 2012-2014 Service Implementation Plan identified a connection analysis and schedule revision project in 2012 with the goal to improve reliability and connectivity of fixed-route service. The recommendations for improvements related to the connections analysis project would affect fifteen bus routes with the majority of changes proposed within the cities of Spokane Valley, Liberty Lake and Millwood. The Final Recommendation for improvements were presented to the Board of Directors in May 2013 for approval to implement in September 2013. It should be noted that the 2013 budget accommodates a minor increase in fixed-route operating outlays in order to maintain existing service levels while improving connections.

Members from the Planning, Operations, Customer Service, Communications, and Training Department, who make up STA's Service Improvement Committee, will meet bi-monthly in order to discuss ideas and review proposed changes to the bus system over the next few years. The anticipated magnitude of any proposed change will determine the level of public involvement and board action. Please refer to the Communications and Public Input Element of the Comprehensive Plan for Public Transportation for more information.

Service Change Dates

Performance standards help influence which and when service modifications will take effect. For example, a poor performing route could be subject to modifications such as frequency changes and or segment re-route changes in order to increase productivity. Generally, major changes take place in September of each year. Service modifications can take place three times a year, the third Sunday in January, May, and September of each year. This coincides with the selection and assignment of coach operator work schedule. The following is a table summarizing 2014 and 2015 service change dates following the September 15, 2013 service change.

2014	2015	2016
January 19, 2014	January 18, 2015	January 17, 2016
May 18, 2014	May 17, 2015	May 15, 2016
September 21, 2014	September 20, 2015	September 18, 2016

Existing Conditions

There are existing conditions which are identified because of one or more of the following:

1) Conditions represent service deficiencies per the principles and policies of the adopted Comprehensive Plan for Public Transportation;
2) Current service fails all three route performance standards; and
3) High Performance Transit (HPT) Network-related modifications that may be feasible within the three-year planning horizon of this document.

For example, Route 23 mid-day frequency is 60 minutes, and Routes 26 and 28 do not extend past Francis Ave on Saturday nights and Sundays. Another example would be to increase frequency on weekends on high demand corridors like Wellesley Ave and Monroe St. Overall, the main goal would be to re-allocate current resources in order to provide more efficient public transportation, improve mobility throughout the region to population and employment centers, and potentially solve current safety issues. The following is a table summarizing the 2013 SIP existing conditions. Spokane Transit will continue to evaluate possible solutions.

ROUTE	Current Conditions	Action / Opportunity
21 West Broadway	The West Central neighborhood lacks direct trip connectivity to area activity centers north of the neighborhood	Continue to evaluate opportunity to extend route to Shadle Park, but likely cannot be addressed during the planning horizon

ROUTE	Current Conditions	Action / Opportunity
23 Maple/Ash	1. Weekday 60 minute mid-day headway violates maximum base headway of 30 minutes for Basic Urban service 2. Mid-day and weekends, the route does not travel to the Indian Trail weekday peak terminal	Existing Condition #1 proposed to be solved for the September 2013 Service Change; continue to evaluate #2, but likely cannot be addressed during the planning horizon
24 Monroe	Monroe St is a designated green HPT Service corridor with just 60 minute service on Sunday/holidays; interlined with routes 26 and 28	STA Moving Forward: North Monroe to South Regal HPT Corridor Advisory Panels has evaluated this corridor but no action will likely be able to be taken in 2013
25 Division	The last two weekday outbound trips do not continue to the end of the line at Hastings Park and Ride	Proposed to be solved for the September 2013 Service Change
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center	Continue to evaluate opportunity to provide continuity in service span and routing during late nights and weekends, but likely cannot be addressed during the planning horizon
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center	Continue to evaluate opportunity to provide continuity in service span and routing during late nights and weekends, but likely cannot be addressed during the planning horizon

ROUTE	Current Conditions	Action / Opportunity
33 Wellesley	Wellesley Ave is a designated red HPT Service corridor with just 60 minute service on Saturdays; current route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency	Continue to consider opportunities to implement HPT strategies; improved crosstown service in north Spokane; reductions in frequency on low ridership segment of route between South Hill and Spokane Community College likely cannot be addressed during the planning horizon; however, a plan to move the City Loop layover location to Spokane Community College (SCC) from Havana St and Sprague Ave is being evaluated for September 2013. The segment from SCC to South Hill Park and Ride would be renamed Route 34
44 29th Ave	Although not a policy deficiency, 29th Ave and Regal St are designated green HPT corridors with just 60 minute service on Saturdays and Sunday/holidays; no service on Bernard St nights and weekends	STA Moving Forward: North Monroe to South Regal HPT Corridor Advisory Panels have evaluated this corridor but any changes likely cannot be addressed during the planning horizon; likewise, increased service on Bernard St cannot be addressed at this time

Changes Subsequent to the Last Approved Plan

The service reductions in 2010 and 2011 were required in order to bring our level of service into alignment with the severe revenue shortfall caused by the economic recession. As stated in the 2012 Service Implementation Plan, a third planned service reduction was no longer imminent due to slightly higher than expected sales tax revenues, savings in employee benefit plans, and more funding from grants. Ridership was expected to decline by 5-7% after the September 2011 Service Change. However, STA did not experience this anticipated drop in ridership. In fact, ridership in 2012 grew by 1.9% compared to 2011. At 11,031,072 trips, 2012 represents the third highest ridership year in STA history.

Due to this positive ridership development, which has challenged the delivery of service, the 2013 budget includes an approximate 1.5% increase in fixed-route operating outlays in order to maintain existing service levels while improving connections consistent with the approved 2012 Service Implementation Plan.

Below is a table summarizing the changes subsequent to the last approved plan.

Route	2012 Conditions	Status
21 West Broadway	The West Central neighborhood lacks direct trip connectivity to area activity centers north of the neighborhood	Continue as existing condition for 2014 SIP.
23 Maple/Ash	1. Weekday 60 minute mid-day headway violates maximum base headway of 30 minutes for Basic Urban service 2. Mid-day and weekends, the route does not travel to the Indian Trail weekday peak terminal	Proposed to solve #1 in the 2013 Service Implementation Plan; Continue #2 as existing condition.
24 Monroe	Although not a policy deficiency, Monroe St is a designated green HPT Service corridor with just 60 minute service on Sunday/holidays; interlined with routes 26 and 28	Continue as existing condition for 2014 SIP.
26 Addison	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Northpointe Shopping Center area, a key activity center	Continue as existing condition for 2014 SIP.
28 Nevada	Route does not operate to the end of the line on Saturday nights and Sunday/holidays thereby violating the Basic System Hours of Service to the route terminal in the Whitworth University/Northpointe Shopping Center area, a key activity center	Continue as existing condition for 2014 SIP.
33 Wellesley	Although not a policy deficiency, Wellesley Ave is a designated red HPT Service corridor with just 60 minute service on Saturdays; current route segment from South Hill Park & Ride north to Spokane Community College does not justify 15 minute weekday frequency	Continue as existing condition for 2014 SIP.
44 29th Ave	Although not a policy deficiency, 29th Ave and Regal St are designated green HPT Service corridors with just 60 minute service on Saturdays and Sunday/holidays	Continue as existing condition for 2014 SIP.

Programming of Major Service Improvements and Revisions

The following table represents the possible changes that could take place over the next few years. It is not designed to be a final list in order of importance, but to show the potential service changes that current riders could expect or mobility improvements that Spokane Transit is working to implement. Some changes may not be possible due to current financial constraints; however, savings will be

explored through the reconfiguration of interlines and through frequency reductions on corridors where ridership does not support the current frequency. It should be noted that the proposals contained in these tables could be influenced by customer requests and/or safety related requirements not listed in the previous Existing Conditions section.

2014	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed
September	Minor schedule and trip adjustments to improve system performance; full on time performance data collection capabilities are expected to be deployed to help with future schedule adjustments

2015	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed
September	Improve northside connectivity on Wellesley on Saturdays; Extend Route 26 to the end of the line Saturday nights and Sunday/Holidays; Extend Route 28 to the end of the line Saturday nights and Sunday/Holidays (may be contingent on future funding)

2016	Description of Service Changes
January	Minor routing and schedule adjustments as needed
May	Minor routing and schedule adjustments as needed
September	Interline Route 24 with service to Lincoln Heights and Moran Prairie (may be contingent on future funding)

The programmed improvements lists above are based on the best estimate of revenue available ffrom STA's current funding sources. Should additional resources become available. STA has engaged the public and policy-makers to develop a plan for potential service enhancements. This project, *Moving Forward* will result in a prioritized list of service and support capital improvements for the 10-15 year planning horizon.

Section 6: Capital Improvement Program (2014-2019)

Section 6: Capital Improvement Program (2014-2019)

Introduction

The Capital Improvement Program covers capital programs and projects for the period January 1, 2014 through December 31, 2014. This section of the Transit Development is organized as follows:

- Overview of Capital Programming and Implementation
- Capital Programs 2014-2019
- Section 5307 Program of Projects
- Fleet Replacement Plan
- Unfunded Projects

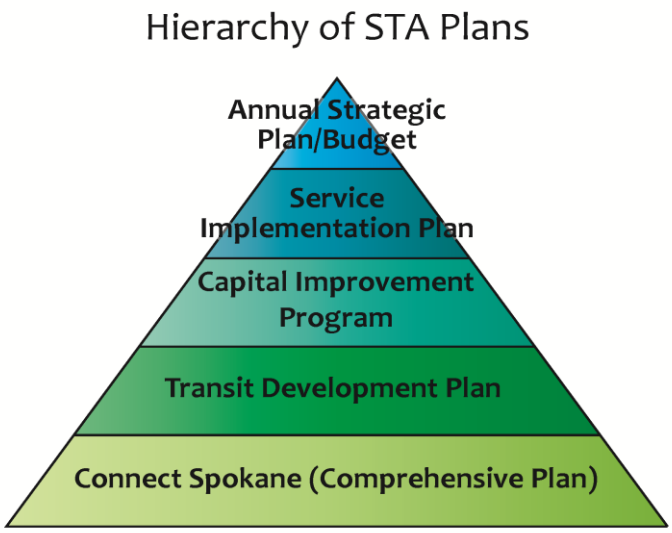
Overview of Capital Programming and Implementation

The Capital Improvement Program is development in accordance with *Connect Spokane.*

4.1 Capital Improvement Program (CIP)

STA shall maintain a capital improvement program that shall cover a period of no less than six years and be in general conformance with the Comprehensive Plan. To enable STA to make educated, coordinated, and financially sound capital investments, a 6-year capital improvement program must be developed. This program will be reviewed annually.

The development of a six-year capital improvement program (CIP) provides a mid-term horizon for prioritizing resources, enhancing the transit system, and maintaining existing assets and resources in good repair. The CIP, in companionship with the Transit Development Plan and Service Improvement Plan, connects the long range vision, goals and policies of the Comprehensive Plan to the near-term strategies outlined in the Annual Strategic Plan. The graphic below depicts the relationship of these planning documents.



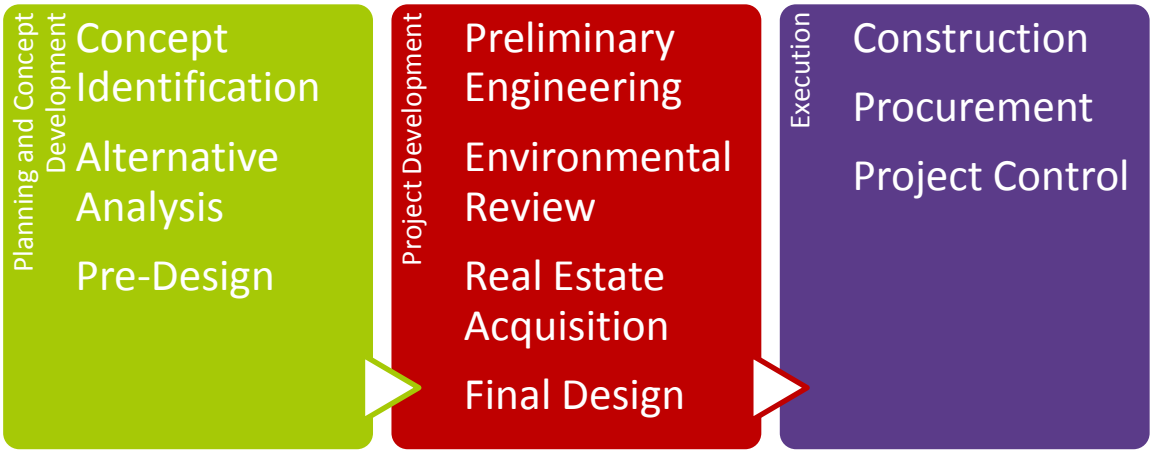
This relationship is further articulated by the following policy statement.

SI 4.2 Capital Projects

Capital projects shall adhere to the capital investment priorities found in Policy 1.0. A capital project is a significant investment project intended to acquire, develop, improve, or maintain a capital asset (such as property, buildings, vehicles, infrastructure, etc.)

Phases of Capital Improvement

There are three major phases of the capital improvement process that result in a capital project.



Planning and Concept Development

The first phase of any project is to develop project justification, scope and budget. The objective of this phase is to have a project that can be programmed for design and construction. This is a planning exercise that may begin with the Planning Department or a sponsoring department. The level of effort for the planning and concept development phase is commensurate with the magnitude of costs and complexity of the scope. Inclusion in the CIP permits Spokane Transit to pursue planning grants to fund these efforts as needed.

Example 1: *Based on the age of the fleet, it is anticipated that ten buses will need to be replaced in three years. In this phase the continued operational need for replacement buses is confirmed, basic vehicle specifications are development (size, fuel type) and a budget is established.*

Example 2: *The Comprehensive Plan has identified a corridor for future High Performance Transit. The corridor may lend itself to a new mode such as electric rapid transit (rubber-tired). Federal funding will be pursued. An alternatives analysis weighing multiple assessing alignment and mode alternatives should be completed before there is an alternative selected. A preliminary budget is developed in order to seek federal approval to advance into project development.*

Project Development

Project development includes all planning, engineering, specification and design processes that are required prior to construction or capital procurement. Where applicable, environmental review and acquisition of real estate also take place during this phase. To enter into this phase a project must have adequate definition in scope and budget and be authorized by the STA Board of Directors. A member of the executive team must be identified as the project sponsor. Authorization is implicit in the adoption of the Capital Improvement Program. Project Development authorization permits Spokane Transit to seek grants for project execution. The costs related with project development should normally be capitalized. The prioritization of capital projects is subject to the annual capital budget. Small projects of similar or related scope may be grouped for simplification of project management and implementation.

Execution

Execution of a project is the final stage of implementation. It includes the procurement of construction services, equipment and project control. In order to be authorized for execution, the project budget is finalized and all funding is secured. Authorization to execute the project is part of the adoption of the CIP or amendments thereto as needed. Authorization of this stage is in addition to the procurement process adopted in the agency's procurement policy. Some projects will require further board authorization.

Capital Programs 2014-2019

The programs in this Capital Improvement Program are presented in the following pages. Programs may include more than one project that together move forward a common objective, improve a common

facility or represent similar kinds of assets. The programs have been reviewed to consider fiscal impact and organizational requirement. As such, the projects are applied to the agency's financial resources during the period as programmed commitments. In some cases, a program may relate to unfunded projects listed later in the Capital Improvement Program. Inclusion of the complete program will require additional resources above that which are available, or reprioritization of projects when necessary. By identifying a project in the Capital Improvement Program's unfunded program list it may be eligible for grants and special appropriations from outside sources.

Program Categories

There are five program categories in which programs and projects in the CIP are organized. These groups are generally consistent with preceding capital plans adopted as part of the Transit Development Plan.

Vehicles

This includes fixed-route coaches, Paratransit vans, vanpool vans and other vehicles for internal operations and service.

Facilities - Maintenance & Administration

This includes maintaining existing major operating facilities, such as the Boone Avenue complex and the Fleck Service Center a state of good repair. It also includes expansion of maintenance facilities commensurate with service operations requirements.

Facilities – Passenger & Operational

This includes operational improvements, transit improvements focused on improved customer experience, and long-range capital projects related to system expansion.

Technology

This group includes information systems, technology projects and computer preservation for both internal and external customers.

High Performance Transit Implementation

This includes developing local and regional transportation corridors offering frequent, reliable, all day mass transit service. One main goal of the HPT is to establish a high level of connectivity.

Vehicles

Fixed Route Coaches

Replaces fixed-route coaches as vechicles reach their planned useful life, typically three years later than minimally required.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$2,378,000	$0	$0	$0	$7,300,069	$4,684,000	$14,362,069
State	$0	$0	$0	$0	$0	$0	$0
Federal	$1,000,000	$0	$0	$0	$1,000,000	$0	$2,000,000
Total	$3,378,000	$0	$0	$0	$8,300,069	$4,684,000	$16,362,069

Non-Revenue Vehicles

This program involves the replacement of non-revenue vehicles which are used to maintain transit facilities, transport employees, road supervisors and equipment.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$191,750	$47,250	$292,850	$70,000	$267,000	$210,000	$1,078,850
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$191,750	$47,250	$292,850	$70,000	$267,000	$210,000	$1,078,850

Paratransit Vans

This program replaces Paratransit vehicles on a routine schedule and in accordance with the fleet plan. The program does not include an expansion of the current fleet size.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$196,101	$141,389	$249,652	$0	$331,070	$5,501,500	$6,419,712
State	$0	$0	$0	$0	$0	$0	$0
Federal	$784,404	$565,555	$998,609	$0	$1,324,280	$1,091,200	$4,764,049
Total	$980,505	$706,944	$1,248,261	$0	$1,655,351	$6,592,700	$11,183,761

Vanpool Vans

This program will purchase vanpool vans over the course of the Capital Improvement Programfor replacement of retired vehicles and planned expansion of Vanpool program. Expansion of the fleet is contingent on grants from WSDOT.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$625,040	$351,158	$361,693	$1,012,736	$329,140	$305,000	$2,984,767
State	$227,287	$234,106	$241,129	$0	$0	$0	$702,522
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$852,327	$585,264	$602,822	$1,012,736	$329,140	$305,000	$3,687,289

Total: Vehicles

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$3,390,891	$539,797	$904,195	$1,082,736	$8,227,279	$10,700,500	$24,845,398
State	$227,287	$234,106	$241,129	$0	$0	$0	$702,522
Federal	$1,784,404	$565,555	$998,609	$0	$2,324,280	$1,091,200	$6,764,049
Total	$5,402,582	$1,339,458	$2,143,933	$1,082,736	$10,551,560	$11,791,700	$32,311,969

Facilities - Maintenance & Administration

Boone - Facility Master Plan Program

This program will increase general capacity for transit operations by making improvements to existing structures and constructing and/or improving administrative and operational space on the Boone Transit Campus. Expanded vehicle storage capacity projected by the master plan is not included in the funded program.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$2,253,160	$0	$0	$0	$0	$1,190,000	$3,443,160
State	$0	$0	$0	$0	$0	$0	$0
Federal	$440,000	$0	$0	$0	$0	$0	$440,000
Total	$2,693,160	$0	$0	$0	$0	$1,190,000	$3,883,160

Boone - Preservation and Enhancements

This program contains projects which will extend the useful life of the Boone facilities through replacement of equipment, fixtures and other aspects of the facility.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$330,000	$35,000	$60,000	$35,000	$35,000	$305,000	$800,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$380,000	$0	$25,000	$0	$0	$0	$405,000
Total	$710,000	$35,000	$85,000	$35,000	$35,000	$305,000	$1,205,000

Fleck Center Preservation and Improvements

This program contains funded projects which will extend the useful life of the Fleck Center facility located at 123 S Bowdish Road.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$445,000	$0	$0	$0	$0	$420,000	$865,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$445,000	$0	$0	$0	$0	$420,000	$865,000

Miscellaneous Equipment and Fixtures

This program is used to fund smaller capital projects, including fixtures, equipment and minor facility upgrade requirements on a routine basis.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$45,000	$20,000	$107,000	$47,000	$20,000	$20,000	$259,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$45,000	$20,000	$107,000	$47,000	$20,000	$20,000	$259,000

Total: Facilities - Maintenance & Administration

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$3,073,160	$55,000	$167,000	$82,000	$55,000	$1,935,000	$5,367,160
State	$0	$0	$0	$0	$0	$0	$0
Federal	$820,000	$0	$25,000	$0	$0	$0	$845,000
Total	$3,893,160	$55,000	$192,000	$82,000	$55,000	$1,935,000	$6,212,160

Facilities - Passenger & Operational

Park and Ride Upgrades

This program extends or enhances the useful life of Spokane Transit park and ride facilities.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$25,000	$275,000	$25,000	$25,000	$25,000	$25,000	$400,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$25,000	$275,000	$25,000	$25,000	$25,000	$25,000	$400,000

Plaza Renovation

This program includes projects to renovate both the interior and exterior of the downtown Plaza facility consistent with the 2008 Plaza Renovation Plan adopted by the STA Board and subsequent Board action.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$1,901,165	$0	$0	$0	$0	$0	$1,901,165
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$1,901,165	$0	$0	$0	$0	$0	$1,901,165

Route & Stop Facility Improvements

This program implements various projects that improve the functionality of STA bus stop, routes and related infrastructure, including but not limited to signage, shelters and ADA access. Many of these projects are considered "associated transportation improvements" and are programmed to meet or exceed the annual minimum federal requirement in such improvements.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$149,980	$120,000	$120,000	$120,000	$120,000	$120,000	$749,980
State	$0	$0	$0	$0	$0	$0	$0
Federal	$203,673	$80,000	$80,000	$80,000	$80,000	$80,000	$603,673
Total	$353,653	$200,000	$200,000	$200,000	$200,000	$200,000	$1,353,653

Valley Transit Center (Pence Cole) Preservation

This program contains projects which will extend the useful life of the Valley Transit Center (Pence Cole) facility.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$314,500	$0	$0	$20,000	$0	$0	$334,500
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$314,500	$0	$0	$20,000	$0	$0	$334,500

Total: Facilities - Passenger & Operational

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$2,390,645	$395,000	$145,000	$165,000	$145,000	$145,000	$3,385,645
State	$0	$0	$0	$0	$0	$0	$0
Federal	$203,673	$80,000	$80,000	$80,000	$80,000	$80,000	$603,673
Total	$2,594,318	$475,000	$225,000	$245,000	$225,000	$225,000	$3,989,318

Technology

Business Systems Replacement

This program will replace and improve Spokane Transit's current enterprise resource programs and processes including but not limited to financial, human resource and inventory software systems.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$636,800	$81,928	$0	$0	$0	$0	$718,728
State	$0	$0	$0	$0	$0	$0	$0
Federal	$1,347,200	$327,714	$0	$0	$0	$0	$1,674,914
Total	$1,984,000	$409,642	$0	$0	$0	$0	$2,393,642

Communications Technology Upgrades

This program includes in-vehicle and stationary communications systems to replace existing systems as they become obsolete.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$3,310,000	$2,000,000	$0	$0	$0	$0	$5,310,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$3,310,000	$2,000,000	$0	$0	$0	$0	$5,310,000

Computer Equipment Preservation and Upgrades

This program funds the replacement of computers and associated hardware items on a routine basis

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$225,000	$225,000	$225,000	$225,000	$225,000	$225,000	$1,350,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$225,000	$225,000	$225,000	$225,000	$225,000	$225,000	$1,350,000

Fare Collection and Sales Technology

This program invests in updated hardware and software for fare collection systems in use by Spokane Transit to extend the useful life and expand the functionality of said systems.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$0	$2,003,127	$0	$0	$0	$0	$2,003,127
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$700,000	$0	$0	$0	$0	$700,000
Total	$0	$2,703,127	$0	$0	$0	$0	$2,703,127

Operating & Customer Service Software

This program includes the purchase and installation of software desgined to improve the ease and efficiency of tasks performed in providing customer service.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$25,000	$25,000	$25,000	$25,000	$25,000	$0	$125,000
State	$0	$0	$0	$0	$0	$0	$0
Federal	$0	$0	$0	$0	$0	$0	$0
Total	$25,000	$25,000	$25,000	$25,000	$25,000	$0	$125,000

Smart Bus Implementation

This program will plan for and install Smart Bus components on our fixed-route fleet. The components will include CAD/AVL, automatic passenger counters, visual/audio stop announcements and other improvements.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$2,600,000	$1,664,500	$100,000	$100,000	$100,000	$100,000	$4,664,500
State	$0	$0	$0	$0	$0	$0	$0
Federal	$435,500	$0	$0	$0	$0	$0	$435,500
Total	$3,035,500	$1,664,500	$100,000	$100,000	$100,000	$100,000	$5,100,000

Total: Technology

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$6,796,800	$5,999,555	$350,000	$350,000	$350,000	$325,000	$14,171,355
State	$0	$0	$0	$0	$0	$0	$0
Federal	$1,782,700	$1,027,714	$0	$0	$0	$0	$2,810,414
Total	$8,579,500	$7,027,269	$350,000	$350,000	$350,000	$325,000	$16,981,769

High Performance Transit Implementation

Central City Line

When complete, the Central City Line will provide High Performance Transit service between Browne's Addition and Gonzaga University using a Modern Electric Trolley. Current funded elements of the program includes project definition, preliminary engineering and environmental review. Final design and construction is currently unfunded.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$340,757	$0	$0	$0	$0	$0	$340,757
State	$250,000	$250,000	$0	$0	$0	$0	$500,000
Federal	$687,500	$687,500	$0	$0	$0	$0	$1,375,000
Total	$1,278,257	$937,500	$0	$0	$0	$0	$2,215,757

HPT Program Development

This program advances High Performance Transit implementation by addressing programmatic requirements that are not isolated to a particular corridor, including facility and communication standards.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$61,875	$61,875	$0	$0	$0	$0	$123,750
State	$0	$0	$0	$0	$0	$0	$0
Federal	$247,500	$247,500	$0	$0	$0	$0	$495,000
Total	$309,375	$309,375	$0	$0	$0	$0	$618,750

West Plains Transit Center

This program supports the implementation of a new West Plains Transit Center adjacent to Exit 272 along I-90. The current CIP includes preliminary engineering and design. Unfunded elements include right of way acquisition and construction. Depending on future decision-making, the project may be incorporated into the implementation of High Performance Transit between Spokane and Cheney.

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$44,550	$81,675	$22,275	$0	$0	$0	$148,500
State	$0	$0	$0	$0	$0	$0	$0
Federal	$285,450	$523,325	$142,725	$0	$0	$0	$951,500
Total	$330,000	$605,000	$165,000	$0	$0	$0	$1,100,000

Total: High Performance Transit Implementation

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$447,182	$143,550	$22,275	$0	$0	$0	$613,007
State	$250,000	$250,000	$0	$0	$0	$0	$500,000
Federal	$1,220,450	$1,458,325	$142,725	$0	$0	$0	$2,821,500
Total	$1,917,632	$1,851,875	$165,000	$0	$0	$0	$3,934,507

Total Capital Improvement Program

	2014	2015	2016	2017	2018	2019	2014-2019
Local	$16,098,678	$7,132,902	$1,588,470	$1,679,736	$8,777,279	$13,105,500	$48,382,565
State	$477,287	$484,106	$241,129	$0	$0	$0	$1,202,522
Federal	$5,811,227	$3,131,594	$1,246,334	$80,000	$2,404,280	$1,171,200	$13,844,636
Total	$22,387,192	$10,748,602	$3,075,933	$1,759,736	$11,181,560	$14,276,700	$63,429,723

Section 5307 Program of Projects

The Urbanized Area Formula Funding program (49 U.S.C 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The following is a schedule of 5307 Apportionment Estimates from 2013-2016 and represents a Program of Projects for this funding source as required federal statute. Please note that Preventive Maintenance is considered an eligible capital project by FTA definitions but in response to accounting standards are represented in STA's annual operations budget.

2013 Program of Projects			
Project	**Federal**	**Local**	**Total**
Preventive Maintenance	$7,588,179	$1,897,045	$9,485,223
Associated Transit Improvements	$76,648	$19,162	$95,810
Total	**$7,664,827**	**$1,916,207**	**$9,581,034**

2014 Program of Projects			
Project	**Federal**	**Local**	**Total**
Preventive Maintenance	$7,702,001	$1,925,500	$9,627,502
Associated Transit Improvements	$77,798	$19,449	$97,247
Total	**$7,779,799**	**$1,944,950**	**$9,724,749**

2015 Program of Projects			
Project	**Federal**	**Local**	**Total**
Preventive Maintenance	$7,817,531	$1,954,383	$9,771,914
Associated Transit Improvements	$78,965	$19,741	$98,706
Total	**$7,896,496**	**$1,974,124**	**$9,870,620**

2016 Program of Projects			
Project	**Federal**	**Local**	**Total**
Preventive Maintenance	$7,934,794	$1,983,699	$9,918,493
Associated Transit Improvements	$80,149	$20,037	$100,187
Total	**$8,014,944**	**$2,003,736**	**$10,018,680**

Fleet Replacement Plan

Funded and Proposed Fixed-Route Vehicle Acquisition Plan 2013-2019							
	2013	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
FLEET AT START							
Diesel Buses	124	124	126	126	126	126	126
Hybrid Electric Vehicles	28	28	28	28	28	28	28
Fixed Route Vans	2	2	2	2	2	2	2
Buses to be Surplused	0	6	0	0	0	16	10
Vans to be Surplused	0	0	0	0	0	0	0
New Replacement Buses – Hybrid	0	0	0	0	0	0	0
New Replacement Buses – Diesel	0	8	0	0	0	16	10
FLEET AT END	**154**	**156**	**156**	**156**	**156**	**156**	**156**
Buses in Contingency Fleet	23	22	22	22	22	22	15
FLEET UTILIZATION							
Maximum Peak Requirement	112	112	112	112	112	112	117
Spare Fleet	19	22	22	22	22	22	24
Operating Fleet	**131**	**134**	**134**	**134**	**134**	**134**	**141**
Contingency Fleet	**23**	**22**	**22**	**22**	**22**	**22**	**15**

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2013 - 2019							
	2013	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
FLEET AT START							
Gasoline Vans	12	12	12	12	0	0	0
Diesel Vans	58	58	58	58	70	70	70
Vans to be Surplused	10	10	7	12	0	15	16
New Replacement Vans – Gasoline	0	0	0	0	0	0	0
New Replacement Vans – Diesel	12	12	7	12	0	15	16
FLEET AT END	**70**	**70**	**70**	**70**	**70**	**70**	**70**
FLEET UTILIZATION							
Maximum Peak Requirement	60	60	60	60	60	60	60

Funded and Proposed Paratransit Van Acquisition Plan (Directly Operated) 2013 - 2019							
	2013	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
Spare Fleet	10	10	10	10	10	10	10
Operating Fleet	**70**	**70**	**70**	**70**	**70**	**70**	**70**
Contingency Fleet	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funded and Proposed Vanpool Acquisition Plan 2013 - 2019							
	2013	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
FLEET AT START							
Existing Fleet	123	133	143	153	163	163	163
Replacement Vans and Expansion Vans	19	30	20	20	32	10	9
Vans to be Surplused	9	20	10	10	32	10	9
Expanded Special Use	0	0	0	0	0	0	0
FLEET AT END	**133**	**143**	**153**	**163**	**163**	**163**	**163**
FLEET UTILIZATION							
Vanpool Operating Fleet	109	118	126	135	135	135	135
Vanpool Spare Fleet (100%)	9	10	12	13	13	13	13
Special Operating Fleet*	11	11	11	11	11	11	11
Special Spare Fleet*	4	4	4	4	4	4	4
PEAK REQUIREMENT	**120**	**129**	**137**	**146**	**146**	**146**	**146**

**included in total fleet vans*

Unfunded Projects

Beginning with the 2009 budget, the STA Board of Directors deferred a number of projects that would have been necessary to complete should service levels remained at 2009. Additionally, a number of projects have been identified that would represent improvements to service delivery and capacity that could be implemented when funding is available. The following list is meant to document these unfunded projects in order to provide continuity in documentation of unmet needs as well as establishing a tentative list of opportunities should funding be available. Because of their unfunded nature, most projects have very limited scoping and cost estimates. Therefore, unless otherwise noted, it is more appropriate to consider the cost estimates shown below as representations of magnitude rather than anticipated construction or procurement costs.

Project Title	Description	Estimated Cost (2012$)
Central City HPT Implementation	Construct High Performance Transit using a Modern Electric Trolley between Browne's Addition and Gonzaga University via downtown and the University District.	$36,000,0000
Fire Alarm Replacement	Complete upgrade and replacement of the fire alarm system and controls within the existing Boone facilities.	$467,000
Grounds Maintenance Facility	Construct a facility to store maintenance equipment and supplies that are currently exposed to the elements.	$750,000
Smart Bus Additional Enhancements	Provide for additional Smart Bus hardware and capability investments, which may include additional real-time information sign installations, transit signal priority and other customer and operational enhancements.	$2,800,000
Wilbert Vault Vehicle Servicing Facility	Construct a vehicle storage, servicing and operations facility on the former Wilbert Vault site to accommodate Paratransit and Vanpool fleet and operations. This facility is required should service be expanded beyond current levels.	$6,000,000
West Plains Transit Center	Construct a transit center at the interchange of I-90 and SR 902 to provide for efficient transit connections between Medical Lake, Cheney and Airway Heights with parking for bus and vanpool commuters.	$13,000,000

Section 7: Operating and Financial Projections

Section 7: Operating and Financial Projections

Recent economic fluctuations have reminded us that the future of revenues and expenditures is often uncertain and challenging to predict. However, working with best available data and adopting prudent assumptions can provide some guidance for actions that need to be taken in order for Spokane Transit to remain financially sustainable. The one thing that is certain is that to maintain the current levels of service through the life of this plan, STA will need increased revenue to meet the costs of providing service. The following budget for 2013 and the projections for the years 2014-2019 reflect the financial update provided to the STA Board of Directors in March of 2013 after the close-out of financial statements for 2012 and other updated projections based on existing circumstances.

	2012 Actual	2013 Budgeted	2014 Projected	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected
Fixed Route Bus Service								
Revenue Vehicle Hrs.	381,167	389,272	391,218	393,174	395,140	397,116	399,102	401,097
Service Vehicle Hours	403,109	411,872	413,931	416,001	418,081	420,171	422,272	424,384
Revenue Vehicle Miles	5,313,529	5,425,904	5,453,034	5,480,299	5,507,700	5,535,239	5,562,915	5,590,729
Service Vehicle Miles	5,807,094	5,905,857	5,935,386	5,994,889	5,994,889	6,024,863	6,054,987	6,085,262
Passenger Trips	11,031,338	11,141,383	11,197,000	11,253,075	11,309,340	11,365,887	11,422,717	11,479,830
Directly Operated Paratransit Service								
Revenue Vehicle Hrs.	85,246	87,398	87,398	87,398	87,398	87,398	87,398	87,398
Service Vehicle Hours	91,704	94,549	94,549	94,549	94,549	94,549	94,549	94,549
Revenue Vehicle Miles	1,272,186	1,307,774	1,307,774	1,307,774	1,307,774	1,307,774	1,307,774	1,307,774
Service Vehicle Miles	1,378,111	1,451,680	1,451,680	1,451,680	1,451,680	1,451,680	1,451,680	1,451,680
Passenger Trips	257,891	266,308	266,308	266,308	266,308	266,308	266,308	266,308
Contracted Paratransit Service								
Revenue Vehicle Hrs.	67,889	69,184	70,395	71,627	72,880	74,155	75,453	76,774
Service Vehicle Hours	75,114	76,043	77,374	78,728	80,106	81,507	82,934	84,385
Revenue Vehicle Miles	1,094,110	1,113,316	1,132,799	1,153,623	1,172,794	1,193,318	1,214,201	1,235,449
Service Vehicle Miles	1,252,442	1,302,338	1,325,129	1,348,319	1,371,914	1,395,923	1,420,351	1,445,208
Passenger Trips	185,815	189,372	192,686	196,058	199,489	202,980	206,532	210,147
Special Use Van								
Revenue Vehicle Hrs.	10,345	10,723	10,723	10,991	10,991	11,102	11,102	11,296
Service Vehicle Hours	12,266	11,135	11,135	11,330	11,330	11,528	11,528	11,730
Revenue Vehicle Miles	166,611	151,476	151,476	154,127	154,127	156,824	156,824	159,568
Service Vehicle Miles	188,181	172,891	172,891	175,917	175,917	178,995	178,995	182,128
Passenger Trips	46,400	41,334	41,334	42,057	42,057	42,793	42,793	43,542
Vanpool Services								
Revenue Vehicle Hrs.	33,220	33,834	36,627	39,110	41,904	41,904	41,904	41,904
Revenue Vehicle Miles	1,189,701	1,268,760	1,373,520	1,466,640	1,571,400	1,571,400	1,571,400	1,571,400
Passenger Trips	250,436	291,815	315,910	337,327	361,422	361,422	361,422	361,422

	2012 Actual	2013 Budget	2014 Projected	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected
Revenue								
Fixed Route	$9.4	$9.4	$9.1	$10.5	$10.5	$10.6	$12.2	$12.3
Paratransit	0.7	0.7	0.7	0.8	0.8	0.8	1.0	1.0
Vanpool	0.7	0.8	1.1	1.2	1.3	1.4	1.5	1.5
Total Fare Revenue	**$10.8**	**$10.9**	**$10.8**	**$12.5**	**$12.6**	**$12.8**	**$14.7**	**$14.8**
Sales Tax	42.9	42.1	43.0	43.5	43.9	44.8	45.7	46.6
Fed. Preventive Maintenance Grant	8.3	7.5	7.6	7.8	7.9	8.1	8.3	8.6
State Special Needs Grant	0.0	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Misc. Investments, Earnings & Other	0.8	0.6	0.9	0.6	0.5	0.3	0.2	0.0
Total Revenue Before Capital Grants	**$62.7**	**$61.8**	**$63.0**	**$65.0**	**$65.7**	**$66.8**	**$69.6**	**$70.6**
Federal and State Capital Grants	3.4	6.4	6.3	3.6	1.5	0.1	2.4	1.2
Total Revenue	**$66.1**	**$68.2**	**$69.3**	**$68.6**	**$67.2**	**$66.9**	**$72.0**	**$71.8**
Operating Expense								
Fixed Route	43.4	46.4	48.5	50.2	52.0	53.8	55.7	57.7
Paratransit	12.1	13.5	14.2	14.9	15.6	16.3	17.1	17.9
Vanpool	0.8	1.0	1.1	1.2	1.4	1.5	1.6	1.6
Total Operating Expense	**$56.3**	**$61.0**	**$63.8**	**$66.3**	**$68.9**	**$71.6**	**$74.4**	**$77.2**

Capital Projects Expenditures								
Federal Portion	2.7	5.4	5.8	3.1	1.2	0.1	2.4	1.2
State Portion	0.6	1.0	0.5	0.5	0.2	0.0	0.0	0.0
Federal Stimulus Portion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Portion	10.2	7.7	16.1	7.1	1.6	1.7	8.8	13.1
Total Capital Expenditures	**$13.5**	**$14.1**	**$22.4**	**$10.7**	**$3.1**	**$1.8**	**$11.2**	**$14.3**
Cooperative Street & Road Projects	0.3							

Total Expenses and Expenditures	**$70.1**	**$75.1**	**$86.2**	**$77.1**	**$72.0**	**$73.4**	**$85.5**	**$91.5**

Change in Cash Balance	**($4.0)**	**($6.9)**	**($16.9)**	**($8.4)**	**($4.8)**	**($6.5)**	**($13.5)**	**($19.7)**

Beginning Cash Balance	46.3	50.4	43.5	26.6	18.1	13.3	6.8	(6.7)
Ending Cash Balance	50.4	43.5	26.6	18.1	13.3	6.8	(6.7)	(26.4)
Self Insurance Reserve	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)	(5.5)
Board Designated Reserves	(13.4)	(14.1)	(14.5)	(14.9)	(15.3)	(15.7)	(16.1)	(16.5)
Cash Balance After Reserves	**$31.5**	**$23.9**	**$6.5**	**($2.3)**	**($7.5)**	**($14.4)**	**($28.3)**	**($48.4)**

**NOTE: Figures in this table are in millions of dollars and rounded to the nearest 100 thousand.*

***Figures based on 2013-2018 Capital Improvement Program*

Appendix

Appendix A – Performance Measures

1. Ensure Safety

Emphasize safety of our customers and employees in all aspects of our operations.

Accident Rate (Property)			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Total Accidents	2.0 (or less) per 100,000 miles	Quarterly
	Preventable Accidents	0.5 (or less) per 100,000 miles	Quarterly
Paratransit	Total Accidents	2.0 (or less) per 100,000 miles	Quarterly
	Preventable Accidents	1.0 (or less) per 100,000 miles	Quarterly
Injury Rate (Employee Days Lost)			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Work Days Lost Due to Injury	Less than 0.02 per 1000 employee hours	Quarterly
Paratransit	Workers Comp Lost Days	Less than 0.04 per 1000 employee hours	Quarterly
Maintenance	Workers Comp Lost Days	Less than 0.05 per 1000 employee hours	Quarterly
Injury Rate (Employee Claims)			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Claims per 1,000 Hours	Less than 0.05 Claims per 1,000 Hours	Quarterly
Paratransit	Claims per 1,000 Hours	Less than 0.08 Claims per 1,000 Hours	Quarterly
Maintenance	Claims per 1,000 Hours	Less than 0.09 Claims per 1,000 Hours	Quarterly

2. Earn and Retain the Community's Trust

Engender trust and accountability and satisfy and exceed the expectations of citizens, customers, and employees; increase ridership; provide service that is responsive and tailored to the area's needs.

Ridership			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Number of Unlinked Trips	Grow Ridership by 1% from 2012 (approximately 11.1 trips)	Monthly
Paratransit	Number of Unlinked Trips	0% Increase from 2012 (approximately 500,000 trips)	Monthly
Vanpool	Number of Unlinked Trips	8.9% increase from 2012 (approximately 275,000 trips)	Monthly

Service Effectiveness			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Passengers per Revenue Hour	24 System Wide Average	Quarterly
Paratransit	Passengers per Revenue Hour	3.0	Quarterly

Customer Security				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Fixed Route	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually
Paratransit	Response to Questions on Annual Survey: Customer Assessment of Personal Safety and Drivers Driving Safe	5 on a Scale of 1 to 5	4.5 Average	Annually

Public Outreach				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Agency Wide	Response to question on annual community survey: STA does a Good Job Listening to the Public	5 on a Scale of 1 to 5	4.5 Average	Annually

3. Provide Outstanding Customer Service

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

On Time Performance			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	0 to 5 Minutes from Scheduled Time Point	95% On Time	Quarterly
Paratransit	0 to 30 Minutes from Scheduled Pick Up Time	95% On Time	Quarterly
Call Center			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below	Monthly
Paratransit Abandon Rate	Percent of Calls Abandoned in Comparison to the Total Call Volume	4% or Below	Monthly
Fixed Route Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds	Monthly
Paratransit Service Level	Percent of Time Calls are Answered Within the Goal Period	90%/60 Seconds	Monthly

Professionalism and Courtesy				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Fixed Route	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	5 on a Scale of 1 to 5	4.5 Average	Monthly
Paratransit	Quality Counts Survey Response to: "Operator Professional and Courteous Throughout the Trip"	5 on a Scale of 1 to 5	4.5 Average	Monthly
Administration/ Customer Service/ Paratransit Reservations/ Security	Quality Counts Survey Response to: "Employee was Professional and Courteous Throughout the Call/Interaction"	5 on a Scale of 1 to 5	4.5 Average	Monthly
Driver Announcements/Introduction				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Fixed Route	Quality Counts Survey Response to: "Operator Audibly Announcing Published Stops"	100%	95% Average or Above on Quality Counts Surveys. (FTA Standard is Average)	Monthly
Paratransit	Quality Counts Survey Response to: "Operator Identifying Himself/Herself at Pick-Up"	100%	90% Response on Quality Counts Surveys	Monthly
Cleanliness of Coach/Van				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Fixed Route	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly
Paratransit	Response to Quality Counts Survey	100%	Score 90% or Greater as a Standard	Monthly

Complaint Rate			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Number of Complaints Received	Less Than 5 Complaints per 100,000 Boardings	Monthly
Paratransit	Number of Complaints Received	Less than 5 Complaints per 10,000 Boardings	Monthly
Maintenance Reliability			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Number of Road Calls	Less than 1 per 8,000 Miles	Monthly
Paratransit	Number of Road Calls	Less than 1 per 40,000 Miles	Monthly

4. Enable Organizational Success

Have a well-trained and highly productive workforce; promote healthy dialogue on important issues. Have an active and engaged Board of Directors.

Training Rate (Employee)			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Paratransit	Complete Advanced Operator Training	8 Hours per Operator Annually	Quarterly
Maintenance	4 Major Component Training Events + Variety of General Professional Classes	Invest Average of $200 per Employee per Year in Training Program	Quarterly
Managers/ Supervisors/ Administrative	Scheduled Professional Development Class	25% of Population Receive Either On-Site or Off-Site Training Event per Year	Quarterly

Annual Employee Feedback			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly
Paratransit	Supervisor Conducts Formal Ride Check/Ride Along	100% of Operators Receive a Successful Evaluation on a Ride Check/Ride Along Annually	Quarterly

Governance			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Board Development	Attendance at a Transit-Related Conference/Training Event	Two Board Members Attend Annually	Annually

5. Exemplify Financial Stewardship

Operate an efficient, cost-effective operation; maintain tight control of operational, administrative, and capital expenditures of public resources; establish reasonable, user-based revenue targets; plan for future operational and capital needs.

Cost Efficiency			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly
Paratransit	Cost per Revenue Hour	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly
Cost Effectiveness			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly
Paratransit	Cost per Passenger	Below 95% of Average Cost of Urban Systems in Washington State	Quarterly
Cost Recovery from User Fees			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Farebox Return	At least 20%	Quarterly
Paratransit	Farebox Return	At least 5%	Quarterly
Vanpool	Fare Revenue Compared to Operational and Administrative Expenses	100%	Quarterly

Maintenance Cost			
Category	**Measurement**	**Goal**	**Measurement Frequency**
Fixed Route	Cost per Total Mile by Fleet	$1.15 per Mile	Quarterly
Paratransit/ Vanpool	Cost per Total Mile	$0.85 per Mile	Quarterly

Financial Capacity				
Category	**Measurement**	**Goal**	**Standard**	**Measurement Frequency**
Financial Management	Adherence to Approved Operating Budget	Operate at, or Below, Budgeted Expenditures	N/A	Quarterly
Service Level Stability	Number of Years Current Service Level can be Sustained	6 Years	N/A	Annually
Ability to Sustain Essential Capital Investments	Fully Funded Capital Improvement Plan	6 Years	N/A	Annually
Public Perception	Answer to Question on Annual Community Survey: STA is Financially Responsible	5 on a Scale of 1 to 5	4.5	Annually

Appendix B – System Ridership, Miles & Hours 1994 - 2012

Fixed Route Ridership, Mile and Hours			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
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	414,751	5,718,006	11,110,476
2009	418,247	5,782,329	11,152,841
2010	414,364	5,772,668	10,710,528
2011	397,000	5,539,541	10,831,987
2012	381,167	5,313,529	11,031,338

Paratransit Ridership, Miles and Hours; Combined Service			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
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	178,959	2,724,953	516,516

Paratransit Ridership, Miles and Hours; Combined Service			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
2009	175,081	2,685,157	521,578
2010	172,744	2,592,443	517,192
2011	166,263	2,368,569	485,551
2012	163,479	2,532,907	490,106

Paratransit Ridership, Miles and Hours; Directly Operated			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
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	91,129	1,337,188	277,528
2009	90,765	1,307,371	277,200
2010	84,769	1,213,471	258,640
2011	84,439	1,229,362	254,171
2012	85,246	1,272,186	257,891

Paratransit Ridership, Miles and Hours; Purchased Transportation			
Year	Annual Revenue Hours	Annual Revenue Miles	Total Passengers
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

Paratransit Ridership, Miles and Hours; Purchased Transportation			
Year	**Annual Revenue Hours**	**Annual Revenue Miles**	**Total Passengers**
2008	87,830	1,387,765	238,988
2009	84,316	1,377,786	244,378
2010	87,975	1,378,972	258,552
2011	81,824	1,275,612	231,380
2012	78,233	1,260,721	232,215

NOTE: Purchased Transportation figures include Special Use Van

Vanpool Ridership, Miles and Hours			
Year	**Annual Revenue Hours**	**Annual Revenue Miles**	**Total Passengers**
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	24,267	893,380	224,264
2009	23,703	888,699	209,822
2010	24,198	907,418	208,480
2011	27,304	1,025,192	232,816
2012	33,220	1,189,701	250,436

Appendix C – Asset Management Plan

Spokane Transit Authority must submit and Asset Management Plan (AMP) to the Washington State Department of Transportation. As part of the approved AMP, a separate annual inventory is included as part of the Transit Development Plan to the Washington State Department of Transportation.

Per the Washington State Department of Transportation, "as a condition of receiving state funds, publicly owned transit systems are required to submit an asset management plan to the Washington State Transportation Commission for certification. The plan must inventory all transportation system assets and provide a preservation plan based on the lowest life-cycle cost (LLCC) methodologies."

The AMP inventory includes:

1. Rolling Stock (all passenger service vehicles owned by the agency)
2. Facilities (all facilities with a replacement value of $25,000 or greater)
3. Equipment (all equipment with a replacement value of $100,000 or greater)

The inventory includes, but is not limited to, the asset's Condition, Age, Remaining useful life and Replacement Cost.

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Fixed Route

Spokane Transit Auth
12/31/2012

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

B. Susan Meyer — 6.27.13
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)	Cost to Replace($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
1997 NEW FLYER	1	1FYD2LL12VU017228	9702	759183	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017229	9703	732711	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017231	9705	723036	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017232	9706	718531	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL16VU017233	9707	735984	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL11VU017236	9710	709205	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL17VU017239	9713	742313	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL13VU017240	9714	745101	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL19VU017243	9717	759748	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL12VU017245	9719	748332	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL14VU017246	9720	755094	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL1XVU017249	9723	732893	50	16	0	526,332	YES	40 + 2	DF	NO
1997 NEW FLYER	1	1FYD2LL18VU017251	9725	743894	50	16	0	526,332	YES	40 + 2	DF	NO
2002 NEW FLYER 60'	5	2FYD2UM1X2U024373	2261	343859	60	11	4	24,941	YES	62+2	DF	NO
2002 NEW FLYER 60'	5	2FYD2UM112U024374	2262	372601	60	11	4	56,248	YES	62+2	DF	NO
2002 NEW FLYER 60'	5	2FYD2UM152U024541	2263	283411	60	11	4	25,176	YES	62+2	DF	NO
2003 GILLIG 35'	2	15GGB271X21073384	2301	421810	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073385	2302	445014	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073386	2303	412755	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073387	2304	460111	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073388	2305	445037	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073389	2306	439520	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073390	2307	433115	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073391	2308	438775	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271731073392	2309	446049	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271931073393	2310	446360	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271131073016	2311	436773	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271331073017	2312	439835	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 35'	2	15GGB271531073018	2313	440623	65	10	5	409,684	YES	30 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090818	2330	350595	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090819	2331	366376	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271031090820	2332	354568	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271231090821	2333	331234	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271431090822	2334	350851	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271631090823	2335	341215	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271831090824	2336	346246	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271X31090825	2337	342132	65	10	5	383,624	YES	24 + 2	DF	NO

ROLLING STOCK-BUSES page 1

Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful life (years)	Cost to Replace($)	ADA Access (Yes/No)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2003 GILLIG 29'	4	15GGE271131090826	2338	346586	65	10	5	383,624	YES	24 + 2	DF	NO
2003 GILLIG 29'	4	15GGE271331090827	2339	346278	65	10	5	383,624	YES	24 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291451074550	2501	346072	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291651074551	2502	332989	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291851074552	2503	342507	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291X51074553	2504	324692	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291151074554	2505	345228	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291351074555	2506	332151	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291551074556	2507	338569	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291751074557	2508	322437	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291951074558	2509	331097	80	8	7	403,799	YES	30 + 2	DF	NO
2005 GILLIG 35'	2	15GGB291051074559	2510	326150	80	8	7	403,799	YES	30 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291761077750	2601	321254	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077751	2602	310633	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291061077752	2603	315067	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291261077753	2604	328116	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077754	2605	331051	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077755	2606	330383	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077756	2607	330053	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077757	2608	314222	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291161077758	2609	320495	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291361077759	2610	296515	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077760	2611	321227	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077761	2612	324633	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291X61077762	2613	321990	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291161077763	2614	319814	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291361077764	2615	325815	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291961077765	2616	323883	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291461077766	2617	319344	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291661077767	2618	324712	85	7	8	427,109	YES	40 + 2	DF	NO
2006 GILLIG 40'	1	15GGD291861077768	2619	318090	85	7	8	427,109	YES	40 + 2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031037	2661	201439	85	6	9	658,501	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031038	2662	209138	85	6	9	658,501	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031039	2663	212630	85	6	9	658,501	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS196C031040	2664	199815	85	6	9	658,501	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS106C031041	2665	203219	85	6	9	658,501	YES	62+2	DF	NO
2007 NEW FLYER 60'	5	5FYD4YS126C031042	2666	210954	85	6	9	658,501	YES	62+2	DF	NO
Total			**74**	**30464138**				**$ 32,214,872**				

Public Transportation Management System
Owned Rolling Stock Inventory
Fleet - Fixed Route

Spokane Transit Autho
12/31/2012

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

B. Susan Meyer — Signature and Title
6.27.13 — 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)
2007 GILLIG 35'	2	15GGB271571078435	2701	225010	90	6	9	442,909	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271771078436	2702	233579	90	6	9	442,909	YES	39+2	DF	NO
2007 GILLIG 35'	2	15GGB271971078437	2703	225896	90	6	9	442,909	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078418	2704	265485	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078419	2705	268252	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271071078420	2706	259906	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271271078421	2707	267425	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271471078422	2708	247994	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271671078423	2709	250876	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271871078424	2710	248650	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271X71078425	2711	246536	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271171078426	2712	250534	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078427	2713	260294	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078428	2714	261676	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271771078429	2715	251438	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271371078430	2716	259484	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD271571078431	2717	250797	85	6	9	453,272	YES	39+2	DF	NO
2007 GILLIG 40'	1	15GGD301771078432	7001	254373	85	6	9	734,915	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301971078433	7002	251708	85	6	9	734,915	YES	39+2	DE	NO
2007 GILLIG 40'	1	15GGD301071078434	7003	242920	85	6	9	734,915	YES	39+2	DE	NO
2007 ELDORADO VAN	11	1FDXE45PX7DA55071	512	63219	90	6	9	84,400	YES	16+2	DF	NO
2007 ELDORADO VAN	11	1FDXE45P37DA56073	514	60052	90	6	9	84,400	YES	16+2	DF	NO
2008 GILLIG 40'	1	15GGD271081079603	2801	213394	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271281079604	2802	213463	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271481079605	2803	202442	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271681079606	2804	215951	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079607	2805	204915	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079608	2806	205723	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079609	2807	201813	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271881079610	2808	202322	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271X81079611	2809	202258	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271181079612	2810	208759	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271381079613	2811	207383	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271581079614	2812	208708	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271781079615	2813	198199	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG 40'	1	15GGD271981079616	2814	155035	90	5	10	452,011	YES	39+2	DF	NO
2008 GILLIG HEV 40'	1	15GGD301081079617	8001	195954	90	5	10	659,695	YES	39+2	DE	NO

ROLLING STOCK-BUSES-page 2

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)
2008 GILLIG HEV 40'	1	15GGD301281079518	8002	207937	90	5	10	659,695	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079519	8003	198456	90	5	10	659,695	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301081079520	8004	191505	90	5	10	659,695	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301281079521	8005	199028	90	5	10	659,695	YES	39+2	DE	NO
2008 GILLIG HEV 40'	1	15GGD301481079522	8006	199096	90	5	10	659,695	YES	39+2	DE	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036418	2961	117904	95	4	11	735,746	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS119B036419	2962	121743	95	4	11	735,746	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS189B036420	2963	118158	95	4	11	735,746	YES	62+2	DF	NO
2009 NEW FLYER 60'	5	5FYD4YS1X9B036421	2964	121102	95	4	11	735,746	YES	62+2	DF	NO
2009 GILLIG 40'	1	15GGD271191176245	2901	158401	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271391176246	2902	156776	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176247	2903	157566	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176248	2904	158976	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176249	2905	151756	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271591176250	2906	151152	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271791176251	2907	156670	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271991176252	2908	153555	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG 40'	1	15GGD271091176253	2909	162603	90	4	11	409,947	YES	39+2	DF	NO
2009 GILLIG HEV 29'	4	15GGE301091091443	9031	49219	95	4	11	648,143	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301291091444	9032	50819	95	4	11	648,143	YES	26+2	DE	NO
2009 GILLIG HEV 29'	4	15GGE301491091445	9033	50058	95	4	11	648,143	YES	26+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3017A1176254	10701	139479	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3019A1176255	10702	138278	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3010A1176256	10703	145375	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176257	10704	142079	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176258	10705	150273	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176259	10706	149226	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3012A1176260	10707	151907	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3014A1176261	10708	136317	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3016A1176262	10709	135921	95	3	12	638,279	YES	39+2	DE	NO
2010 GILLIG HEV 40'	4	15GGD3018A1176263	10710	139665	95	3	12	638,279	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3018C1180543	12701	8335	100	1	14	622,804	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD301XC1180544	12702	11486	100	1	14	622,804	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3011C1180545	12703	11742	100	1	14	622,804	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3013C1180546	12704	12175	100	1	14	608,001	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3015C1180547	12705	9823	100	1	14	608,001	YES	39+2	DE	NO
2012 GILLIG HEV 40'	4	15GGD3017C1180548	12706	11199	100	1	14	608,001	YES	39+2	DE	NO
Total			**74**	**12708383**				**$ 38,986,548**				

Public Transportation Management System
Owned Rolling Stock Inventory
Fleet - Demand Response
Spokane Transit Authority
12/31/2012

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

B. Susan Meyer — 6.27.13
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)
2004 Ford E-450 Senator	14	1FDWE45F83HB85772	S118	199146	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45FX3HB85773	S119	200430	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F13HB85774	S120	192971	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F53HB85776	S122	193979	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F93HB85781	S127	201788	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79868	S131	200386	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F43HB79869	S132	147021	70	9	0	79,254	YES	15+5	DF	NO
2004 Ford E-450 Senator	14	1FDWE45F23HB79871	S134	168454	70	9	0	79,254	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA19452	S137	183699	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P75HA19453	S138	158106	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA19454	S139	145628	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA19455	S140	179122	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA19456	S141	167038	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA19457	S142	177125	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA19458	S143	179915	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA19459	S144	178095	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P65HA30797	S145	170789	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA30798	S146	174862	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40839	S147	186550	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P95HA40840	S148	168773	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P05HA40841	S149	178712	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P25HA40842	S150	173888	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40843	S151	161303	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P45HA40844	S152	176270	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P85HA40845	S153	178482	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45PX5HA40846	S154	179556	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40847	S155	196132	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40848	S156	180347	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40849	S157	167888	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P15HA40850	S158	178033	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P35HA40851	S159	180264	70	8	0	80,725	YES	15+5	DF	NO
2005 Ford Senator Minibus	14	1FDXE45P55HA40852	S160	161451	70	8	0	80,726	YES	15+5	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P25HB14003	S161	198682	80	8	0	94,274	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P45HB14004	S162	161799	80	8	0	94,274	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P95HB19957	S164	161340	80	8	0	94,274	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P05HB19958	S165	161988	80	8	0	94,274	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45PX5HB24889	S166	90270	80	8	0	94,274	YES	13 + 2	DF	NO
2005 FORD CUTAWAY	14	1FDXE45P65HB24890	S167	159734	80	8	0	94,274	YES	13 + 2	DF	NO
2008 Eldorado Cutaway	14	1FD4E45S98DB23414	S168	101393	90	5	2	79,262	YES	14 + 2	GA	NO

ROLLING STOCK-PT

2008 Eldorado Cutaway	14	1FD4E45S08DB23415	S169	92845	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S28DB23416	S170	100060	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23417	S171	96831	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23418	S172	91029	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23419	S173	88888	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S48DB23420	S174	97088	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S68DB23421	S175	97866	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S88DB23422	S176	86564	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45SX8DB23423	S177	85878	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S18DB23424	S178	99244	90	5	2	79,262	YES	14 + 2	GA	NO
2008 Eldorado Cutaway	14	1FD4E45S38DB23425	S179	86856	90	5	2	80,100	YES	14 + 2	GA	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1183931	S180	26581	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1187022	S181	26257	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1188451	S182	26523	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189089	S183	25766	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189398	S184	25651	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL9B1189484	S185	23030	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3B1189528	S186	24938	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1189708	S187	25561	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190432	S188	22905	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2B1190511	S189	24470	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190528	S190	23278	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8B1190612	S191	24696	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL6B1190673	S192	22225	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5B1190907	S193	24788	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL0B1190877	S194	24832	100	1	6	91,117	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180412	S195	5201	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180946	S196	0	100	1	6	92,422	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1180577	S197	5407	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL4C1180788	S198	4251	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1180721	S199	4306	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1180507	S200	5508	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1181765	S201	4416	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182068	S202	5055	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1183158	S203	1579	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL2C1182894	S204	2814	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182533	S205	1538	100	1	6	92,422	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182608	S206	2930	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL3C1182127	S207	3481	100	1	6	92,422	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL5C1182419	S208	1546	100	1	6	92,734	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL7C1180672	S209	2646	100	1	6	92,422	YES	14 + 2	DF	NO
2012 Eldorado Cutaway	14	1GB6G5BL8C1182706	S210	1544	100	1	6	92,734	YES	14 + 2	DF	NO
Total			**81**	**8,170,283**				**$ 6,938,311**				
NOTE:												
Usage is also considered as a reason for replacement. Due to mileage, newer vehicles may be replaced sooner than older vehicles.												

ROLLING STOCK-RDS

Public Transportation Management System
Owned Rolling Stock Inventory

Fleet - Vanpool

Spokane Transit Authority
12/31/2012

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

B. Susan Meyer 6.27.13
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)
2001 Ford E-450 Cutaways	13	1FDXE45S71HB00189	R1	222419	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB00194	R4	218872	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77517	R5	195796	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S61HB75630	R6	214958	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S91HB77520	R9	187809	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45S01HB77521	R10	155696	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45SX1HB77529	R11	149163	70	12	0	85,555	YES	15+3	GA	No
2001 Ford E-450 Cutaways	13	1FDXE45SX1HB75646	R12	155189	70	12	0	85,555	YES	15+3	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051160900	R62	79179	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U051162727	R63	107435	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U251163622	R65	70608	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U251163801	R66	75366	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U351163449	R68	118161	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U451163671	R70	117177	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U551162707	R71	96142	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U551162741	R72	107258	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39U751161767	R74	53727	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51160855	R75	88374	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51162654	R76	110570	85	8	0	39,566	NO	15	GA	No
2005 CHEVROLET EX 3500	13	1GAHG39UX51163643	R77	106512	85	8	0	39,566	NO	15	GA	No
2005 DODGE CARAVAN	13	2D8GP44LX5R544851	R90	77875	90	8	0	28,060	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L15R544852	R91	69029	90	8	0	28,060	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L35R544853	R92	60630	90	8	0	28,060	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L55R544854	R93	51710	90	8	0	28,060	NO	7	GA	No
2005 DODGE CARAVAN	13	2D8GP44L75R544855	R94	56310	90	8	0	28,060	NO	7	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U251239033	R95	73289	90	8	0	38,599	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U451255380	R96	97003	90	8	0	38,599	NO	15	GA	No
2005 CHEVROLET EXPRESS PASS	13	1GAHG39U951257416	R97	85077	90	8	0	38,599	NO	15	GA	No
2006 DODGE CARAVAN	13	2D8GP44L76R769083	R98	53130	90	7	0	31,745	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L96R769084	R99	50421	90	7	0	31,745	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L06R769085	R100	87632	90	7	0	31,745	NO	7	GA	No
2006 DODGE CARAVAN	13	2D8GP44L26R769086	R101	53895	90	7	0	31,745	NO	7	GA	No
2006 FORD EXT CLUB	13	1FCSS31L76DA26475	R102	100671	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FCSS31L06DA26477	R103	57177	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FCSS31L26DA26478	R104	51238	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FCSS31L06DA26480	R105	55549	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FCSS31L26DA26481	R106	43997	90	7	0	31,745	NO	15	GA	No

ROLLING STOCK-RDS

2006 FORD EXT CLUB	13	1FDSS31L66DA26483	R107	70742	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26474	R108	53746	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L96DA26476	R109	48735	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26479	R110	53596	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L76DA26489	R111	66909	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L46DA26482	R112	51571	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L86DA26484	R113	38900	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31LX6DA26485	R114	67922	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L16DA26486	R115	49785	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L36DA26487	R116	79504	90	7	0	31,745	NO	15	GA	No
2006 FORD EXT CLUB	13	1FDSS31L56DA26488	R117	49976	90	7	0	31,744	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U171182942	R118	46722	95	6	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U971182994	R119	69691	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571183012	R120	48039	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U671183102	R121	56728	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71183443	R122	60004	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U971184115	R123	44862	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U571184208	R124	61394	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184407	R125	41037	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U871185174	R126	62675	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071185217	R127	96517	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U371185499	R128	43162	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185544	R129	65823	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39UX71185581	R130	64367	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U471185611	R131	81409	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET 3500 VAN	13	1GAHG39U071184326	R132	32417	95	5	0	26,677	NO	15	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W07D215974	R133	49232	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W17D216115	R134	48611	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W57D216368	R135	54488	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D216464	R136	53884	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W67D216837	R137	38759	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217145	R138	37933	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W27D217435	R139	57846	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33WX7D217554	R140	39004	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W77D217723	R141	49662	95	5	0	29,773	NO	7	GA	No
2007 CHEVROLET UPLANDER	13	1GNDV33W47D217890	R142	32051	95	5	0	29,773	NO	7	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691154555	R143	28462	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K091154700	R144	43214	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K291155668	R145	21652	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K591156488	R146	29078	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39KX91156597	R147	21483	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K691156645	R148	38472	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K991156770	R149	56082	95	4	1	29,495	NO	15	GA	Yes
2009 CHEVROLET VAN	13	1GAHG39K891154220	R150	28645	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K191154494	R151	26056	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091154650	R152	69663	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91154767	R153	37299	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K791154838	R154	34687	95	4	1	30,388	NO	15	GA	No

ROLLING STOCK-RDS

2009 CHEVROLET VAN	13	1GAHG39K89115488	R155	52452	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291155072	R156	37865	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K991155148	R157	43968	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91155272	R158	53800	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155331	R159	56910	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K691155365	R160	20725	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155445	R161	58483	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K591155616	R162	20891	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155703	R163	31842	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155720	R164	43811	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K091155734	R165	61748	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K491155882	R166	26757	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39KX91156289	R167	24702	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K891156615	R168	20531	95	4	1	30,388	NO	15	GA	No
2009 CHEVROLET VAN	13	1GAHG39K291156822	R169	28669	95	4	1	30,388	NO	15	GA	No
2010 CHEVROLET VAN	13	1GA2GYDGXA1176133	R170	20576	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG1A1176182	R171	22400	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG3A1176216	R172	23865	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1176293	R173	18881	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176630	R174	35679	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG2A1176742	R175	19510	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDFXA1177007	R176	24443	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG7A1177014	R177	34883	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177113	R178	18630	95	3	2	28,994	NO	15	GA	Yes
2010 CHEVROLET VAN	13	1GA2GYDG9A1177242	R179	13636	95	3	2	28,994	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG8BR732864	R180	17210	100	2	3	24,355	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DGXBR732865	R181	8829	100	2	3	24,355	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG1BR732865	R182	11736	100	2	3	24,355	NO	15	GA	Yes
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732867	R183	6660	100	2	3	24,464	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732868	R184	9910	100	2	3	24,464	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732869	R185	19905	100	2	3	24,464	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG3BR732870	R186	21276	100	2	3	24,464	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG5BR732871	R187	22749	100	2	3	24,464	NO	15	GA	No
2011 DODGE GRAND CARAVAN	13	2D4RN4DG7BR732872	R188	16321	100	2	3	24,464	NO	15	GA	No
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374077	R189	3012	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374078	R190	2549	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374079	R191	3773	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG5CR374080	R192	2663	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG7CR374081	R193	2547	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG9CR374082	R194	1209	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG0CR374083	R195	1272	100	1	4	23,739	NO	15	GA	Yes
2012 DODGE GRAND CARAVAN	13	2C4RDGBG2CR374084	R196	6528	100	1	4	23,739	NO	15	GA	Yes
Total			**127**	**7,131,496**				**$ 4,262,037**				
NOTES:	Usage is also considered as a reason for replacement. due to mileage, newer vehicles may be replaced sooner than older vehicles.											

FACILITIES

Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost	Comments
1. 23	Boone Street Avenue - 1997 & Prior	70	26	34	34,177,728	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
2. 06	Pence Cole Center - 1997 & Prior	70	23	27	5,094,316	The center is located at 4th and University, Spokane Valley, WA. The center contains a 580 sq. foot building which houses a security office and restrooms. The passenger waiting area is covered and heated. The Center will accommodate 236 cars. Security is provided by Spokane Transit to randomly check all park and ride lots.
3. 11	Charles Fleck Center - 1997 & Prior	70	22	28	5,611,660	This maintenance building is located at South 123 Bowdish, Spokane Valley, WA. The facility is a 21,300 sq. foot maintenance and operations building serving the Spokane Valley area.
4. 17	The Plaza - 1997 & Prior	80	17	33	33,912,076	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
5. 09	Park & Rides - 1997 & Prior	85	23	2	740,250	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
6. 16	Shelters - 1997 & Prior	85	21	0	1,325,023	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
7. 23	Boone Street Ave - 1998	85	14	34	20,642	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
8. 17	The Plaza - 1998	85	15	33	50,668	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
9. 09	Park & Rides - 1998	85	15	10	1,702,234	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
10. 16	Shelters - 1998	85	15	0	57,150	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
11. 17	The Plaza 1999	85	14	33	50,870	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
12. 23	Boone Street Ave - 1999	85	14	34	18,698	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
13. 09	Park & Rides - 2000	85	12	3	134,935	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
14. 23	Boone Street Ave - 2000	85	12	35	69,669	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
15. 09	Park & Rides - 2001	85	12	3	705,090	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
16. 23	Boone Street Ave - 2001	85	12	35	17,881	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
17. 17	The Plaza - 2002	85	11	35	65,121	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
18. 09	Park & Rides - 2003	85	10	5	1,412,081	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
19. 23	Boone Street Ave - 2005	90	8	34	126,510	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.

FACILITIES

20. 23	Boone Street - 2006	90	7	34	74,716	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
21. 09	Park & Ride-Turnout - 2006	90	7	18	11,845	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
22. 16	Shelters - 2006	90	7	1	74,570	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
23. 09	Park & Rides - 2007	90	6	19	1,058,856	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
24. 23	Boone Street Ave - 2007	90	6	34	199,574	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
25. 17	The Plaza - 2007	90	6	33	30,320	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
26. 16	Shelters - 2007	90	6	2	10,853	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
27. 23	Boone Street Ave - 2008	90	5	35	450,180	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
28. 23	Boone Street Ave - 2009	95	4	35	519,007	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
29. 16	Shelters - 2009	95	4	2	18,635	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
30. 09	Park & Rides - 2009	100	4	1	2,512	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
31. 16	Shelters - 2010	100	3	3	31,780	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
32. 17	The Plaza - 2010	100	3	33	50,563	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
33. 23	Boone Street - 2010	100	3	35	3,566	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
34. 23	Boone Street - 2011	100	3	33	871,236	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
35. 23	Boone Street - 2012	100	1	33	2,155,160	Boone Avenue Administration, Operations, and Maintenance Facility. This facility is located at West 1229 & 1230 Boone Avenue, Spokane, WA. This is a 252,764 sq. foot multi-functional facility. This is the main maintenance and operations building for all operations of Spokane Transit.
36. 17	The Plaza - 2012	100	1	33	335,306	The Plaza, a 79,417 sq. foot terminal is located at 701 West Riverside, Spokane, WA. This downtown center serves both fixed route bus and paratransit riders of Spokane Transit.
37. 09	Park & Rides - 2012	100	4	1	58,696	Spokane Transit currently serves 10 park and ride lots. These park and ride lots are located throughout the transit service area.
38. 16	Shelters - 2012	100	1	3	31,202	Spokane Transit maintains 112 passenger shelters throughout the service area most of which are on land not owned by Spokane Transit.
	Total				$ 91,281,180	

Public Transportation Management System
Owned Equipment Inventory

For Spokane Transit Authority

12/31/2012

Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
1. Tow Truck-1997 & Prior	05	70	19	6	494,290	Tow Truck, vehicle number 805, is a GMC/WHITE AUTOCAR tractor chassis with a Century tow package.
2. Computer Network-1997 & Prior	04	10	16	0	1,054,876	This computer system is a PC network made up of various types of printers, screens, and subsystems.
3. Bus Washer-1997 & Prior	21	50	22	0	1,051,109	The bus washer is a two lane system designed to last 25 years or the life of the building with routine maintenance.
4. Office Eqpt & furn-1997 & Prior	16	60	21	0	1,887,400	This is all other office equipment and furniture examples include calculators purchased in 1978 to workstations for the paratransit schedulers in 1998. Some of the file cabinets are worn out.
5. Maint Eqpt-1997 & Prior	09	60	19	0	2,776,580	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.
6. Shop Vehicles-1997 & Prior	05	50	19	0	644,006	The shop vehicles vary from electric forklifts to floor scrubbers and age differs from a forklift purchased in 1987 to a floor scrubber purchased in 1995. This is not licensed equipment and is used in support of vehicle and building maintenance.
7. Shop Vehicles (lic)-1997 & Prior	05	50	19	0	1,128,548	The licensed shop vehicles vary from a 1980 Chevrolet truck to a 1995 Dodge Van. 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.
8. Road Cars-1997 & Prior	05	60	19	0	451,247	The road car is a 1994 Dodge van. 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.
9. AVI Info System-1997 & Prior	16	60	13	0	2,563,463	The AVI information system is located at The Plaza. Seem to be having problems-old technology.
10. Maint Eqpt-1998	09	50	14	1	165,318	Maintenance equipment in 1998 includes a set of 6 SEFAC Lifts for the Maintenance Department.
11. Office Eqpt & furn-1999	16	80	13	7	84,068	Office furniture & Equipment in 1999 includes a projector and some workstations.
12. Maint Eqpt-1999	09	70	13	2	70,611	The maintenance equipment includes a portable air compressor.
13. Shop Vehicles (lic)-1999	05	70	13	2	155,399	A Ford truck to be used in the maintenance of shelters and park & rides.
14. Shop Vehicles-2001	09	70	11	0	232,451	The shop vehicles include a new Tennant floor scrubber and de-icer holding tank. This is not licensed equipment and is used in support of vehicle and building maintenance.

Public Transportation Management System						
Owned Equipment Inventory						
For Spokane Transit Authority						
12/31/2012						
Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
15. Radios-2001	08	80	11	4	1,031,551	Mobile Data Computer (MDC) System for Demand Response (DR) mode.
16. Computer Network-2002	04	60	10	0	26,871	The 2002 computer network is to upgrade system.
17. Shop Vehicles (lic)-2002	05	80	9	0	151,697	The shop vehicle is a 2002 Ford F550 truck replaces 1982 Chevy service truck.
18. Computer Network-2003	04	80	9	0	92,303	The 2003 computer network is to upgrade system.
19. Maint Equip-2003	09	80	9	0	185,731	Exhaust stream analyzer.
20. Computer Network-2004	04	80	8	0	251,816	The 2004 computer network upgrade of system.
21. Maint Equip-2004	09	80	8	0	58,192	The Maintenance equip includes 2 roller jacks, vehicle lift hoist and a carpet extractor.
22. Steam Pit Lift-2004	09	80	8	0	371,334	Steam Pit Lift.
23. Road Cars-2004	05	70	8	0	136,069	Road cars are 2 15 passenger Chevrolet vans.
23. Computer Network-2005	04	80	7	0	47,523	The 2005 computer network is to upgrade systems.
24. Radios-2005	08	80	7	3	5,517,533	Replacement of fixed route radio system and radios.
25. Maint Equip-2005	09	85	7	1	30,649	The Maintenance equip is a brake lathe.
26. Road Cars-2005	05	80	7	0	277,288	Road Cars are 4 Chevy Colorado trucks for fixed route supervisors and one Dodge Caravan.
27. Computer Network-2006	04	80	6	0	162,162	The 2006 computer network is multiple new workstations.
28. Maint Equip-2006	09	80	6	2	70,934	Maintenance equipment includes a pressure washer and engine analyzer.
29. Road Cars-2006	05	80	6	0	106,298	Roads Cars are 1 Ford Taurus' and a PT Cruiser.
30. Computer Network-2007	04	80	5	0	416,832	The 2007 computer network is printers, network equipment and software, wi-fi switches, and fiber optic connectivity.
31. Maint Equip-2007	09	80	5	3	407,193	Maintenance equipment includes a six post hoist, air compressor, keywatch system, trash compactor, 4 post lift, transmission tools, and a wheel alignment machine.
32. Road Cars-2007	05	80	5	1	99,489	Roads Cars are a Toyota Prius and a Chevrolet Impala.
33. Fareboxes-2007	02	85	5	5	642,118	Fareboxes for additional fixed route coaches.
34. Computer Network-2008	04	80	4	0	891,322	The 2008 computer network includes multiple new workstations, wireless network equipment, several laptops, network storage equipment, printers, and a phone system.
35. Maint Equip-2008	09	80	4	4	852,294	Maintenance equipment includes a fuel injection cleaning kit, bus vacuum system, emergency generator, and king pin press.
36. Road Cars-2008	05	80	4	2	149,356	Road cars are 2 Chevy Uplanders and 2 Ford Focus.
37. Fareboxes-2008	02	85	4	6	67,005	Fareboxes include Mobile Data Terminals for paratransit vans.
38. Shop Vehicles-2008	05	80	4	4	0	Shop vehicles are a John Deere Tractor and a Tennant Floor Scrubber. These vehicles are not licensed.
39. Shop Vehicles(lic)-2008	05	80	4	4	159,716	Shop vehicles are 2 Ford F350 Trucks.

Public Transportation Management System

Owned Equipment Inventory

For Spokane Transit Authority

12/31/2012

Equipment Description	Equipment Code	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement cost	Comments
40. Computer Network-2009	04	80	3	0	467,185	The 2009 computer network includes several new servers, switches, routers, and storage arrays.
41. Office Equip & Furn-2009	16	90	3	3	65,573	Office equipment includes three currency counters and a schedule rack.
42. Maint Equip-2009	09	90	3	5	102,638	Maintenance equipment includes two wheel balancers, and an ironworker machine.
43. Shop Vehicles-2009	05	90	4	4	0	Shop vehicle is a Noble Speed Scrubber. This vehicle is not licensed.
44. Shop Vehicles(lic)-2009	05	90	3	7	296,304	Shop vehicles are 2 Ford F450 Trucks.
45. Farebox Equip-2009	02	90	3	2	45,335	Five Mobile Data Terminals for additional paratransit vans.
46. Computer Network-2010	04	90	2	4	410,853	The 2010 computer network includes six laptops, 40 new workstations (including monitors), eleven new network switches, and some other miscellaneous computer items.
47. Maint Equip-2010	09	90	2	4	95,939	Maintenance equipment includes a diesel opacity tester and a trash compactor.
48. Road Cars-2010	05	90	2	4	281,347	Road cars include a Ford escape and Ford Pickup for Safety, and two Ford F350 trucks for maintenance.
49. Safety/Security Equip-2010	03	90	2	1	1,567,555	Safety and security equipment is the facility cameras installed at The Plaza, and on the north and south side of the Boone facility.
50. Computer Network-2011	04	95	2	1	1,058,380	The 2011 computer network includes six new network switches, two new network servers, four printers, nine Trapeze Software modules, an upgrade for the Fleet-Net Accounting Software, and some other miscellaneous computer software and equipment.
51. Maint Equip-2011	09	95	2	6	52,385	Maintenance equipment includes a tire changer and four mobile column lifts with lights.
52. Shop Vehicles-2011	05	95	2	5	20,864	Shop vehicles are 2 electric carts for use inside the shop. These vehicles are not licensed.
53. Shop Vehicles(lic)-2011	05	95	2	5	117,878	Shop vehicles are 2 Ford F450 Trucks.
54. Farebox Equipment-2011	02	95	2	4	3,068,477	Complete upgrade of the farebox system for fixed route and paratransit, including all fareboxes for coaches(qty-146), cash boxes for vans (qty-98), mobile data computers (qty-102), vaulting systems, three ticket vending machines, counting equipment, and other miscellaneous equipment.
55. Office Equip & Furn-2011	16	95	2	8	1,101,655	Office equipment includes two check scanners, eight chairs, and a deck sign for training.
56. Computer Network-2012	04	100	1	2	410,404	The 2012 computer network includes additional network storage, switches, and servers, as well as a digital scanner and Trapeze software.
57. Safety/Security Equip-2012	03	100	1	2	278,204	Safety and security equipment is additional facility cameras installed at Boone and facility cameras at The Valley Transit Center.
58. Shop Vehicles (lic)-2012	05	100	1	6	361,841	Shop vehicles are four Ford F150 trucks (including two snow blades), one F350 Ford Truck, one tow truck, and a Knapheide Body and tommy lift for shop vehicle #808.
	Total				**$ 34,764,459**	

Appendix D – Bus Fleet Contingency Plan – Inactive Reserve/Contingency 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

STA will establish and maintain a contingency bus fleet as necessary. Such a fleet would be in addition to 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 service will occur only to the extent necessary to ensure mechanical reliability and fleet readiness.

Definitions

Contingency Bus Fleet – The buses held in contingency may be used during extreme weather conditions, for potential service expansion, emergency operation (evacuation), fuel shortages, and for other undefined emergencies or service requirement. A bus must meet the FTA minimum replacement standards prior to being placed into the contingency fleet.

Service Life – 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.

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

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 the contingency fleet 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.

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.